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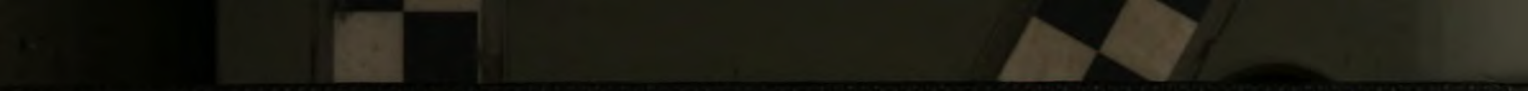

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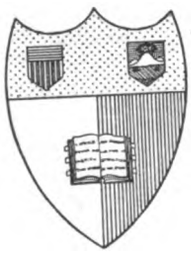

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 540.] LONDON, MONDAY, JAN. 5, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1874.

Subscriptions to the LONDON AND CHINA TELEGRAPH *for* 1874, *at £2 2s. per annum are now payable, at our Office. Post-office Orders and Cheques should be made payable to* JAMES WEST, *Publisher, 2, Cowper's-court, Cornhill, E.C.*

TIME TABLE FOR 1874.

THE P. and O. Company have not yet issued their Time Table for 1874, and we are therefore unable to publish our sheet as usual. We understand that the delay is owing to the negotiations with the Government, in reference to the passage of the mails through the Suez Canal. Until the settlement of this question the service will be continued as heretofore. The service of the Messageries Maritimes also remains the same.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 5.
JAPAN—Yokohama	Sept. 26	Nov. 15	Nov. 18
Yedo			
Osaka and Hiogo	—	—	„ 11
Hakodadi			
Nagasaki	—	—	„ 16
CHINA—Peking	—	—	„ 11
Tien-tsin	—	—	„ 13
Chefoo	—	—	„ 15
New-chwang	—	—	„ 11
Hankow	„ 19	„ 11	„ 16
Kiu-kiang	—	—	„ 15
Chin-kiang	—	—	„ 12
Shanghai	Oct. 3	„ 18	„ 21
Ningpo	—	—	„ 19
Foochow	„ 3	„ 17	„ 23
Formosa	—	—	„ 20
Amoy	—	—	„ 24
Swatow	—	—	„ 25
Hong Kong	„ 17	„ 26	„ 27
Canton	—	—	„ 25
Macao	—	—	„ 26
PHILIPPINES—Manila	Sept. 26	„ 4	„ 13
COCHIN-CHINA—Saigon	—	—	„ 23
SIAM — Bangkok	—	—	„ 26
BORNEO—Labuan	—	—	„ 24
Sarawak	—	—	„ 28
JAVA — Batavia	Oct. 17	„ 21	„ 28
Samarang	—	—	„ 29
Sourabaya	—	—	„ 25
MALACCA STRAITS—Singapore	„ 31	Dec. 3	Dec. 4
Penang	„ 31	„ 1	„ 6
CEYLON—Galle	Nov. 14	„ 7	„ 13
Colombo	—		„ 11

THE MAILS, &c.,

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with a week's later dates, viz., Yokohama, 25th; Shanghai, 28th Nov.; Hong Kong, 4th; Singapore, 12th Dec., which is due, *via* Marseilles, on Monday next, the 12th inst., left Suez on the 30th ult., three days early, and may be expected in London on Thursday or Friday next.

Telegraphic communication between Amoy and Shanghai is interrupted, and messages for the North China Ports and for Japan have consequently to be forwarded *via* Russia.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Jan. 2.—From Yokohama: Signor Sala, Signor Ghiradobi. From Shanghai: Mr. C. Rees From Hong Kong: Mr. Sedgwick, Mr. Laidlaw.

To Venice.—From Yokohama: Signor Vacitich and servaut, Signor Damiole, Signor Martinetti, Signor Biffi, Signor Ariento, Signor Arrellizo, Signor Boffi, Signor Pini, Signor Consoinio, Signor Radelli, Signor Mattaca. From Shanghai: Dr. Barton.

To Southampton, per P. and O. steamer *Khedive*, expected to arrive Jan. 11.—From Hong Kong: Mr. Esson and three second-class passengers.

Per steamer *Agamemnon* (Holt's Line).— From Shanghai: Mrs. Lowe and two children, Mr. W. Duffie. From Foochow: Mrs. Donkin. From Singapore: Master Fox. To Ismalia: Mr. Besier, Dr. Lobell, Mr. Voigt.

PASSENGERS OUTWARD.

Per French steamer *Peiho*, Jan. 4 (booked from London).—To Yokohama: Mr. Enomto, Mr. Yamagoute, Mr. Groenrout. To Shanghai: Mr. Keele, Mr. Caertens. To Hong Kong: Mr. and Mrs. Forneroy and servant, Mr. H. Seymour, Mr. De Longueville To Batavia: Mr. Van Vachren, wife, and daughter, Mdlle. De Moulin, Mr. Bleckrode, Mr. Dekenna, Mr. Coram, Mr. Rouffaer, Mr. Hesely, Mr. Erdmann. To Singapore: Mr. F. Guerin, Mr. A. Cadenan, and five Sisters of Mercy.

Per French steamer *Meikong*, from Marseilles, Jan 18 (booked from London).—To Shanghai: Mr. Forbes and family, Miss McLeavy Brown, Mrs. Mongan. To Hong Kong: Mr. and Mrs. Burrows. To Batavia: Mr. Van Preston. To Singapore: Mr. Herrman.

Per French steamer *Sindi*, from Marseilles, Feb. 1 (booked from London).—To Shanghai: Mr. R. Mackenzie. To Saigon: Mr. Lamothe Terret. To Batevia: Mr. Henderson, Mr. A. Verbrugge, Mr. F. Van de Velde.

Per French steamer *Amadur*, from Marseilles, Feb. 15, (booked from London).—To Shanghai: Mr. H. H. Hollins.

Per French steamer *Tigre*, March 1 (booked from London).—To Shanghai: Mr. and Mrs. Benzley.

Per P. and O. steamer *Australia*, from Southampton (via S.C.), Jan. 1.—To Yokohama: Mr. MacMahon, Mr. Goodwin, Mr. Vale. To Ceylon: Lt. C. J. Blake, Rev. J. Kilner, Rev. E Martin, Mrs. Morrison.

Per P. and O. steamer, from Venice, Jan. 9.—To Yokohama: Mr. M. Biacchi, Mr. Koch

Per P. and O. steamer *Mongolia*, from Southampton, Jan. 15.—To Yokohama; Mr. F. A. Cope, Mr. Yates. To Yokohama (via Bombay): Mr. and Mrs. J. Strachan. To Ceylon: Miss C. J. D. Ogg, Mr. B. Grindwa, Mr. W. Burd. To Shanghai: Mr. J. C. Budd, Mr. T. H. Thomas.

Per P. and O. steamer *Simla*, from Brindisi, Jan. 26.—To Yokohama: Mr. G. Wood. To Shanghai: Mr. Bland. To Singapore: Mr. Allchin. To Ceylon: Mr J. Hamilton.

Per P. and O. steamer *Simla*, from Venice, Jan. 23. —To Galle: Mr. Findlay.

Per steamer *Patroclus* (Holt's Line), from Liverpool, Dec. 31.—For Penang: Mr., Mrs., and Miss Oldham For Singapore: Mr. and Mrs. Lyon. For Hong Kong: Mr. Russell Dowson, Miss Rose, Serjeant Bruce.

Per steamer *Lotus*, from London, Dec. 31.—For Singapore: Mr. and Mrs. Macdonald, Miss Macnair, Mr. C. R. Gurney. For Batavia: Doctor Rutten.

Per steamer *Yorkshire*, from London, Jan. 5.—For Singapore: Miss Vaughan, Mr. Hanscombe. For Yokohama: Mr. H. J. Blumberg. From Suez to Yokohama: Mr. and Mrs Duncan

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port are to the 18th Nov. and *via* San Francisco to 20th, but the news is quite unimportant. Mr. De Long, the ex-Minister, has returned to Washington.

The *Japan Herald* has the following:—The Government has published the following rules to be observed by Japanese residing in China:—1. No persons except military and naval officers to carry offensive weapons of arms. 2. Must not cause any obstruction or annoyance by fast and furious riding or driving. 2. Must not cause any obstruction through intoxication. 4. Must not break or destroy any flowers, shrubs or trees in any garden or street. 5. Must not throw any earth, dirt, stones, or rubbish into any river, ditch, path or road. 6. Must not commit a nuisance on a public road. 7. Must not appear indecently exposed in the streets. 8. Must not tattoo the body. 9. No exhibitions of wrestling between men and women, or serpent charming will be permitted. 10. No women to cut their hair short. 11. No person to appear in the streets without a hat or cap. 12. Men or women to put on clean clothes when they go out, and not to cover the head or face with a handkerchief, &c. 13. No woman may prostitute herself.

It is impossible not to regret the retirement of Soyéjima from the Cabinet at this moment, whatever may be the abilities of his

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successor, and these are highly spoken of. The late Foreign Minister is a man of very liberal views, he thoroughly understands the foreign question, and he has the credit of being very true to any engagement he makes or promise he enters into. He has certainly gained the confidence of the foreign Ministers, and his experience and knowledge are so ample that he can ill be spared from the Cabinet during the discussions which the approaching revision of the Treaties must produce. It is conceivable that the late Foreign Minister may have urged upon his colleagues measures in regard to foreign affairs of the prudence of which their recent experience has made them somewhat doubtful, but it is on that very account that we are most disposed to regret his absence from the Cabinet at this moment, though his secession may have been unavoidable under the circumstances which brought about the late crisis.

The following dodge lately practised at Osaka may, says the *Hiogo News*, afford a useful hint to opposing steamer companies in China. "The people in charge of the *Wunquamaru* carried out an ingenious 'dodge' on Sunday last, which combined the doing of as much injury as was conveniently possible to the *Budjimaru* with as much swindling as could be practised upon their own passengers. When the two vessels were at Osaka together on that day, the former reduced the fare to a quarter of a bu, thereby compelling the *Budjimaru* to do the same. By dint of forcibly carrying some country people on board their boat they succeeded in filling her, and then casting off one rope as if starting down the river, they collected the remaining three quarters of a bu from their unfortunate and sheeplike victims."

NAGASAKI.

Mr. Oshima, who is at the head of the Mining Department, has been in Nagasaki within a few months past, on a tour of inspection. He has been with the late Embassy around the world, and has visited the principal mines in Europe and America. He has just come from Tazima, a well-known island west of Kiushu, between the latter and Korea. Extensive coal deposits are found in Tazima, which was noted as early as 675 A.D. for its silver mines. Mr. Oshima expresses great confidence in the mineral resources of Japan, and thinks that it compares favourably in this respect with the best mining regions of Europe. He believes that although hitherto the receipts have been often more than counterbalanced by the expenses with the poor methods in use, yet, by the gradual introduction of the foreign system, the mines will become a source of great revenue to the Government.

CHINA.

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PEKING AND TIENTSIN.

On the 8th Nov. Ting-show-chang, the territorial Taoutai at Tientsin, went down in the small passenger steamer *Fungseang*, which runs between Tientsin and Taku, to the new fortress of Sin-ching, a short distance above Taku, accompanied by a military mandarin of the red button class, no doubt one of the leaders of the Southern Legion. Having inspected the fort he returned to Tientsin on the 10th Nov.

We hear of there being frequent communications between the Peruvian officials and the Chinese authorities, and it is probable that some progress is being made in arranging a treaty. Nothing has transpired respecting the mission to Cuba or Peru, and there is a report of some *contretemps* having unexpectedly arisen between the Tsung-le-Yamun and the Spanish Minister, as to the despatch of the mission.

On the 7th Nov. according to the Chinese reckoning, winter commenced. The weather has become colder, and ice has been taken out of a pond in the settlement, one-tenth of an inch thick. —The waters on the western plains have fallen so low that the Taku road has been free of water; after having been four months unused. The only foreign vessel which had been in port has left. There are three foreign vessels of war in port, which will remain all the winter, namely one British, one French and one Russian gun-vessel. The United States gunboat *Palos* was also expected. There are three Chinese gunboats in harbour, but it is not known if they will remain during the winter.

A statement had appeared in the *Peking Gazette*, that the Emperor had allotted 400,000 taels of silver for the purchase of grain to feed the distressed people of the inundated districts; but we have not heard of any grain for that purpose having yet come into port. The river will, however, be open for three weeks longer, and by the aid of the Chinese Merchant Company's steamers a large quantity of grain may still be brought.

A new kind of Gatling gun has been brought to Tientsin by an American, and it has been sent to the Viceroy's yamen. It is a sample gun, and the importer hopes to do some business with the Viceroy in such warlike machines.

The Viceroy has commenced digging a canal from the Peitang river to the Tientsin river, 100 ft. broad and 9 ft. deep, for the convenience of the inland junks conveying salt from the sea coast to this city.

SHANGHAI.

The present mail brings advices from this port to the 21st Nov.; the French mail from London Oct. 3 arrived out on the 18th Nov., two days early. The following items of news are from the *North China Herald*:—

We hear that Mr. Wade has signified his unqualified approval of the judgment recorded by Mr. Medhurst in the case of Tate and Hawes *v.* Chungkee, which was tried before the Mixed Court in April last. It will be remembered that the Taoutai and H.B.M.'s Consul gave different decisions on appeal, and the case was therefore referred to Peking.

H.M.S. *Curlew*, which returned from her visit to the Lewchow Islands on the 19th Nov., received information while there that four months previously a foreign vessel was wrecked on the Meiacosima group lying off the north coast of Formosa. When last heard of, the survivors, consisting of one lady, five foreigners and two Chinese, were still on the island, enjoying the hospitality of the natives. Nothing had been heard of them since the middle of August, and it seemed very uncertain whether they were still there, but Captain Church at once made up his mind to proceed, and on the 15th Nov. the *Curlew* reached Ty-pin-san, the easternmost island of the group. From the people on shore it was learnt that, on the 13th of July, a German vessel went to pieces on the coral reefs surrounding the island, and that ten persons reached the shore, two of whom subsequently died. Here they remained for a month, when they left in a junk provided by the authorities on the island. The vessel's name was unknown, and also the port from which she sailed, but her destination as stated by the islanders sounded like Adelaide. Her cargo, consisting of tea, had been washed ashore, and a chest label was shown as follows:—"R. T. Robertson, extra choice new season's family Congou, E. S. and Co., J. S. below in a triangle, No. 58—season 1873-74. Silverlock and Co., Foochow-foo." The vessel therefore proves to be the German schooner *R. J. Robertson*, of whose loss at the place and on the date mentioned a full account appeared in the *North China Herald* of Sept. 13. The survivors, after being very kindly treated by the natives, who refused all reward, found their way to Keelung in a junk with which they were presented, and which they were told they might dispose of for their own benefit when done with. Arriving at Keelung on Aug. 19 they got a passage to Hong Kong.

A meeting of the French Municipal Council was held on the 25th October. The subject of debate was an announcement by Messrs. Butterfield and Swire of their intention to erect landing sheds in front of the Bund Frontage lately acquired by them from the U.S.N. Company. It will be seen that their right to do this was admitted, and the project approved, by a majority of the Council, but was contested by the President, M. Voisin, and M. Maignan, who have, we are informed, since sent in their resignations.

The annual meeting of members of the Gymnasium has been held, Mr. A. Provand in the chair. The Chairman said the accounts which had been left in his hands by the Secretary, Mr. H. Munster Schultz, showed a cash balance of $800, with $400 due for subscriptions for the half-year, in all $1,200. The nominal strength of the Association was about 100, and subscriptions might be expected from eighty, making the amount of $400 calculated on as the half-year's income from that source. The accounts were passed, and Messrs. Stephenson Provand, Lessman (Secretary) and Falcker appointed the new committee. It was resolved to hold athletic sports on the 1st and 2nd December.

Our readers may be interested in knowing that the second frigate now being built at the Arsenal is nearly completed, and will be launched in about six weeks. This vessel is similar to the one launched in 1872, and, like her, will be armed with Krupp guns. The battery for both vessels is now daily expected from Europe. The machinery (400 h.p.) for this ship, as well as the former, has been made at the Arsenal, under the direction of Mr. Rolls, and promises to be a fine piece of work. The authorities, we believe, contemplate sending both vessels to Tientsin early in the spring, for inspection by the Viceroy.

Mr. G. G. Mayne, late manager of the Shanghai and Hongkew Wharf, has been tried for obtaining money under false pretences from the Deutsche Bank, found guilty, and sentenced to two years' imprisonment.

The preliminary examination into the charge of murder brought against Joseph Harris has been concluded, and he has been committed for trial. The trial has been fixed for the 28th November.

HONG KONG.

Dates by this mail extend to the 27th Nov. The outward French mail of 10th Oct. arrived on the 21st Nov.; and the following P. and O. mail of 17th Oct. on the 26th Nov. The following summary is from the *China Mail*:—

There is a rumour widely circulated amongst the Chinese that the Empress Dowager of China is dead, and that a telegram to that effect has been received by some one in Hong Kong. We have made all inquiries, and we are inclined to believe that the report is unfounded, probably invented by those who have lost severely in the Wai Sing Lottery. The death of the Empress

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Dowager, if true, would have the effect of preventing any further indulgence in the lottery, as there would be no more literary or military examinations while the national mourning was kept up.

A report obtained currency a short time since amongst the Chinese that the students sent by the Chinese Government to America had been ill-treated by the roughs. The *Chinese Mail* stated from a reliable source that the rumour was entirely unfounded, and inserted a paragraph to that effect. An acknowledgment of gratitude by the Commissioner of the Educational Mission for the correction was received from Shanghai by that journal last mail.

We learn that the property, plant, godowns, pier and machinery belonging to the Hong Kong Pier and Godown Company, Limited, which was put up by public auction, was bought in by the mortgagees for the sum of eighty thousand dollars. Mr. C. P. Chater bid up to seventy-nine thousand.

The Chinese merchants sent in a memorial to the Government yesterday, praying for the abolition of the carriage of lanterns. It was signed by over 1,000 shops.

Saturday's *Gazette* notifies that the Queen's Exequatur, empowering Mr. Cordes to act as Consul of the German Empire at this port, received Her Majesty's signature on the 8th October, 1873.

A very erroneous version has been circulated regarding the Portuguese gun vessel *Camœns*. It appears that the *Duque de Pamella* being about to leave for Europe some of the friends of the officers from the *Camœns* went off in a gig to bid them goodbye. On their return they collided with a Chinese opium snake boat and were capsized. The Chinese picked them out of the water, but proposed to land them, not at Macao, but at some place on the coast. To this they objected. Words led to blows; one of the Portuguese seized the snake boat's tiller, when an attack was made on them with spears by the Chinese, who pitched them overboard. In the fight one of the gentlemen was so wounded that he died, and was to be buried to-day. Some of the others made good their escape, but some were drowned. The snake boat got away. No doubt measures will be taken for the capture of the crew.

As the German barque *Faugh Balaugh* was nearing Green Island this morning, the steam-tug *Sea Gull*, which was out plying for hire, ran into her, tearing away several chain plates, and damaging her side. The tug herself sustained so much damage to her bows as to render her being beached a necessity, to prevent her sinking.

THE CUBAN MISSION.

The departure of the Mission selected to inquire into the Coolie trade, regarding which we gave some particulars a few weeks ago, has, according to a North China contemporary, been retarded by a singular—not to say wholly untenable—demand on the part of the Spanish Chargé d'Affaires at Peking. The point raised is that some compensation shall be given to Spain if the results of the inquiry about to be instituted should lead to the suppression of the coolie traffic with the Havana. If such a demand has been made—which for the honour of Spain we hope is not the case—we can only characterise it as one of the least justifiable ever presented to an Asiatic Power. The question to be settled is, whether the coolie trade as at present conducted is so unjust and inhuman to the coolie that its suppression is a matter of necessity; and should that question be answered in the affirmative, Spain demands compensation for discontinuing it.

We much regret to record the death by drowning, of Lieut. F. H. Johnstone, senior lieutenant of H.M.S. *Princess Charlotte*. He was first missed from the ship about 3 A.M. of the 18th, being last seen in his night-clothes, and grave fears were at once entertained that he had been drowned. The boats of the ship were set to dragging round her during the day, but without success. The Government offered a reward of fifty dollars to the sampans to make search for the body, and it was finally found on the 21st about noon near the Peninsula and Oriental wharf. The funeral took place on Saturday afternoon (22nd), and was attended by a large number of naval and military mourners, including the captain of the French man-of-war now in port. The band of the 80th Regiment was in attendance.

The following letter to the Chairman of the Chamber of Commerce from the management of the Great Northern Extension Telegraph Company has been published:—

DET STORE NORDISKE TELEGRAF SELSKAB, KJOBENHAVN, den 7th Oktober, 1873.

The Chairman of the Hong Kong General Chamber of Commerce, Hong Kong.

Sir,—In reply to your esteemed letter of 9th August we at once telegraphed to our manager, Mr. Dreyer, to inform you that we are preparing steps to ensure a permanent and satisfactory working of all our telegraph lines in China and Japan.

We are happy to state that not a single interruption has been caused by fault or deficiency in the electrical condition of our cables, which are superior to most cables laid. The frequent interruptions have—with a single exception, on the Nagasaki-Wladiwostock line—nearly all taken place in the mouth of the Yangtsze river or close to Hong Kong. They have all been caused by ships or junks' anchors, in a few instances also by violence from Chinese thieves.

We believe that there is not another line of telegraph cables so much exposed to interruption as ours between Hong Kong, Shanghai, and Nagasaki. In many places cables are exposed to anchorage, and many companies have been obliged to alter the position of their cables several times, before they have been able to insure them against outward violence, but nowhere have they been exposed to have their cables wilfully cut by the craft, which accidentally got across them.

Our company will, of course, have to prepare against these accidents and difficulties, and our not having done so yet is not due to any neglect or want of provision. If we had at once commenced to alter the position of our cables or to lay down stronger cables, it would have been a mere waste of money and would not in the least have improved the communication. It was necessary first to gain sufficient experience as to the causes of the breakages and the exposed places, before steps were taken to insure permanent improvement. Under circumstances so extraordinary as those in the China waters such experience is not gained in less time than a couple of years.

Our present experience has however sufficed to indicate the exact course we have to pursue in our alterations, and we are happy to inform you that we are at this moment preparing steps which we trust will insure not only a permanent and satisfactory working between Hong Kong and the Northern ports, but also between China and Europe *via* Siberia.—I am, Sir, your most obedient servant.—C. F. TRETGEN, Chairman.

In the Supreme Court, before their lordships, Chief Justice Smale and Mr. Justice Pauncefote, the petition in the case of Landstein *v.* the King of Annam was heard. The plaintiff was represented by Mr. Hayllar, and the defendant by Mr. Kingsmill. The suit was brought by Messrs. Landstein and Co. against the King of Annam, to recover about $300,000, and the Annamese steamer *Dang Wee* had been attached.

Mr. Kingsmill asked for an adjournment for two months, as in the event of time being allowed for communication with the King of Annam it might turn out that no further proceedings was necessary. This long adjournment was opposed by Mr. Hayllar, on the ground that the King had no real defence to offer. After a long discussion, the Chief Justice stated that he had received a communication from the Government on the subject of the suit, and in this letter (which was read) it appeared that the Government of Annam repudiated having anything to do with the transaction, and denied that any debt was left unpaid for so long a period. After a further discussion, the Chief Justice remarked that the damages in a case of this character ought to be settled by arbitration, and counsel on both sides apparently wishing to entertain this view, the case was ultimately adjourned for a week, to enable Mr. Kingsmill to consider what course he would adopt.

We regret to record a boat accident, by which Captain Caetano and others, from the corvette *Principe Carlos*, lost their lives in the Macao Roads.

It is proposed to give a public banquet to Mr. Justice Pauncefote on his leaving the colony.

PHILIPPINES.

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MANILA.

Within the space of eleven days no less than three hurricanes raged in various portions of the Philippines, on the 18th, 25th and 29th ult.; the lives lost in consequence are estimated at several hundreds, and the damage done to property on sea and land is said to be very great. The thick weather experienced at these dates proved fatal to the coasting craft. The Spanish steamer *Mindoro* was totally lost off Masbate. The *Diario* and *Comercio* thus enumerate those who perished on the occasion:—

3 European engineers (foreigners).
7 Chinese passengers.
5 native soldiers out of 17 on board.
10 natives, who had been sailors and firemen.

25 in all.

The *Comercio* states that the *Mindoro* was insured at Manila for $30,000; the *Diario* says that the losses suffered by Chinamen in consequence of her loss amount to $40,000.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail extend to the 4th Dec. The outward P. and O. mail of 31st Oct. arrived on the 3rd Dec. The following items are from the *Straits Times*:—

This colony was represented at the coronation of the King of Siam by two Commissioners—the Hon. J. W. W. Birch, Colonial Secretary, and Mr. Robert Barclay Read, nominated by the Chamber of Commerce at the request of H.E. the Governor—who presented their credentials and an address to his Majesty congratulating him upon his final accession to the throne. One great feature in the ceremony was the promulgation of a Royal Edict abolishing the servile custom of prostration by inferiors before their superiors throughout Siam, even in Royal audiences.

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and instituting bowing and uncovering the head instead. This is a consequence of the visits of the King of Siam to the Straits, Java, and India, and will doubtless be followed by the abolition of other servile Siamese customs. The *Pluto* returns to this port with the Commissioners.

The cattle murrain, which has been raging disastrously in Penang and Province Wellesley, has also made its appearance in Singapore, and in consequence no bullock carts can be obtained for the conveyance of goods to and from the wharves, while beef and milk are scarce, and do not meet with much favour from the European community. We have no means of ascertaining the extent of the ravages of the disease among the cattle in Singapore, but some idea may be gathered from the fact that the Government and Commissariat beef contractor alone has lost sixty or seventy head of cattle, while scarcely a cart is to be seen in the streets, and cargo boats are in great demand.

The *Avon* and *Midge* are busy endeavouring to extirpate a nest of Chinese pirates that infest the rivers and creeks of Laroot and Perak, but their operations had not at last advices been attended with much success; and the *Thalia* is still at this port. Captain Speedy, formerly Superintendent of Police at Penang, who has entered the service of the Tunku Muntri of Laroot, is busily drilling a force of some 300 sepoys recruited in India as a semi-military police, to aid in keeping order among the Chinese tin-miners in Laroot; it is reported that he had a skirmish recently with some of the unruly Chinamen, in which his party was worsted, and his brother shot dead, but in the absence of definite information the report cannot be relied on.

The movement on foot among Straits merchants in London, urging the annexation of Perak and Laroot to this colony, is the cheapest way of restoring order in these territories, and protecting the trade of the colony; and as this can, we believe, be done by subsidising the native rulers, it is earnestly to be hoped the suggestion will be carried out if possible. If the same policy were also to be adopted with respect to the little native States lying between Perak and Malacca, the results would be of incalculable benefit to these Settlements, and a large tract of country, teeming with minerals and rich in agricultural resources, but now neglected and locked up by incessant petty wars and blockades, would be opened up to British trade and enterprise.

St. Andrew's day this year fell on Sunday, and the Scots of Singapore, following a custom instituted two or three years ago, observed Saturday, 29th, as a holiday in honour of their patron saint. They were supported on this occasion by the banks and the entire mercantile community, so that the day became a general holiday, and will, we presume, be so observed in future.

We understand that the fight between Government and the Municipal Commissioners over Mr. A. Velge's estreated bond for $10,000 is not over yet. Our late Governor, *more suo*, returned a flat refusal, which was backed with much law but not a particle of equity, to the application of the Commissioners that the money should be handed over to them, as according to all law and precedent they were its rightful owners. The Commissioners adduced in support of their application, as a case in point, that of Lizardi's bond, in London, for £12,000, which was forfeited and has been handed over to the London Corporation. To any one not versed in law or precedent, it must appear that neither parties are entitled to the money, for they did nothing to deserve it, but least of all is the Government, by whose default and negligence it was forfeited, and that if any one should get the money, it is the bank, by whose action the bond was obtained as a security for the loss it had sustained from the bailee. But of course this suggestion, although consonant with common sense, is so contrary to all law and precedent that it will be scouted at once by lawyers, commissioners, officials, and other right-minded loyal subjects. We believe the municipal commissioners intend to appeal home in defence of their rights against Sir Harry Ord's decision, but before doing so have concluded to make a second application to H.E. Sir Andrew Clarke.

Another instance of the liberality of H.H. the Maharajah of Johore, which has come to our knowledge, deserves to be generally known. Upon application from the Rev. J. Aberigh-Mackay, now Chaplain of Simla, but formerly of Singapore, his Highness has subscribed the sum of five hundred rupees to "The Strangers' Home in London," an institution for providing shelter and assistance for all Asiatics who may find themselves homeless and without means in the desert streets of London.

THE RE-CORONATION OF THE KING OF SIAM.

The Siamese Sovereign has resumed his sceptre, and planted the diadem once more upon his brows. This—as we remarked in a previous issue—is the second occasion on which his present Majesty has undergone the costly and curious ceremonial of an antique Asiatic coronation. We have already expressed our doubt as to whether any precedent can really be pointed out among the Siamese—or, indeed, anywhere in Oriental history—for what is to all appearance so vain a repetition. Authorities on the spot, however, assure us that every good Buddhist should pass at any rate some short time in the priesthood after he attains his twentieth year, and the present King of Siam having been called to the throne before that age, his abdication and re-coronation were but necessary consequences of these native notions. This sounds very plausible, but perhaps after all the real though tacit purpose of the whole transaction may have been to mark emphatically the epoch at which the administration of the country was to pass from the hands of the Regent, and to be taken up in earnest by the Sovereign, who at last had left his boyhood behind him. Be this as it may, the solemnities which accompanied the coronation festival were so singular and so old-fashioned, so symbolic, that we cannot fail to interest our readers if we briefly reproduce them here. "The re-coronation exercises" (so the *Siam Advertiser* phrases it) commenced in the palace grounds on the 16th of November last. There the Princes of the Blood, the Ministers of State, the noblemen, and the leading officials in Bangkok and from the Provinces, had gathered themselves together from early dawn; and at about six A.M. soft strains from conch shells and other instruments heralded the approach of the King. Borne in a palanquin on mens' shoulders his Majesty proceeded to the old audience hall, and, having first lit a taper, entered the apartment and took his seat upon the throne. Here he remained till all had been made ready for the rites of

CONSECRATION AND ABLUTION.

In an enclosed square to the south of the audience hall a dais had been set up, and from the centre of the canopy which overshadowed this dais there sprung a white tapering spire, divided into nine sections, and having ten smaller coloured spires grouped round it. A golden seat rested on the dais beneath the canopy, while a slender white cotton thread had been carried from the central spire to two similar spires placed, one in the west, and the other in the east, in the audience hall within.

Presently the King, clad in a thin white costume, took possession of the golden seat, and then several rills of clear water began to trickle down upon him through the perforated ceiling of the canopy above. Next the head priest of Siam, the Princes, the Brahmins, the Ministers of State and others in order of their rank presented water in gold utensils to their Sovereign, and the latter as he received it sprinkled it over his person in the presence of the silent spectators. These purificatory rites completed his Majesty exchanged his dripping apparel for a smart suit of pink and gold, and girded himself with belt and sword. Thus attired he re-entered the audience hall, and seated himself first on the south side of an octagonal platform. Hereupon a Brahmin rehearsed certain precepts, and then offered a chrism, with which the King anointed his face, and some holy water, which he poured down the back of his head. This done, the King spoke some few words in Pali, and then, all the while advancing carefully from right to left, he took up his position on each of the eight faces in succession of the octagonal seat, and on each change of place he repeated a rite similar to the one already described, that is eight times in all. When this was over

THE CROWNING

and completing ceremony yet remained to be accomplished. This took place beneath the white spiral canopy of a throne at the west side of the hall. Here the Chief Marshal of the operations presented his Majesty, one by one, with the five insignia of Royalty—the Royal Shoes, the Sceptre, the Fan, the Sword, and lastly, the Crown—each offering being accompanied by a few formal instructions as to the duties of a monarch. As his Majesty placed the gift last handed to him on his head, the Royal Standard was unfurled outside the hall, music struck up in every quarter of the palace, and the pealing voices of 101 cannon announced to the populace that the coronation was now complete. This business concluded, his Majesty scattered among the assembled nobility gold and silver artificial flowers, presented to the priests their morning repast, and then retired to his private apartments.

A GRAND AUDIENCE

followed at about half-past ten, and besides the native princes and noblemen who assembled in the audience hall on that occasion, the foreign consuls and two accredited representatives from Singapore had been invited to take part in the proceedings. At the favourable moment trumpets, gongs, drums, and conch shells burst out into what was doubtless intended to be melody, the golden curtain which concealed the great throne was drawn aside, and disclosed the King once more to his courtiers in his robes of state. All heads were bowed, and the Siamese, prostrate on the richly carpeted floor, worshipped with palm-joined hands, raising themselves on their knees, bowing, leaning on their elbows, and then thrice lowering their faces till they touched the ground.

THE PROCLAMATIONS.

His Majesty then read out two Royal Edicts. The first was an important one, and abolishes "crouching, crawling, and prostrations, and substitutes standing, bowing, and lifting the hat," for to "show honour by such squatting and worship," his Majesty very wisely "perceives to be of no benefit whatever to the country."

By the Edict next recited several existing Siamese orders or decorations were reconstituted, and other new ones were created; and when his Majesty had finished reading, the Siamese simultaneously, and for the last time for ever, repeated the respectful and reverential demonstrations as at first, and then the prostrate mass arose upright "in the most natural position, and respectfully bowed." After this

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CONGRATULATORY ADDRESSES

were read. The first was presented by the oldest member of the Royal family; then followed the Regent, as "the Chief Executive Minister." He was succeeded by the British Consul, on behalf of the Consular body; and when the representatives from Singapore, who came next, had made an end it was his Majesty's turn to reply. This closed the interview. Later in the day the King gave a reception to some members of his own family, and bestowed decorations upon several of their number, and in the afternoon the

LIGHTED TAPER WAS PASSED ROUND.

This custom was accomplished as follows:—Seven sectioned, spiral, vases of glass, gold, silver, and plaintain leaf were set up in front of the throne, and then the Government officials within and without the hall simultaneously passed the lighted taper round, "dedicating the throne according to Royal custom."

AN IMPOSING RECEPTION,

attended by foreign guests, as well as by native nobles, took place the same evening, while the general public were glutted with that which every Siamese so dearly loves—a gorgeous and unlimited display of puppet shows, theatricals, fireworks and illuminations.

THE ADORATION OF THE PRIESTS.

This came off on the next day. Inside the Royal Audience Hall 262 Palapoins appeared and paid their salutations, while 1,428 members of the Holy Order rehearsed their adorations around the Palace walls outside. On the 21st November his Majesty completed a

GRAND LAND PROCESSION

around the city, making his exit by the gate Wisetchaisee, turning always to the right, going round the Palace walls, and re-entering by the same gate. On the 24th the

WATER PROCESSION

advanced from right to left along the canals which make the circuit of the city walls, and halted at several important temples which are to be found along the route. This brought the re-coronation ceremonies to a close.

Readers may perhaps be inclined to smile at much of what we have here been endeavouring to describe. Let us, however, assure them that the ceremony is modelled on old Brahminical usages, and though rare in modern days, we feel not a doubt that it is a more or less complete reproduction of what has taken place in India from the earliest times every time that a Rajah of the Brahmin faith has ascended the throne. Siam is Buddhist, but there is a temple in Bangkok where Brahmin priests are carefully kept as custodians of the traditionary usages to be observed in all grand ceremonials. Their antiquity, their mystic symbolism, and the risk lest the ritual be soon lost altogether, are the considerations which give interest to these solemnities, which certainly merit at the hands of Oriental scholars a much more careful investigation than we have been able to bestow upon it here.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—A fair business had transpired, chiefly in Grey Shirtings, which had improved considerably in value. Drills were slightly lower, but other kinds of goods showed little change as regards price. Grey Shirtings: 7 lbs. and 8¼ lbs. had been in moderate demandat advancing rates, and at the close were quoted four or five candareens higher. Heavy weights without change, and settlements small; but of 6 lbs. some 4,500 pieces have found buyers at an advance of two candareens. White Shirtings: 64 and 66 reeds, in fair request at fully previous rates. T-Cloths: A little more inquiry for 8 lbs. and 7 lbs., but prices without improvement. Woollens and Worsteds: In improved demand, in sympathy with the Shanghai market. Long Ells: Scarlet have advanced slightly. Camlets and Spanish Stripes showed little change. Figured Orleans: A slight concession on the part of holders had led to a large business, some 2,500 pieces having been taken during the fortnight. Metals: Lead; scarcely any sales reported, but market firm at Tls. 6.00 to 6.10 per picul. Quicksilver; no business. Quotations, Tls. 120 to 125 per picul.

SHANGHAI.—In Cotton Goods early in the interval some considerable transactions were recorded; but as the great Northern markets would shortly close for the winter season, and money in native circles was very tight, a quieter tone prevailed at the close. Grey Shirtings, 8¼ lbs. had been in steady demand, and a slight advance on the commoner makes had been established. Goods were being offered freely at current rates for delivery two months hence, without however leading to much business. 7 lbs. had not improved, except for favourite chops, and for Heavy Shirtings there had been hardly any inquiry. White Shirtings had been in good demand, and owing to smallness of stocks a considerable advance in values had been obtained. T-Cloths continued in the same unsatisfactory position as previously reported; the market was characterised as "very sick." Drills were also very dull, and saleable in small lots only at reduced rates. Jeans had been in better demand, and were quoted a little higher. In Sheetings, except a sale of mildewed goods at a low price, there were no transactions to note. Fancy Cottons: Gentian Shirtings and Chintz Twills had been in good demand by dealers for the North, but other goods had attracted little attention. Woollens: Scarlet Long Ells had been much sought after; but, though stocks were very small, dealers would not advance on former quotations. Camlets were in steady demand at unchanged prices; complaints of mildew in this fabric were frequent. Figured Orleans were very dull, but good assortments of Plain Orleans were readily saleable. Spanish Stripes and Medium Cloths attracted very little attention, and were quoted lower. Assorted Lastings of second quality were wanted, but prices offered were unremunerative.

FOOCHOW.—Sales had been—Grey Shirtings, 8-4 lbs., 2,250 pieces, at $2.70 to 2.75 per piece. T-Cloths: 500 pieces, 7 lbs., at $1.95 per piece.

HONG KONG.—The ship Albert Victor, and the steamers Tartar, Achilles, besides the mail steamers, had arrived, and had brought fair supplies of manufactured goods for this market. There had been very little inquiry for Grey Goods, but better accounts from the north had helped to maintain prices of Grey Shirtings, but in the case of T-Cloths holders were still anxious to realise, and to effect sales they had in some instances accepted lower prices. Great complaints were being made of the slackness of trade in the interior, and the dealers showed no disposition to go into stock. Cotton Yarn: 16s to 24s of common qualities still out of demand, and stocks in consequence accumulating, better springs found buyers to small extent. 28s to 32s, few sales at previous prices. Grey Shirtings: 8 lbs. unsaleable; and 7 lbs. difficult to move; 8-4 lbs., recent advices from Shanghai had strengthened importers' hands, and though the demand was small, dealers had had to pay full prices for what they require; 9 to 10 lbs. quite out of request. T-Cloths: 6 lbs. common quite unsaleable; 7 lb., prices not maintained, and the tendency was towards a further decline. Mexicans, 6 lb. small stock; 7 lb. in little demand, and lower prices accepted; 8 lb. in small stock, but not asked for. Drills: Small sales at the late decline. Fancy Goods: Little doing; prices are unchanged. Woollens: Spanish Stripes lower. Blankets unchanged. Long Ells: Scarlet advanced 25c. to 30c., at which a fair quantity had been taken. Assorted advanced in sympathy, but not much doing. Camlets weaker all round. Metals: Iron Nail Rod 5c. per picul higher, but demand not so active. Bar unchanged in value. Hoop more sought after. Lead had been in fair demand, but business had been restricted by the firmness of holders; prices advanced 60c. per picul for L.B.; Ordinary Brands quoted $8.15 to 8.50, and W.B. $8.70 to 8.80.

CANTON.—Lead had greatly advanced in value, was held firmly, but at the current prices there was no great demand; quotations were $9.10 to 9.20 for L.B., and $9.30 to 9.50 for W.B. Sales 1,200 pigs of the former. Quicksilver had been in request, but since the arrival of 300 flasks from San Francisco the demand had slackened.

BATAVIA.—Business in Piece Goods was almost entirely at a stand-still, and pending the reduction of duties with the beginning of the new year, only very trifling transactions had taken place, principally of goods already imported, which holders were clearing off at reduced prices. The native new year holidays had also considerably interrupted business.

SINGAPORE.—Messrs. Bowstead and Co.'s Report says:—The arrivals with general cargoes are the steamers Ningpo and Glenroy from London, the Nestor and Yrurac Bat from Liverpool, and the Asia from Hamburg. During the early part of the fortnight a fair amount of business in Piece Goods was transacted, but latterly the market has become quieter and closes dull. There is no change of importance in prices to be noted. Grey Shirtings:—Sales of 8¼ lbs. goods to some extent at $2.37½ to $2.40. Small transactions in 7 lbs. at $2; 6 lbs. nominal at $1.80 to $1.82½. 45 inch: Both 8 and 9 lbs. dull, and hardly any business is reported. 32 inch T-Cloths: Light weights very unsaleable. 5 lbs. taken at $1.25 to 1.26½. 6 lbs. have received more attention and are in moderate stock; sales at $1.47½ to $1.50. 7 lbs. asked for at $1.65 to $1.67½. Grey Madapollams 2¼ lbs. scarce and wanted at $16¼ to $16¾. No enquiry for heavier weights. 40's Grey Yarn: Sales to some extent at $120 to $122, closing quiet with sellers at the lower quotation; stock small. 30's in occasional request at $105 to $106. 18's/24's mock water in slightly better enquiry. Woollens: Assorted Camlets saleable at $19 to $20. Scarlet Long Ells out of stock and are wanted. Lastings in occasional enquiry. Scarlet Bombasettes dull of sale. Metals: Iron is without alteration in price, little enquiry and no transactions reported. Lead having advanced in China, prices here are stronger, and for L.B. brand $7 would be paid for supplies on the spot.

PENANG.—During the fortnight there had been several sales of mildewed Grey Staples, at low rates, which had tended to weaken the market. Business transacted had on the whole, been very small, and quotations remained unaltered.

EXPORTS.

—o—

TEA.

HANKOW.—Transactions had been limited and confined almost entirely to Russian buyers. Settlements for the fortnight had been 2,154 chests; shipments on native account 3,897 chests.

SHANGHAI.—Messrs. Drysdale, Ringer and Co.'s Report says: There has been more doing during the fortnight in Black Teas, the low rate of exchange and a slight reduction in the tael price having induced purchases. The bulk of the business has been in common Oonam kinds, Lowyongs, and Pingkongs, at Tls. 15.0.0 to 16.0.0. Good common Oopacks and Ningchows have been settled at Tls. 17.0.0 to 19.0.0. Export of Congou, deducting losses, is 55,656,093 lbs., against 58,896,838 lbs. last season. Green Teas: The continued disastrous advices from both England and America has had the effect of checking purchases, and the business reported is on a moderate scale. Prices show a marked reduction all round with the exception of the finest qualities of Moyune, which maintain their value. Stock is the largest on record, amounting to over 100,000 half-chests.

FOOCHOW.—A fair business had been in progress at rates which had continued firm, but the market closed with less animation. Congou: Settlements 30,500 chests at Tls. 13¼ to 19¼. The demand had been

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principally for ordinary to good common grades at a slight advance. The better kinds were slightly easier. Arrivals 8,200 chests. Souchong: Settlements 2,500 chests at Tls. 15 to 46, which in some instances showed a slight decline. Oolong: Settlements 3,700 half-chests at Tls. 16 to 23, about previous rates. Arrivals 1,200 half-chests. Scented Teas: Settlements 5,100 boxes Scented Orange Pekoe at Tls. 16 to 20, 500 boxes Scented Caper at Tls. 15¾ to 18, and 400 boxes dust at Tls. 6. Arrivals 3,700 boxes. Flowery Pekoe: Settlements 520 chests at Tls. 14 to 34. Arrivals nil.

AMOY AND TAMSUI.—The Amoy market for Oolongs had been active during the fortnight, and about 23,400 half-chests, consisting chiefly of cargo grades, had been settled. Prices for fair cargo showed a slight advance at close, while for Teas grading superior and upwards rates had been rather more in favour of buyers. Quotations: Inferior to common, $14.00 to 15.50; fair, $16.50 to 17.50; good, $19.00 to 21.00; superior, $22.50 to 24.00; fine, $26.00 to 30.00. At Tamsui the market was very firm, and prices were hardening every day. Supplies were small, and there was very little more leaf expected down.

CANTON.—The market had been extremely quiet during the fortnight, and the unfavourable advices received by wire from the London market had almost put a stop to business. Teamen would doubtless be willing to make some concession in price, but buyers evinced no desire to purchase, and there was no change in prices.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1 to Nov. 12, 1873	—	63096048	41043913	111726	13361667	117351229	32148
From June 1 to Nov. 12, 1872	—	67228821	41100788	104023	16919066	125352698	43267

Shipments since last report, and included in above total:—

Oct. 27	per Bellona (str.)	From Foochow	957,863		
— 29	... Craigforth (str.)	... Shanghai	314,958		
— 30	... Gwalior (str.)	... Do.	32,535	1,720	
	Do.	... Canton	203,590		
Nov. 2	... Thyatira	... Foochow	1,248,772		
— 5	... Oxfordshire (str.)	... Shanghai	—	84	
— 6	... Peiho (str.)	... Do.	27,600	256	
	Do.	... Canton	42,400		
— 8	... Lord of the Isles (str.)	... Foochow	192,019		
	Do.	... Canton	67,106		
— 9	... Agamemnon (str.)	... Shanghai	247,348	373	
	Do.	... Foochow	903,399		
	Do.	... Canton	300,834		

TO THE CONTINENT.

	Bales.
From June 1 to Nov. 12, 1873	7631798	15760
Do. do. Nov. 12, 1872	4969843	17195

Shipments since last report, and included in above total:—

Oct. 25	per Kirkland	From Foochow	593,664		
— 30	... Gwalior (str.)	... Shanghai, &c.	—	939	
Nov. 1	... Agamemnon (str.)	... Shanghai	75,731		
— 4	... Peiho (str.)	... Yokohama	7,200		
	Do.	... Shanghai, &c.	—	1,206	

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1 to Nov. 12, 1873	22315559	3639
Do. do. Nov. 12, 1872	36160296	6253

Shipments since last report, and included in above total:—

Sept. 18	per Etta Loring }	From Hiogo	273,960		
— 18	... Clausina }				
Oct. 8	... Quang-Se	... Yokohama	412,243		
— 15	... Morro Castle	... Do.	436,550		
— 22	... Japan (str.)	... Do.	237,387	17	
— 25	... New York (str.)	... Shanghai	84,607	87	
— 27	... Leander	... Do.	1,027,995		
— 27	... Falcon	... Canton	—	50	
— 30	... Gwalior (str.)	... Do.	136,104	28	
Nov. 4	... Ringleader	... Do.	265,247	70	
— 5	... Denbighshire	... Foochow	603,836		
— 7	... Inverness	... Do.	736,330		
— 8	... Alaska (str.)	... Canton	141,552		

TO AUSTRALIA.

From June 1 to Nov. 12, 1873	11,920,693
Do. do. Nov. 12, 1872	11,916 891

Shipments since last report, and included in above total:—

Nov. 3	per MacGregor (str.)	From Canton	45,855

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d.	4s. 2¼d.	4s. 4d.
Shanghai „	5s. 8¼d.	5s. 9¼d.	5s. 9¼d.
Canton „ }			
Hong Kong „ }	4s. 2¾d.	4s. 3d.	4s. 3¼d.
Macao „ }			
Singapore „	4s. 3d. to 4s. 3¼d.	4s. 3¼d.	4s. 3¾d.
Manila „	4s. 1¼d.		

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	225¼
„ Hong Kong	26¼ to 26⅜ dis.	—
Bar silver	Tls. 111.3.5	8¼ prem.
Mexican dollars	„ 74.0.0	1¼ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 47 per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance Company, $900 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 30 per cent. premium
Hong Kong Fire Insurance Company $348 premium.
Union Insurance Society, $600 premium.
China and Japan Marine Insurance Company, Tls. 95 per share.
China Fire Insurance Company, $30 premium.
Victoria Fire Insurance Company, $18 premium.
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 10 per cent. prem.
Hong Kong Distillery Company, nominal.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd.
Shanghai Dock Company	500	500	205	4 p.c.
Shanghai Gas Company	100	100	138	12 p.c.
Shanghai S.N. Company	100	100	110	12 p.c.
S. Tug and Lighter Company	850	850	500	12 p.c.
French Gas Company	50	50	62	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$555	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.400	trien.
North China Steamer Company	100	100	40	
Union S.N. Company	100	100	59	12 p.c.
Yangtsze Ins. Association	500	500	730	15 p.c.
Union Insurance Society	$5,000	$1,000	$1,850	trien.
China Traders Co. (Limited)	1,000	1,000	1,950	$250.p.sh
Hong Kong and China Gas Co.	£10	£10	£65	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.96	12 p.c.
Victoria Fire Insurance Co.	$500	$100	$120	12 p.c.
China Fire Insurance Co.	500	100	133	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.135	12 p.c.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 820, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 80, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-treet, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

WE understand that a petition will shortly be presented to Lord KIMBERLEY by a deputation of merchants and others interested in the trade of Penang, for the annexation of Laroot and Perah to the Government of the Straits.

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Nov. 15, Olympia (str.); from Liverpool, 11, Glaucus (str.); from London, &c., Dec. 27, Alhambra, Deucalion (str.), Atalanta (str.).

At HONG KONG and CANTON.—From London, Nov. 22, Tartar (str.); Dec. 27, Braemar Castle (str.); from Liverpool, 23, Achilles (str.); from Hamburg, 21, Bernhard Carl; from Cardiff, 25, Yoivo.

At BATAVIA.—From Glasgow, Nov. 15, Manfred; from Buenos Ayres, 13, Henry Buck; 24, Onrust; from Montevideo, 25, Idella Berry; from Rotterdam, 13, Cornelis Wernard Eduard; from Texel, 18, Borneo.

At SINGAPORE.—From Liverpool, Dec. 1, Yrurac Bat; Dec. 30, Menelaus (str.).

At PENANG.—From London, Dec. 1, Atalanta (str.); 31, Consolation (str.); from Liverpool Menelaus.

DEPARTURES.

From SHANGHAI.—For London, Nov. 12, Hong Kong (str.); Ulysses (str.); 17, Halloween; for New York, 18, Samuel D. Carleton.

From FOOCHOW.—For London, Nov. 17, Ulysses (str.); 18, Carmarthenshire (str.); for New York, Dec. 21, Emer.

From HONG KONG and CANTON.—For London, Nov. 21, Oxfordshire (str.); 25, Craigforth (str.).

From SINGAPORE.—For London, Nov. 29, Oxfordshire (str.); Dec. 3, Craigforth (str.); for Liverpool, Nov. 20, Saint Pietro, 22, Bertie; for New York, 20, Invincible; 21, Lima.

From BATAVIA.—For Channel, f.o., Nov. 19, Choice; for Holland, 14, Dahlia, Salatiga; 16, Elizabeth; 18, Amelia; 24, Dordrecht III., Maria Adolfina; 26, Liberaal: for Boston, 22, Manfred.

From PENANG.—For London, Nov. 28, Lord of the Isles (str.); 30, Ulysses (str.).

VESSELS LOADING.

At SHANGHAI.—For London, Glaucus (str.), Olympia (str.); for New York, Oberon (str.), Mary Whitridge, Sea Serpent.

At FOOCHOW.—For London, Melbrek; for New York, Emer.

At HONG KONG and CANTON.—For London, Lothair, Glenisla.

At SINGAPORE.—For London, George Shotton, Trio; for Channel, f.o., Jeanie Louttit, Kirkland; for Marseilles, Witch.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £3 per ton of 40 cubic feet.

At FOOCHOW.—To London, £3 per ton of 40 feet, and £3 per ton of 50 ft. by sailing vessel; to New York, £3 per ton of 40 feet.

At PENANG.—For London, the Glaucus has engaged tapioca flour at £2 10s., pepper £4, tobacco £3 5s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Nov. 11 ...	Henry Buck ...	Buenos Ayres ...	Batavia
„ — ...	Cornelis Wernard Eduard ...	Rotterdam ...	Samarang
„ 12 ...	Miaca ...	Nagasaki ...	London
„ 13 ...	Hermon ...	Singapore ...	Liverpool
„ — ...	Adelheid ...	Amoy ...	New York
„ 14 ...	Blackwall ...	Sunderland ...	Anjer
„ — ...	Boldon ...	Manila ...	Cork
„ — ...	Kennemerland ...	Samarang ...	Amsterdam
„ — ...	Camilla ...	Manila ...	New York
„ — ...	Chattanooga ...	Cebu ...	Do.
„ 15 ...	Bunker Hill ...	Manila ...	Boston
„ — ...	Masonic ...	Do. ...	New York
„ — ...	Una ...	Do. ...	Liverpool
„ — ...	D. M. B. Park ...	Singapore ...	London
„ — ...	Falcon ...	Whampoa ...	New York
„ — ...	Harlow ...	Shanghai ...	Do.
„ 16 ...	Morro Castle ...	Yokohama ...	Do.
„ — ...	Republic ...	Manila ...	Do.
„ 19 ...	Onrust ...	Buenos Ayres ...	Batavia
„ — ...	Duncraig ...	Liverpool ...	Singapore
„ — ...	Liander ...	Shanghai ...	New York
„ — ...	Elsinore ...	Manila ...	London
„ — ...	Northampton ...	Shanghai ...	Do.
„ — ...	Ziba ...	Kobe ...	Falmouth
„ — ...	Caroline ...	Foochow ...	London
„ — ...	A. H. Wille ...	Liverpool ...	Singapore
„ — ...	Otter ...	Cardiff ...	Do.
„ 20 ...	Rota ...	Ilo Ilo ...	Liverpool
„ 21 ...	Velocity ...	Sunderland ...	Singapore
„ 22 ...	Alexander ...	Tagal ...	Falmouth
„ — ...	Justitia ...	Samarang ...	Do.
„ 23 ...	Ben Nevis ...	London ...	Singapore
„ — ...	Idella Berry ...	Montevideo ...	Batavia
„ 24 ...	Dunkerque ...	Dunkerque ...	Saigon
„ — ...	Manfred ...	Ilo Ilo ...	Boston

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 1, at London, from Galle, &c., Orchis (str.); —, at Falmouth, from Rangoon, Camelot; 1, Nuevo Abele; from Batavia, Kebroyd; at Queenstown, from Rangoon, Eliza Queirolo; 2, at London, from Galle, &c., Clymping; 3, from Penang, Eurus; from Colombo, Lady Macdonald; 1, off Dungeness, from Batavia, Bali; 2, at Falmouth, from Batavia, for Amsterdam, Hutton (str.), from Akyab, Pellicano; at Bristol, from Java, Evelyn Wood; Dec. 31, at Cuxhaven, from Hong Kong, Lolo; at Texel, from Batavia, Electra; at Helvoet, from Samarang, Adolph; at Brouwershaven, from Sourabaya, County of Berwick. At Antwerp, from Akyab, Isubas; Jan. 2, at Havre, from Samarang, Concordia; 4, at London, from Bassein, Guilio; at Southampton, from China, Zambesi.

DEPARTURES.—Jan. 3, from Shields to Singapore, Aldebaron; 2, from Sunderland, for Singapore, Index; 3, from Liverpool, for Galle, Jalawar.

LAID ON.—At Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Dicmed (str.).

STEAMERS PASSED THE SUEZ CANAL.—Antenor, from Liverpool, for Singapore, China, &c.

SPOKEN.—Fair Leader, Cardiff to Ceylon, Nov. 5, 12 S., 29 W.; James Shepherd (ship), London to Shanghai, Dec. 27, 49 N., 6 W.; Rowena, Shields to Galle, Nov. 3, 18 S., 32 W.; Brisbane, Cardiff to Singapore, Dec. 28, 50 N., 11 W.; Maria Eliza, Amsterdam to Batavia, Nov. 20, 1 S., 27 W.; Luid Holland, Batavia to Rotterdam, Nov. 11, 33 S., 1 E.; Agate, Liverpool to Singapore, Nov. 21, 28 S., 29 W.; Daniel Rankin, Batavia to Amsterdam, Dec. 4, 4 N., 23 W.; Weymouth, Shanghai to London, Nov. 7, 26 S., 45 E.; Douglas Castle, Hong Kong to Buenoo Ayres, Nov. 20, off Cape of Good Hope; Caranjah (? India) (Dutch ship), Samarang to Rotterdam, 56 days out, Dec. 4, 24 S., 2 E.; Ada (ship), New York to Shanghai, Dec. 3, 7 N., 32 W.; P.H.F.J. (Dutch ship), Tyne to Java, Dec. 3, 5 N., 23 W.; Contest (barque), Java to Falmouth, Nov. 23, 6 N., 23 W.; Noach I. (Dutch ship), Rotterdam to Batavia, Nov. 30, 9 N., 25 W.

CASUALTIES.—Cape Town, Dec. 3.—The Ann Lucey, from Colombo to London, with coffee, &c., which put into Table bay Nov. 16, was leaky, as reported; she has discharged all her cargo in order to effect repairs. Advices from St. Helena, dated Dec. 12, state that the Fort Regent, Olsen, from Ilo Ilo to New York, which put in there leaky in July last, had completed her repairs as well as the reloading of her cargo. A survey had been held on her, and she was declared fit to proceed for her destination; she would therefore probably sail on the 13th Dec.—At a survey held 26th Nov. on board the Geraldine, Flory, from Hong Kong to London, which vessel was on fire here 22nd Nov., it was found that a small portion of the sugar cargo had sustained damage by water; she was recommended to re-stow the cargo which had been brought on deck; the vessel proceeded on the 28th.

MISCELLANEOUS.—Off Ascension, Nov. 29, Orient (Russ. barq.), from Batavia for Rotterdam; 30, Amigos (Span. barq.), from Manila, for Liverpool; Dec. 7, Q., B. S. W. (Waterloo), from Batavia, for Amsterdam. At St. Helena, Nov. 25, Ridderkerk, Blokziel, from Batavia, and sailed 26 for Rotterdam, Mentor, de Greeve, from Batavia, and sailed for Amsterdam; 27, Sea Foam, Wilkins, from Batavia, and sailed 28, for the Channel; Dec. 2, Alvington, Adams, from Samarang. and sailed 4, for New York; 3, Luigi, Monasterio, from Penang, and sailed 5 for London; 8, Adelpha, Gunn, from Batavia, and sailed 9 for Falmouth. Off St. Helena, Nov. 24, Oceaan (of Amsterdam), from Batavia, for Amsterdam; 25, Æolus (Dutch barq), from Batavia, for Rotterdam; Dec. 1, Argonaut, (of Sunderland), from Shanghai, for New York; 4, Ambassador (of London), from Foochow, for London; 10, Aracan, from Macao, for London.

LATEST TELEGRAMS.

THE WAR IN SUMATRA.

THE HAGUE, DEC. 28.—The Government has to-day received the following official despatch from Lieutenant-General Van Swieten:—"We are bivouacking on the right bank of the Atchin river, not far from the Kraton. Communication with the left bank is maintained by a bridge. The concentration of our forces at this point has been retarded for three days by sickness, particularly among the working parties attached to the expedition. The troops are taking the rest necessary to recruit them after the late outbreak of cholera, which has now become less prevalent. Entrenchments are being thrown up to protect our positions from surprise. The enemy are short of provisions, and it is expected that this scarcity will have the effect of dispersing their forces." No communication has yet been received from the Sultan of Atchin.

PENANG, DEC. 30.—Advices received here announce a severe engagement between a large body of Atchinese and a portion of the Dutch forces while the latter were reconnoitring the Kraton. Their object was gained with moderate loss. The Atchinese lost heavily. The Dutch are erecting heavy batteries before the Kraton, where the Atchinese have been reinforced by the Rajah of Pedier. The health and spirits o the Dutch troops are excellent.

THE HAGUE, DEC. 30.—Official despatches from Sumatra without date report that on the occasion of the great reconnaissance of the Kraton a strongly-entrenched position was captured. The fighting was of a very stubborn character. The Dutch lost eight killed and seventy-eight wounded. The conduct of the troops was excellent, and considerable losses were inflicted upon the enemy. General Van Swieten has not yet received any reply to his letters to the Sultan of Atchin. Provisions and war material were still being accumulated for a vigorous attack. Several native chiefs had been beaten, while others had been neutralised or were discouraged. The Atchinese are short of rice. The weather is favourble, and cholera is decreasing. An official despatch from Penang, dated the 30th inst., announces that a serious engagement was fought on the 26th, and the object aimed at by the Dutch was crowned with success. The Dutch troops lost sixteen killed and sixty wounded. A strong battery is being constructed and is nearly completed. The Rajah of Pedies had reinforced the Kraton with a

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body of 1,500 men, and the Dutch squadron had sailed for his territory to chastise him. The bearer of General Van Swieten's letters to the Sultan had been imprisoned, and the letters were destroyed without being delivered to him. The populace had obtained supreme power.

PENANG, JAN. 3.—The Dutch troops have attacked Pedier, on accoun of the Rajah having sent troops to reinforce the Atchinese, and have captured the forts and burnt the villages. Four hundred marines ascended the river, and have been fairly successful in their operations. The boats returned on the 31st ultimo. The Dutch loss in these operations was two men killed and one officer and eight men wounded. The squadron sailed again for Atchin on the 1st instant.

ABOLITION OF THE MACAO COOLIE TRADE.

HONG KONG, DEC. 30.—The Portuguese Government have abolished the Macao Coolie trade This measure causes great excitement, as it will have the effect of depriving a large number of Portuguese and Chinese of employment.

MARKET REPORT.—CHINA.

HONG KONG, JAN. 2.—Market for Cotton Piece Goods dull, for Woollens quiet; Grey Shirtings, 6½ catties, 8¼ lbs., $2.52½; Cotton Yarn 16-24, $117; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2. Cotton: Fair medium Bengal, $12½. Exchange on London: Bank bills, six m.s., 4s. 2⅝d. Tea, freights to London £3. Silk: No. 4 Tsatlee at Canton $415.

STRAITS SETTLEMENTS.

SINGAPORE, DEC. 30.—Market for Manchester goods quiet; Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7 lbs., $2. T-Cloths 6 lbs., ordinary, $1.52½. Gambier, $4.97½. Pepper: Black (Singapore), $15.50; White (Rhio), $19.50. Tin (Malacca), $32⅛. Coffee (Bonthyne), $29. Exchange on London: Bank bills, six m.s., 4s. 3¼d.

PENANG, DEC. 31.—Tin, $31⅜ to $31½. Pepper: Black, $15.50; White, $23. Sugar, No. 1, $6.55 to $7.25; No. 2, $3.90 to $4.60; No. 1 basket, $3.10. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $120; 30's, $102. Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.55. Exchange on London: Bank bills, six m.s., 4s. 3¼d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JAN. 2.—The P. and O. Company's steamer Malta arrived at 2, and the mail left at 7.15 this morning for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, DEC. 29.—The P. and O. Company's steamer Khedive left this afternoon, with the homeward India and China heavy mail; and specie to the amount of £440,000; she may be expected at Southampton about Jan. 11.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, DEC. 30.—The P. and O. steamer Geelong arrived this morning with the heavy India, China, and Australian mails, 42 passengers, £1,083,185 in specie, and 5,755 packages of cargo. She landed the mails, passengers, specie, and Southampton portion of her cargo, and proceeded for London to discharge the remainder. The Geelong will proceed to Dumbarton to be fitted with new compound engines, and have a complete overhaul.

NEXT INWARD MAIL.—SUEZ, DEC. 30.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 7th January.

INWARD MAIL DUE JANUARY 19.—GALLE, DEC. 27.—The P. and O. steamer Sunda, from China, arrived on the 25th with the China mails, and the Mirzapore leaves for Suez to-day. Australian gold for Europe, £561,000.

INWARD MAIL, DUE JANUARY 26.—GALLE, JAN. 2.—The Messageries Maritimes steamer Provence, with the inward French mails from China and Japan, arrived here yesterday, and in consequence of some damage to her machinery will leave to-day, under sail, for Aden. The mails will be forwarded by the next English mail steamer, and the passengers will embark on board the next French mail steamer, the Hoogly, which is due here on the 14th January, and at Marseilles on the 7th February.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, JAN. 1.—The P. and O. steamer Australia left here to-day, with the heavy mails for India, China, and Japan. After delivering mails, &c., at Alexandria, the Australia will go through the Suez Canal to Galle, Madras, and Calcutta.

OUTWARD MAIL OF DEC. 18-26. — SUEZ, JAN. 2.—The P. and O. Company's steamer Malwa left at 11 A.M., and the Cathay at 5 P.M. to-day, for Bombay and Calcutta, respectively.

OUTWARD MAIL OF DEC. 5. — GALLE, JAN. 1. — The Messageries Maritimes steamer Ava, from Marseilles, Dec. 7, left here to-day for Singapore.

OUTWARD MAIL OF NOV. 28.—SINGAPORE, DEC. 30.—The P. and O. mail from London, Nov. 28, arrived here to-day.

OUTWARD MAIL OF NOV. 21.—HONG KONG, DEC. 31.—The French mail steamer *Amazone*, with the mail from London Nov. 21 arrived here to-day.

OUTWARD MAIL OF NOV. 14.—HONG KONG, DEC. 27.—The P. and O. mail from London, Nov. 14, arrived here to-day.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUSH—On the 23rd Oct., at Newchwang, North China, the wife of Henry Edward Bush, of a son.

DE BASAGOITI—On the 28th Nov., at Singapore, the wife of Mr. J. P. de Basagoiti, of a daughter.

DUDGEON—On the 3rd Nov., at Peking, the wife of Jno. Dudgeon, M.D., of a daughter.

ELMSLIE—On the 4th Dec., at 2, Clifton-terrace, Maida-hill, W., the wife of E. W. Elmslie, of Hythe Villa, Upper Norwood, of a daughter.

HARVEY—On the 1st Jan., at Blackheath-park, the wife of John Harvey, of a son.

MINTO—On the 29th Dec., at Littleton House, Highbury New-park, the wife of G. N. Minto, of Hong Kong, of a daughter.

RODOCANACHI—On the 19th Dec., at 13, Lockerby-road, Fairfield, Liverpool, the wife of C. F. Rodocanachi, of a daughter.

SMALE—On New Year's-Eve, at 19, Maryland's-road, W., the wife of W. C. Smale, of a son.

STOCK—On the 26th Dec., at Fern Lodge, Highgate, the wife of Elliot Stock, of a daughter.

MARRIAGES.

ALLEN—VERMONT.—On the 8th Nov., at St. George's Church, Penang, by the Rev. Julian Moreton, Vernon Allen, youngest son of Anthony Allen, of Preston, Lancashire, to Mariette Louise, eldest daughter of the late Thomas R. Vermont, of Falmouth, Jamaica.

DENT—ROBERTSON.—On the 23rd Dec., at the parish church, Mortlake, by the Rev. Charles Phillipps, vicar of St. Matthew's, Oakley-square, assisted by the Rev. Frederick Whitfield, of Wimbledon, Digby Henry Dent, younger son of the late Admiral and the Lady Selina Dent, to Margaret (Minnie), second daughter of Henry Robertson, of East Sheen, Surrey.

DRAGE—KING.—On the 1st Jan., at Gazeley, Newmarket, by the Rev. G. Mingaye, grandfather of the bride, assisted by the Rev. F. Tearle, vicar, Zachary Brooke Drage, of Shanghai, fifth son of the Rev. Charles Drage, Westerfield, Ipswich, to Ellen Valentia, second daughter of George King, Gazeley.

HARTON—WALKER.—On the 30th Dec., at St. John's Church, Hackney, by the Rev. L. Shelford, M.A., William Henry Harton, jun., of Hankow, China, to Catherine (Kate), third daughter of the late T. Walker, of The Elms, Stamford-hill.

ROBB—ROBERTSON.—On the 20th November, at the residence of L. Niven, Singapore, by the Rev. W. Dale, Daniel Robb to Jane Milne, widow of the late John Robertson.

DEATHS.

BLACKWOOD—On the 2nd Jan., at Oakham, Rutland, Arthur Johnstone Blackwood, late of the Colonial-office and Groom of the Privy Chamber to the Queen, second son of the late Vice-Admiral the Hon. Sir Henry Blackwood, Bart., K.C.B., G.C.H., aged 65 years.

CURRY—On the 1st Jan., at the British Consulate, Ostend, Edward Thompson Curry, Her Britannic Majesty's Consul, aged 38 years.

TEA IN 1873.

(PRODUCE MARKETS REVIEW.)

The English merchants in China have during the past year resorted to a certain extent to the plan of feeding the British demand from month to month, and as the London market has not been glutted at special seasons, as was formerly the case, there have been none of the Tea panics which have often proved so disastrous to importers. This is doubtless a sign that the fact that it is the home trade which regulates prices is at length more generally recognised in China, and that relations between the producer and the consumer will in the course of time be placed on a more satisfactory footing. But until the English merchants in China and their agents here attend more closely to the changes in the public demand, there is no chance of Tea proving as remunerative an article of import as it should be. While the Chinese manufacturers, from want of information, probably remain perfectly stationary in their ideas on Tea, other markets are rapidly being opened up, and India alone now exports half as much Tea to this country as China did thirty years ago, and not only is this the case, but Indian Tea is as a rule far superior to that made in China, owing to the close attention which the planters pay to the wants of the public, and to the improvements on the traditional Chinese methods sure to be introduced by intelligent Europeans. It is hardly too much to say that 20,000,000 lbs. of Indian Tea are equal, in Tea-making power, to quite 25,000,000 lbs. of the average China Tea. Java also is a new rival to China, and though only 5,000,000 or 6,000,000 lbs. are produced in that island, still a new competitor, in an unexpected quarter, shows that the Chinese are no longer masters of the market, while Japan, on a pinch, could also send us large quantities of Tea. It is evident, therefore, that though China must for many years remain the largest exporter, prices will in future be appreciably influenced by the produce of other countries, and that the China merchants, abandoning their old princely policy, must pay close attention to home wants, and descend to studying the demand of the British public, as evinced through the canisters of the retail grocer.

The year has been a disastrous one to many importers, the losses being principally in Green Teas and in the Canton Scented descriptions. The importation of Black Tea, though generally understood to have been unremunerative, has not been attended with such exceptionally heavy losses as was the case in many former years. The superior quality of the imports from Shanghai and Foo-chow (especially from the latter port) has no doubt contributed to this, freedom from dust being a noticeable improvement on former imports. Incredible as it may appear, with telegraphic communication fully established between the two places, it is a fact that large quantites of Tea have been purchased in China for shipment to this country, at prices fully 2d. per lb. above those current here at the time. As a matter of theory the import of Tea ought to be one of the most remunerative of trades, if it be true that the raw leaf only costs 2d. to 3d. per lb. Apart from a more judicious selection of Teas which shall be suited to the market and shall possess greater keeping qualities, and also from a more even feeding of the demand with supplies, it would appear that very great economies might be effected if purchases were made direct of

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the growers by Europeans. Our consumption, large as it may seem, is, however, a mere trifle to that of China, while the production in the Tea districts which have hitherto sent Tea to England is probably capable of a great increase, and there are vast Tea producing provinces in China which have not as yet exported a pound of Tea. With the collapse of the Mahomedan rebellion in the Western part of China, a little energy on our part ought to enable us to tap Tea districts through Burmah as large as those from which we have hitherto received supplies.

The Indian Tea trade of 1873 has continued to show that satisfactory progress which has characterised it during the past few years. Indian Teas have more than shared in the augmented consumption, as the proportionate increase returns are issued, but the London stock is estimated at 14,300 tons, or an excess of 300 tons as compared with 31st December, 1872.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, JAN. 1.

The day before Christmas the First Chamber voted the Home Budget, and then the Members left the Hague, so that the discussions upon the other Budgets will not be commenced until the 12th inst., notwithstanding that the fundamental law prescribes that the estimates shall all be voted before the opening of the year. Several members of the First Chamber complained most energetically of the Lower House having wasted so much time in useless debates, when dealing with the Budgets, as to render it impossible to comply with this law. This protest, however, which is repeated year after year, is not likely to effect any reform in the very bad habits of the Lower House. The members of the First Chamber wisely resolved not to discuss the Atchin question until the war is finished, when they trust the Government will afford full information. Complaints were made that none among the many Ministers who have stood during the last few years at the head of the War Department, and have expended so much money for military purposes, have adopted any fixed system of military administration. Some of the members expressed themselves willing to grant the money asked for a reorganisation of our means of defence, but there were others who sought to demonstrate that it is useless to spend money on such a purpose. Our financial condition was regarded as being satisfactory, but several members ascribed this to the extraordinary high prices of coffee, and this being exceptional they thought it prudent that the Minister of the Financial Department, who has promised so much and who has done so very little, should introduce measures to reform our system of taxation, in order to provide for times of less prosperity, which perhaps would soon arrive. Several members were anything but content with the foreign policy of the Cabinet, and they especially condemned the treaties which had been concluded with England, which had involved both countries in very costly wars. Great astonishment was expressed that the revisal of the East Indian tariff had not yet had the results which were foretold when the subject was under discussion. Not one Power has given us compensation for the sacrifices which were made by Holland. Some remarks were also made about the new regulation of the sugar law, and the new coinage standard which is to be introduced.

The fact that the King has conferred the knighthood of the "William" Order on the Rajah Boerhan Oedin has created much astonishment, or rather indignation. It is considered shameful that decorations should be granted to spies, and this Rajah was nothing better. He was paid by our Government to go to Atchin and to try to enter into friendly relations with the Sultan, in order to betray him. He succeeded, and the Minister rewards his treachery with a decoration which is only granted to military men for "courage, prudence, and fidelity."

It seems that the contests at the forthcoming elections at Gonda and Breda will turn chiefly not upon politics but upon religion. Several candidates have been put forward, but there is no question of their Conservative or Liberal principles but only of their religious convictions. It does not, however, seem probable that the Liberal party will be reinforced by these elections.

In several towns large sums have already been contributed—(in Rotterdam f.28,688)—towards the expenses of the national festival which will be held in May next, when we shall commemorate the twenty-fifth anniversary of our King's accession to the Throne. It is not yet fixed what will be presented to him, but the general opinion is that a new palace at Amsterdam would be the most suitable gift.

I regret to record the death of Mr. J. Burlage, a man of great merits.

We are still without a Minister of the Naval Department, and not a single name is even mentioned. As I told you before, it will not be very easy to find a naval officer willing to accept the barren inheritance of Mr. Broex.

Some cases of cholera continue to occur in many places throughout the kingdom. Last week there were thirteen deaths from the epidemic.

Financial and commercial affairs are very quiet. Trade generally, a few articles excepted, is very dull.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, DEC. 19.

The official paper of the 16th inst. publishes the despatches which have passed between the Portuguese and Chinese authorities upon the subject of the seizure by the latter of a lorcha loaded with opium, which was anchored in front of the Governor's palace at Macao. The Governor insisted upon the surrender of the vessel, and this was done. This energetic action on his part has induced the Government here to publish an address, in which his conduct is eulogised.

The Government adopted a wise measure with regard to the Chinese coolies in Macao. Mr. Corvo, Naval and Foreign Minister, determined that the emigration arrangements in Macao should be placed upon the same footing as those adopted by the English authorities in Hong Kong. The despatch is accompanied by a long report, elaborated by Mr. Corvo's own hand, and shows the brilliancy of his talent. The order now forwarded is worthy of the eulogium of all the civilised world. For many years a great quantity of documents with regard to this affair have accumulated in the Naval and Foreign offices, and Mr. Corvo was obliged to examine them all in order to consider the reports of several authorities in the provinces of Macao.

The statutes of a new association, entitled the Association of Workmen of the Portuguese Region, were submitted for the approval of the Government. This association resembles the International established abroad, and which has already ramifications in Lisbon and Oporto. It seems that the Government approve of the statutes, for their principal object is to create an immense resistance to capital and to facilitate the means of assembling the workmen by means of delegates in all the provinces of Portugal. They divide the association in regions, provinces, and districts, and even in small places, while their central seat is Lisbon. This cannot be legalised by the Government, though the strikes promoted by workmen themselves are not forbidden by the authorities.

There is no other news. I may mention that the Cortes is to be opened on the 2nd January. The Opposition party have ascertained that the Government have no proposals of interest to bring forward, at the same time the Government say that they have the Education Bill to treat of, and that it is necessary to enlarge the instruction of the people, after the financial state of the country shall have been discussed.

As I said in my last, the Royal family were shooting and hunting in Villa Vicosa the day before their departure for Lisbon. On the 1st December there was a dinner party in Villa Vicosa Palace, at which the King proposed "The Independence of Portugal," saying,—"To-day is the first time, since 1640, that the ancient mansion-house of the Duke of Braganza has commemmorated the 1st of December. From this house the Duke of Braganza set out to take the reins of Government. From here D. Joao IV. gave us our independence."

The *Rebate*, a newspaper which advocates the principles of the Republican party, uses very strong language sometimes, and for this the proprietor has been called to the tribunal of justice. It was proved that he had insulted the Royal family and the institutions of the country, and he was fined. As this has been repeated more than once his friends promoted a subscription, and a performance took place at a theatre for his benefit. In the middle of the performance a child appeared dressed in white, with a Republican cap on its head, a red flag in the right hand, and the *Rebate* in the other. All the spectators stood up, and the band played the "Marseillaise." The enthusiasm of the people who filled the theatre was immense, but the performance finished without any disturbance.

The English squadron, under the command of Admiral Hornby which left our port a fortnight ago, has returned from Gibraltar. The vessels are the *Agincourt*, *Northumberland*, *Hercules*, *Briton*, *Sultan*, and *Triumph*.

Naval and Military.

The Lords of the Admiralty have forwarded to Captain Woollcombe, of H.M.S. Thalia, and the officers and men of that ship, and of H.M.S. Midge, engaged in the late operations against pirates in the Laroot River, a declaration of their high appreciation of the gallant conduct displayed by them on that service.

The Sylvia, 5, surveying steamer, 877 (695) tons, 689 (150) horse power, Captain H. C. St. John, which is fitting at Sheerness for service in Japan and the China Seas, &c., is fast progressing in her equipment.

It is expected that Brevet Lieutenant-Colonel Festing, R.M.A., who has well sustained the reputation of his corps for gallantry and daring in the late operations on the Gold Coast, is about to receive an acknowledgment of his services by promotion to the rank of brevet colonel. Though only a captain in his corps, his career has been not a little distinguished. He served with the Baltic expedition in 1854; commanded a mortar in the flotilla employed against Sebastopol from June, 1855, until its fall; and served with the China expedition of 1857-59 as adjutant of the artillery, including the blockade of the Canton river, bombardment and storm of the city, for which he received the medal with clasp, and the rank of brevet major.

The *Army and Navy Gazette* says:—A correspondent has called our attention to the fact that the graves of our gallant countrymen who were either killed or died during the campaign in the north of China in 1860 are in a sadly dilapidated state. He alludes particularly to the cemeteries near Tientsin and Taku; and he states that they present a lamentable contrast to those of the French, and is anxious that Mr. Wade should receive instructions from home to rescue from destruction the last resting-places of those who so bravely died doing their duty.

The corvette Charybdis, Captain Smith, which sailed on the 12th ult. for the China Station, reached Gibraltar on the 27th ult.

Messrs. Miller Brothers, of Prince's Square, Glasgow, announce having opened a branch establishment at 109, Portland-street, Manchester, where their Mr. Peter Miller will be the resident partner.

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Miscellaneous.

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THE SUEZ CANAL COMMISSION.

The Times correspondent forwards to that journal the subjoined account of the proceedings of the Suez Canal Commission :—

An international Commission has been for three months dedicating much time, labour, and scientific knowledge to the decision of a question which this Suez Canal has, as it were by accident, provoked, the question as to what is a "ton," and that question is now settled so far as shipping is concerned. But this has not been accomplished without great labour; some of the most eminent men that Europe could produce have given to this Commission a character which will command universal respect. England, France, Germany, Austria, Italy, Holland, Russia, and Spain, as well as Norway and Sweden, Belgium, and Greece, have specially sent their most capable men to take a part in the important discussion. Beginning with England, Colonel Stokes, C.B., should be mentioned. This well-known officer combines with his military character a scientific reputation and practical knowledge of shipping, which it would be difficult to find elsewhere. He was for many years the British Commissioner on the Danube, and no one who knows what has been accomplished for the navigation of that river will deny that it is to Colonel Stokes that the chief merit is due of having made the navigation of the Danube and opening of its mouths in the Black Sea a great success. He has borne the principal part throughout the discussions in the Commission, and has amply justified the choice of the British Government in nominating him the technical delegate to represent English interests. With him was associated Sir Philip Francis, the Resident Consul-General at Constantinople, who has added on this occasion another to the many valuable services already rendered to the Government. The French delegates are Baron d'Avril (also a delegate on the Danube Commission) and M. Rameau, the nominee of the various Commissions which M. de Leseps has convoked at Paris for the purposes of the Canal. Both of these gentlemen have superior technical knowledge, and are distinguished in their respective services. The special delegate for Germany is a Mr. Hargreaves, a man versed in all the technicalities of the measurement of ships by a long practical experience in Hamburg. Mr. Hargreaves's father settled in Hamburg, and thus it is that the delegate from Germany, though having an English name, has come to represent the German Empire on the Constantinople Commission. Austria sent from Trieste M. Zamara, an experienced man in all that concerns the construction of ships, while Italy named Commendatore Mattei, the most accomplished officer of their Admiralty. Holland and Spain, two countries which in days gone by were great maritime Powers, and still retain a traditional character on the seas, were fortunate enough to secure the services of Captain Janssen and Don Joachim Togores respectively. The history of naval construction from the Middle Ages to the present day, in all its detail, was presented by them to the Commission, and the scientific character of their researches left nothing to desire. The other countries were also efficiently represented.

In the written instructions given to its delegates on the International Commission, the Porte recommended that the Commission should first examine the question of tonnage generally; secondly, determine the "utilisable capacity" of a ship, and, as a consequence of that double investigation, finally should consider whether the Suez Canal dues are now being levied in conformity with the company's charter, as already interpreted by the Vizierial letters addressed to the Khedive of Egypt on the subject. Every maritime nation has a special law for the measurement of ships. At first weight was everywhere taken as the standard of tonnage, but the difficulty of properly calculating the tonnage of vessels by weight led almost every country to give up that standard. The absence and impossibility of a positive mathematical formula to establish the utilisable capacity of a ship will explain why every country has differed in calculating the tonnage of ships; but there is no doubt that since commerce has become universal, and the privileges of protected navigation have given way to international competition, the several methods of measuring ships of different countries have approached more and more towards a common rule. This has been elaborately and satisfactorily proved before the Commission by Colonel Stokes, C.B., Captain Janssen, Commendatore Mattei, and Senor Togores (the English, Netherlands, Italian, and Spanish technical delegates). England, as the first maritime Power, has been foremost in the reform of tonnage, and the system inaugurated in 1854, embodying Moorsom's principles, has been adopted by America, Austria, Denmark, France, Germany, Italy, and Turkey, and will soon—as it has been officially announced to the Commission by the respective delegates—become the law of Belgium, Netherlands, Spain, Sweden, and Norway. That system has been pointed out by the Porte to the Commission as being the best for calculating as approximately as possible the utilisable capacity of ships, and the Commission agrees with the Porte. Captain Janssen, the Netherlands delegate, proposed that the Commission should declare "that the total capacity of a ship—that is to say, the gross tonnage of a ship—is best determined by Moorsom's system as expressed in Articles 20 and 21 of the Merchant Shipping Act, 1854," and the Commission adopted the proposal unanimously.

The results of the inquiries of the Commission, so far as they concern the arrangements made with regard to the Suez Canal, are as follows:—The Commission inquired whether the Canal Company was levying tolls according to its original concession. It was clear—first, that it was not so levying its tolls; and, secondly, that unless some additional toll were allowed, it could not pay any dividend whatsoever to its shareholders. Under these circumstances the Commission came to the conclusion that they might recommend to the Governments of their respective delegates the following propositions :—1. That henceforth the toll in the Canal should be levied on the net tonnage and not on the gross tonnage, as at present. 2. That vessels whose net tonnage is fixed under Article 23 of the Merchant Shipping Act, 1854, Section A, shall pay a surtax of four francs per ton; but that this surtax shall be reduced to three francs so soon as they receive a certificate of tonnage under the rules in force on the Danube. 3. That ships whose net tonnage is determined under paragraph B of the above-named article shall pay a surtax of only three francs per ton. 4. That vessels not measured by Moorsom's system shall receive an equivalent under the Danube scale and pay a surtax of four francs per ton on their net tonnage (this clause does not refer to British shipping). 5. That the surtax shall be diminished by half a franc so soon as the tonnage of vessels passing the Canal shall reach 2,100,000 tons in a year, and that every additional increase of 100,000 tons per annum shall be followed by a deduction of half a franc, until such tonnage shall reach 2,600,000 tons, when the surtax shall cease altogether and the original tax of f.10 per ton will remain permanently as the toll. 6. That transports, vessels of war, and all vessels in ballast shall not be liable to any surtax.

ADMINISTRATIVE AND JUDICIAL CHANGES IN 1873.

Amongst the great political events of the year 1873 the resignation and, at a subsequent date, the reconstruction of the Government will take an important place. On the night of the 11th of March the House of Commons refused, by a majority of 287 against 284, to read a second time the Irish University Bill, and when the House met on the 13th, Mr. Gladstone announced the resignation of the Ministry. Upon the House re-assembling on the 17th Mr. Disraeli stated that he had declined to form an Administration during the existence of the present Parliament, and an adjournment was moved until the 20th, Mr. Gladstone then announcing that he and his colleagues had consented to resume office. The Government continued without change until the first week in August, when, three days after the prorogation, a series of alterations in its *personnel* took place. Mr. Gladstone, following the course pursued by Sir Robert Peel, combined the offices of First Lord of the Treasury and Chancellor of the Exchequer, Mr. Lowe taking the seals of the Home Department, in the room of Mr. Bruce, who, with a peerage under the title of Lord Aberdare, was to be Lord President of the Council. The Marquis of Ripon, who had held that office since the formation of the Cabinet in December, 1868, retired from the Ministry, as also did Mr. Childers, who was succeeded as Chancellor of the Duchy of Lancaster by Mr. Bright. At the same time many changes were made outside the Cabinet. The accession of Mr. Glyn to the peerage, as Lord Wolverton, caused a vacancy in the post of Parliamentary Secretary to the Treasury, and this was filled by the appointment of Mr. Arthur Peel, whose successor as Parliamentary Secretary to the Board of Trade has not yet been named. The Financial Secretaryship of the Treasury, which had been resigned by Mr. Baxter, was given to Mr. Dodson. Lord F. C. Cavendish was, at the same time, taken into the Treasury in a capacity superior to that of a Junior Lord. Mr. Ayrton, having left the Office of Works, was made Judge-Advocate General, the duties of which had been discharged by the Judge of the Admiralty Court during the two years which had elapsed since the death of Mr. Davison. Mr. W. P. Adam, hitherto a Lord of the Treasury, and Second Whip, took Mr. Ayrton's place at the Board of Works. He was succeeded by Captain Greville, whom Lord Kensington replaced as Groom-in-Waiting to the Queen. Later in the recess, Sir George Jessel, the Solicitor-General, was appointed Master of the Rolls, in the room of Lord Romilly, who had resigned, and Mr. Henry James became second law officer of the Crown. On the 1st of November the death of Chief Justice Bovill caused a vacancy in the head-ship of the Common Pleas, which was filled by Sir John Coleridge, Mr. Henry James becoming Attorney-General, and Mr. Vernon Harcourt Solicitor-General. About the same time Dr. Lyon Playfair was made Postmaster-General, replacing Mr. Monsell, who goes to the House of Lords as Baron Emly of Tervoe. The death of Mr. Winterbotham places at the disposal of the Premier the Under-Secretaryship of State for the Home Department, which, like Mr. Arthur Peel's former post at the Board of Trade, yet remains to be filled up.

Turning to the Legislature, we find that during the year the House of Commons has lost fourteen of its members by death, in the proportion of eight Liberals to six Conservatives. The Liberals were Mr. James Clay, aged 69; Sir Joseph Cowen, 73; Dr. Donald Dalrymple, 59; Colonel French, 72; Mr. J. R. McClean, 60; Alderman Sir David Salomons, Bart., 76; Sir William Tite, 72; and Mr. Winterbotham, 36. The Conservatives were Mr. Thomas Baring, aged 73; the Right Hon. H. T. L. Corry, 70; Mr. S. R. Graves, 55; Mr. Kekewich, 76; Mr. Gore Langton, 49; and Sir W. Verner, 50. There have been thirty-one elections in the year—eighteen in cities and boroughs, twelve in counties, and one in the Universities of Edinburgh and St. Andrews. The county elections have been those of Armagh, Berwick, Mid-Cheshire, South Devon, the North-West Riding of Yorkshire, Orkney, and Shetland, Renfrew, Roscommon, East Stafford, Tyrone, Waterford, and Wigtown. The city and borough elections have been those of Bath (three), Birmingham, Dover, Dundee, Exeter, Gloucester, Greenwich, Haverfordwest, Hull, Huntingdon, Lisburn, Liverpool, Oxford, Richmond, Shaftesbury, and Taunton. Of the thirty-one elections, twenty were contested, and in the total result eighteen Conservatives and thirteen Liberals were returned. The seats now vacant are Cambridgeshire, Limerick county, Newcastle-on-Tyne, West Somerset and Stroud. The mortality in the ranks of the peerage has but slightly exceeded that in the House of Commons. Eighteen peers have died, viz., Lord Annaly, aged 84; the Earl of Zetland, 78; Lord Kilmaine, 78; Lord Rayleigh, 77; Lord Marjoribanks, 76; Lord Wolverton, 76; the Earl of Hardwicke, 74; Lord Howden, 74; Lord Lyveden, 73; Lord Westbury, 73; the Earl of Galloway, 72; Viscount Ossington, 72; Lord Lytton, 67; Bishop of Winchester, 67; Lord Zouche, 63; Earl Cadogan, 61; Earl Delawarr, 57; and the Earl of Hopetoun, 41. The viscounty of Ossington and the baronies of Howden and Marjoribanks have become extinct, and the successor to the earldom of Hopetoun is a minor. On the other hand the Earl of Normanton has been granted an English peerage under the title of Baron Somerton, the barony of Portman has been raised to a viscounty, the baronies of Aberdare and Waveney have been created, and those of Coleridge, Emly, Lanerton, and Moncreiff, although not yet gazetted, have been decided upon.

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Besides the judicial changes involved in the appointment of a new Chief Justice of the Common Pleas and a new Master of the Rolls, there have been others both in the courts of law and equity. The retirement of Baron Channell from the Court of Exchequer, which was soon followed by his death, rendered necessary the selection of a puisne judge, and the choice fell upon Mr. Charles Pollock, a son of the late Lord Chief Baron of that name. Early in the year Mr. Justice Byles, having completed his fifteen years of judicial service, resigned his seat in the Court of Common Pleas, and was succeeded by Sir George Honyman. By the death of Sir John Wickens a Vice-Chancellorship fell in, which was given to Mr. Charles Hall. The post of Chief Baron of the Court of Exchequer in Ireland is now vacant through the death of the late Mr. David Pigot.

THE CHINESE IN CALIFORNIA.

The San Francisco correspondent of *The Times* writes that the deliberations of the Anti-Chinese Convention have been brought to a close and their conclusions may be accepted as the expression of the people of California on the subject. The objections of the public to further Chinese immigration have been set forth in a petition to the President and Senate of the United States, praying for the amendment or abrogation of the existing treaty with China. The complaint asserts, among other well-attested facts, that the Chinese who come to this coast are imported under contract, and are not free agents; that they exist on fifteen cents per day, the balance of their earnings being sent to their own country, and that it is, therefore, impossible for citizen workmen to compete with them; that they degrade labour in the eyes of the rising generation, and that their personal habits and modes of living are repulsive to our people, so that an antagonistic feeling is engendered between the two races, which is increasing with fearful rapidity, and which must eventually terminate in riots and bloodshed; that the Chinese never lose their identity as subjects of China, and can in no way assimilate with the Caucasian race, and that they exercise a demoralising influence on our youth, "making them familiar with crimes of a nature easier understood than described." Further, that the large number of Chinese has tended to shut out the white man from railway works, and thereby prevented the lands along the line of railroads from being settled and improved by citizens, who, if employed on such works, would purchase and cultivate the soil, increase taxable property, and promote the general welfare. The petition refers to the fact that, whereas the treaty between the two nations provides that Americans shall be restricted to certain districts in China, the Chinese are accorded all the rights and privileges of the most favoured nations, and, after rehearsing the manifold objections to a continuance of this treaty under its present aspect, one of its clauses contains the following significant statement:—"That we are opposed to riots or cruelty to the subjects of China, or to in any way injuring them while they are here under treaty with our Government, and we respectfully represent that the prohibition of immigration, as prayed for, is the only safeguard against such deplorable results." All political parties on the Pacific coast coincide in this representation.

THE REVENUE RETURNS.

The National Balance Sheet for 1873 exhibits a more satisfactory result than the last weekly returns enabled us to anticipate. Up to the 20th ult. the revenue for the past nine months was only £60,000 in excess of that for the same period of 1872; but the week has seen heavy payments on the chief items of receipt, and the total increase for the first three quarters of the financial year proves to be more than £300,000. The net increase, indeed, amounts to as much as £1,103,907, but £800,000 of this sum is due to a repayment out of the Telegraph Loan. This will be a welcome addition to the funds available for the service of the year, but it is not revenue. It is to be remembered that Mr. Lowe calculated that, in consequence of his reductions in taxation, the revenue for 1873-4 would be diminished by no less than £2,846,770, as compared with that of 1872-3. Since, instead of this, we have on the nine months an actual increase of £300,000, it is evident the revenue has not lost its elasticity. On the whole year, indeed, the increase shown in the return is but £23,757, and striking off the sums due to the Telegraph Loan there is a real decrease to nearly the whole amount thus exceptionally credited to revenue. But this is due entirely to the heavy Income-tax which preceded the last two Budgets having swelled the receipt of the March quarter of 1872. The introduction of this quarter confuses the annual calculations, and a fair comparison can only be obtained by omitting it. Judging by the financial year alone, the expectations of the Chancellor of the Exchequer will be fairly justified by the event. The Ashantee War will, of course, derange all his calculations for expenditure, but if it were not for that he would at least have been well able to meet the claims he anticipated.

THE FINANCIAL YEAR.

The *Money Market Review*, in its review of the money market for the year 1873, notices five great movements. "(1.) A continuous decline in the value of money from the 1st to the 23rd of January, followed by a period of steadiness up to about March quarter-day. (2.) A continuous rise in the value of money from the 26th of March until the 4th of June, when the 7 per cent. rate was established. (3.) A continuous decline in the value of money from the 12th of June until the 21st of August, followed by a period of steadiness up to about September quarter-day. (4.) A continuous rise in the value of money from the 25th of September to the 7th of November, when the 9 per cent. rate was adopted. (5.) A continuous decline in the value of money from the 20th of November to the close of the year. Both of the periods of stringency this year, somewhat curiously, where the result of a decline in the reserve of about 5½ millions, followed by a diminution in the coin and bullion of some 4½ millions, and falling off in the proportion of reserve to liabilities of close upon 16 per cent. Now the outflow of coin to the provinces was, during last spring, £2,400,000, and during the autumn £5,000,900, and although the times when these home requirements were depleting the bank's resources are not exactly coincident with the periods during which the reserve of the Bank was being reduced by 5½ millions, yet it is apparent, by a little inspection, that the provincial drains played an important part in enhancing the value of money, both in the second and third quarters of the year, previous to the advance in the rate to 7 and 9 per cent. respectively in June and November. The fluctuations of our money market are greatly influenced by these internal drains, and if high rates of discount have prevailed this year, and the trade of this country has been much disturbed, there is certainly not a little ground for supposing that the causes which brought about such a state of affairs have not been wholly beyond our control."

COURT OF BANKRUPTCY.

IN RE T. W. S. OAKES.

An application was made to the Court on the 3rd inst. on behalf of Messrs. Cook, Son, and Co., Messrs. Leaf, Sons, and Co., and other creditors, for the appointment of Mr. R. P. Harding, public accountant, 8, Old Jewry, as receiver under a petition for liquidation presented by Thomas William Smith Oakes, described as of 10, Austinfriars, and of Calcutta, merchant, trading in London under the style of T. Oakes and Co. and at Calcutta as Oakes and Son. The liabilities were estimated at £45,000, and assets £8,000, consisting principally of consignments and furniture. Remittances had arrived from abroad, and it was desirable that the property should be protected.

Mr. Registrar Pepys, with the concurrence of the debtor, appointed Mr. Harding receiver, as requested, and granted an interim injunction restraining further proceedings at the suit of creditors.

THE P. AND O. STEAMER "SURAT."—The directors of the P. and O. Company a few months ago decided to lengthen the steamship *Surat* 40 feet amidships. The builders of the vessel, Messrs. Day, Summers, and Co., were directed to carry out the proposed alteration, and placed the ship for that purpose in dock at Southampton. The rivets of several plates on either side were punched out, and the keel and angle irons, &c., disconnected, leaving the ship in two parts. Thirteen and a half feet of the dock-head had to be cut away, to allow the ship to berth. The process of parting ship was performed, on the 2nd inst., in the presence of several gentlemen connected with the various companies and the town. Slipways were prepared and placed under the bottom of the ship, and were well greased, as in the case of launching. Four large runner tackles were rove and hooked to parts of chain secured in-board and passing out through hawsepipe. The standing parts of tackle being secured, three large chains were made fast to two anchors, the falls of tackle rove through snatch-blocks, and brought to capstans, and assisted by a cable chain secured to cutwater, with chain purchase passed round to a crab-winch. Several screw-jacks were placed between the two parts of the ship. All the gear being ready, the order was given to heave round. Capstans, crab-winch and screws worked together, and in a few seconds the forward part of the vessel began to move very steadily, going at the rate of 3½ inches per minute. Notwithstanding the weight, over 1,800 tons, every part bore equal strain, and, with the exception of the breaking of a snatch-block, no accident occurred.

MONS. JOHN ANTHONY GALIGNANI died in Paris a few days since, aged seventy-seven. He was the elder of the two brothers who, many years back, by their talent, energy, and perseverance, raised the newspaper which bears their name to so high a point of prosperity, and he founded near Paris that most useful establishment known as the Galignani Hospital, intended specially for indigent English subjects. *Galignani's Messenger* (an English daily newspaper issued at Paris) was established in 1814, its principal object being the advocacy of cordial relations between Great Britain and France. The deceased gentleman, like his brother, had received the French decoration of the Legion of Honour; and the English Government presented to them, in 1866, through Lord Cowley, the English Ambassador at Paris, a magnificent silver épergne, bearing an inscription to the effect that it was given to the Messrs. Galignani in recognition of their constant efforts to promote benevolent objects in favour of British subjects.

MR. DAVID MORIER EVANS, well known in connection with the newspaper press, died yesterday. After being for several years assistant city correspondent of *The Times*, he assumed in 1857 the management of the same department of the *Morning Herald* and *Standard*, which post and also that of general manager he retained until the end of 1872, when he left the *Standard*, and in March, 1873, started the *Hour*. In this last venture he spent his fortune and became a bankrupt. This event preyed on his mind and broke down his health. He was the author of numerous works, and was also intimately connected with the *Bankers' Magazine*, the *Bullionist*, the *Stock Exchange Gazette*, and other commercial papers.

LIEUT.-GENERAL ARTHUR JOSEPH TAYLOR, late Inspector General of the Royal Artillery, died last week in his sixty-second year. He served at the siege and fall of Sebastopol in command of the artillery of the Highland division, and for his services was rewarded with the medal and clasp, the fifth-class order of the Medjidie, and the Turkish medal. He became colonel in 1858, and major-general in 1866. In the year last-named he was granted the reward of £100 "for distinguished services," &c., and became lieut.-general on retired full pay in 1870.

MR. CALEB CUSHING, who represented the United States before the Geneva Arbitrators, has been appointed to the Embassy at Madrid, vacant by the resignation of General Sickles. More than thirty years ago Mr. Cushing was appointed Commissioner to China, and concluded the first treaty ever made between the Celestial Empire and the United States.

THERE has been an important sale of Chinese books in Paris, at which several purchases were made for the British Museum. One work, "Yu-ting-li-tai-ki-si-nian-piao," was sold for £22; "Heang-thsing-tchih-koung-thou" for £44; and "Tu-ting-pei-wen, tehaichou-hoa-pou" for £56.

AN extra P. and O. steamer from China, the Zambesi, Captain Cates, arrived at Southampton on the 4th inst., with a large cargo for that port and for London. The Zambesi left Hong Kong on the 13th Nov.

COLONEL (China) GORDON has arrived in London, and will proceed shortly to Cairo and confer with the Khedive as to his proposed continuation of Sir Samuel Baker's work.

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JAMES WEST, PUBLISHER,

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The London & China Telegraph.

LONDON: MONDAY, JAN. 5, 1874.

THE MACAO COOLIE TRAFFIC.

THE announcement, just received by telegram, of the abolition of the Macao Coolie Trade, will be received by all interested in our relations with China, with a sensation of relief and pleasure, and by none more so than ourselves and the writer of "A Reply to 'Macao and its Slave Trade,'" in the October number of the *China Review*. As a few weeks since we commented on the article which has elicited this "reply," we now intend briefly to consider the position occupied by the author, who has taken up the cudgels in support of the Portuguese colony, and we do this the more readily since, like Mrs. MALAPROP, every third word he says is on our side of the question. He admits at starting that the Coolie trade is a disgrace to Macao and to the Portuguese flag, and the only palliation of the crime as regards the mother country which he can find, is that the traffic has sprung into existence since the Government of the colony has by default passed out of the hands of the hardy race of Portuguese navigators and their descendants—who, from the time of Prince HENRY downwards, have won for themselves and their flag a lasting record on the pages of history—into the clutches of "convicts from Malacca and "other places under Portuguese rule, belonging to the "Malayan race" who "took the place of the extinct pure Portuguese generation." The consequence of which was that "the weakness and imbecility of the following senates "gradually brought the colony to the verge of a suicidal "destruction." As on this main point the writer of the "Reply" is in strict accord with ourselves we will not enter into the lists with him as to the character of the Portuguese adventurers who first established themselves in the China seas, nor attempt to refute, as might be easily done, the arguments by which he seeks to show, for instance, that the mutinies which have unfortunately so frequently broken out on board coolie ships at sea have been the work of pirates under the guise of voluntary emigrants, and not the last acts of despair on the part of the kidnapped coolies, when awakened to a full sense of the slavery and degradation to which they have been destined by their captors. But we will willingly echo the hope which he expresses, "that the voice of the glorious "past will not be hushed in the hearts of his fellow-coun-"trymen, and that they will again ennoble Macao as a "true Portuguese colony, that they will strive to bring it "up from its gradual sinking towards inevitable and hope-"less degradation and shame, and will chase and expel the "horrible amount of ruffianism that is here at work to "make of this place a new and more infamous Algiers." One most important step towards this most desirable consummation has already been taken by the Portuguese Government, and it now only remains for the local officials loyally to carry out the instructions they have received from Lisbon, and the disgrace which has so long attached to the Portuguese name in China will disappear and be forgotten. We the more readily believe that this will be done since it is well known that the Chinese are now more than ever desirous of gaining complete possession of the colony. Whether this transfer would be of advantage to Macao and to foreigners generally it is difficult to say.

SILKWORM CARDS.

IN our issue of the 27th October last we published a second article having reference to the solution of the mystery attending the failure of the eggs to produce silkworms on being subjected to incubation. We have now before us the numbers of a Milan special paper, the *Rivista Settimanale di Bachicoltura*, of the 8th and 14th of December, containing elaborate articles on the same subject, and which, after confirming all that we had already advanced on the subject, furnishes additional details and the latest information, derived, as it states, from official sources. It appears that the Government Commission, Italo-Japanese, which we stated had assembled at Padua for the purpose of studying this important question, has not been able to complete its labours in that perfect form which was desirable, owing to the deplorable apathy, strange to say, of the parties interested, since out of 150,000 cards which it is calculated have remained unproductive, not more than 20,000 were officially denounced, and only 4,126 actually sent in for examination. Now the mean price of each card is £1 sterling, so that we have at once a real value of £150,000 entirely lost; estimating the average gain at a low rate to be £2 per card, we have a total loss to the agricultural and poorer classes of nearly half-a-million sterling; the subsequent damage sustained by the manufacturing and commercial classes being also in proportion to the scarcity of material. The vital importance of the question is therefore manifest. Necessarily confining our observations to the 4,126 cards actually presented, we find they were classified as follows :—

Province.	No. of Cards.
Shimshioo...	1,662
Oshioo	773
Goshioo	689
Bushioo	296
Gioshioo	422
Omee	89
Koshioo	59
Atayoo	27
Seemo-Ossa	15
Ezoo	3
Etiyo	2
Cashioo	1
Unknown	58
Total	4,126

This table we append simply as a curiosity for our Japanese readers; it can be of no practical utility, for if the entire export statistics of each province were at our disposition it is evident that with these partial figures we could not strike a percentage nor establish a comparison as to the relative superiority of the cards belonging to the various provinces. It is equally impossible to get at the producers or "confectioners" of cards, as these bear a stamp indicating places, not parties. A table is given showing each importer's quota of the 4,126 worthless cards; that is not sufficient; to render it practically useful we require another table showing the total number of cards passed by each importer at the customs barriers. With regard to the probable cause of the evil, suppositions are many and varied, and it can serve no practical purpose to enumerate them; the Japanese manufacturers blame the European importers, who in return blame the Japanese, and the losers by them blame both. Science has not yet pronounced her verdict, but evidently tends to exculpate the Japanese and to confirm the opinion that "failure is "to be principally, if not entirely, attributed to the treat-"ment which the eggs undergo, either during the voyage, "or after their arrival in Europe up to the time of incuba-"tion."

The first hypothesis is simple, and would seem to give a rational explanation of the fact; it is strange, however, that cards contained in the same case give such different results. We deduce a more conclusive argument from a fact to which we have before alluded, and which we find in the British Consular reports on trade with China, 1872, where Acting Consul EVERARD writes from Chefoo :—"*The importation of Japanese eggs is a perfect success* as far "as the *production and rearing* of the worms, although the "silk, being of a greenish hue, finds no favour with the "Chinese." *The eggs, therefore, do not suffer on their journey in the interior of Japan; and they can, and do, uniformly resist the effects of an ordinary voyage.*

The second hypothesis, that the cards suffer after the

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voyage, meets with more acceptance; the extreme sensitiveness of the eggs, it is argued, cannot but be influenced by sudden changes of temperature; and in support of this opinion is cited the fact that the unusual mildness of last winter, succeeded by an abrupt and changeable temperature in March and April, was followed by the general failure, under incubation, not only of Japanese importations, but also of acclimatised and native races. It is further observed that the cases after being landed are often temporarily *deposited in a well-heated railway or other office*, and that the cards on being distributed are generally *transferred immediately to an icy-cold cellar*, to hinder the little silkworms from making their appearance *before* the mulberry leaves make theirs; if, in such instances, they make their appearance *after*, it must indeed be a matter for wonder. And, it is finally observed, that those eggs which give an incomplete result are almost imperceptibly discoloured before hand, and that on examination with the microscope they show the embryo already formed, even before incubation. The practical deduction is that those cards, which when placed under the microscope in the months of February and March show the embryo already formed, ought at once to be rejected as destined to certain failure.

In presence of these facts the Commission has proposed, and has already submitted to the Minister of Agriculture for approval, the subjoined model of "Diary," or rather of Thermometrical Register, to be kept by all importers or their agents, from the moment the cards come into their possession in Japan up to the act of consignment to purchasers in Europe, to whom a copy will be delivered to serve for guide in establishing the temperature of their own places of storage. We are of opinion that it would be preferable to give purchasers the result of such observations: in the first place it would be more intelligible to the majority of them; in the next it might be more reliable. It can hardly be expected that an importer would register correctly those abrupt and violent changes of temperature which do occur, and which, if known to have been experienced, would certainly not enhance the market value of his cards.

THERMOMETRICAL REGISTER.

Importer .....
Carrier .....
Date of Departure .....

Date. (From receiving to consigning.)	Temperature of Hold or Store-room.		
	6 A.M.	Noon.	9 P.M.
... ...	... ...	... ...	... ...

In conclusion, we cannot deny, nor can we conceal, the fact that all those conditions of temperature, &c., whose influence is now complained of, and for which remedies are proposed, existed and exerted their influence also at the time of the earlier and most successful importations without any disastrous results being complained of; and it is far from improbable that we have as yet no idea of the real nature of the evil. We should like to be informed on two most important points, perhaps the only important ones which the elaborate article above referred to has omitted to notice, and we do not doubt that the distinguished naturalist at the head of the Bachological Establishment in Padua, or one of his able coadjutors, will enlighten us.

I. Is the material of which the cards are composed always free from liability, under given circumstances, to suffer a slight fermentation, or to otherwise chemically act on the eggs?

II. Have the effects of "breeding in and in" been studied in the case of these insects? May not "breeding in and in" have the same pernicious effect on the membranous sac of the eggs of insects as it has on those of birds?

THE steamer *Madura*, for Samarang and Sourabaya, takes out a large quantity of sugar machinery, consisting of a heavy sugar cane mill, with rollers 60 in. long and 30 in. diameter, with powerful double gearing for driving; also upwards of twenty centrifugal machines, with driving gear and engines. This machinery has been constructed at the works of Messrs. MANLOVE, ALLIOTT, and Co., engineers, of Nottingham. This firm has also constructed a large portion of the machinery per steamer *Lotus*, for Java, which vessel takes out an entire cargo of sugar and agricultural machinery.

THE s.s. *Mikado*, recently chartered by the P.M.S.S. Company for the purpose of running between Hong Kong, Yokohama and San Francisco, has been re-chartered by the company to Messrs. Russell and Co., and will follow the *Macgregor* to Australia. Captain Doane (her present commander and late of the P.M.S.S. *America*) proceeds to San Francisco per P.M.S.S. *China*.

WE understand that Mr. C. BISMARCK, late Secretary and Interpreter to the German Legation at Peking, will shortly return to Tientsin as Consul for that port. No successor to Baron REHFUES, the late German Minister at Peking, has yet been gazetted, but it is considered probable that Baron VON BRANDT will be transferred from Yedo to Peking.

WE understand that Baron DE CALICE, hitherto Minister Resident for Austria-Hungary in China and Japan, and now at Vienna on leave, has been transferred to Bucharest.

THE MACAO COOLIE TRADE.

In Colonel Fisher's book we find the following depositions, taken in 1860:—

Shun-a-Yeung, a Tartar taken from an American ship, states:—About twenty days ago I was selling milk in the western suburb. Two men accosted me and said they could sell me better goods than mine, and at a very cheap rate; this milk was on board a junk in the river. I went on board with them, and was ironed and taken to a foreign vessel at Chang-Chow, on board which ship I was asked if I was willing to emigrate. I refused, and was taken back to the Chinese boat, was cruelly beaten with a thick board, receiving a hundred blows on all parts of my body, and told if I did not say I was willing the next time the foreigner asked that I should be killed and my body thrown into the water. I consented then, being afraid, and was taken to the foreign vessel again. Some time after this a foreign gentleman came on board and asked me some questions. I explained who I was, and that I would not be a coolie. After this I was sent down below, and a foreigner, of what country I was not aware, struck me with his fist for having refused. I saw it was no use resisting any longer; my clothes were changed, and I was kept below. My father, accompanied by a foreign gentleman, came for me. I am thirty-four years of age, and have a wife and two children.

ANOTHER DEPOSITION.

Koon-a-Choy (taken from an Oldenburgh ship):—I am thirty-seven years of age, have a wife and two children; I live at We-loo-shi. I left home eighteen days ago; I was carrying charcoal, and met six men in the western suburbs, who told me they had better work for me, and I was to accompany them to the water side. I went to the allied landing-place, and when near the water a gag was placed in my mouth and I was dragged into a boat and taken to Chang-Chow, where I was placed on a La-kou-ting. I was asked if I would go to Spain as a coolie. I said I was the only support to my wife and children, and that it was impossible I could leave them; I was told I must do so, and I said I would rather be killed. The kidnappers and a lot of Chinese tied my body down to my legs, placed me sitting on my hands, tied my hands underneath, passed in under and behind my legs, then forced in a bamboo, and two men stamped upon me until the pain was killing me. I yielded, and was taken to the foreign vessel, where I was well treated and paid a dollar. I was not visited by any mandarins until the two magistrates came for me. About sixty coolies were left on board the vessel, who seemed willing to go.

DEPOSITION OF A KIDNAPPER.

One of the kidnappers was then examined. Chin-ah-Sen, *alias* Chin-ah-seu, states:—I am forty-four years of age, and belong to the Sin-ning district. On the 1st of the 8th moon of the present year I connived with Seu-ah-hing to kidnap a man named A-che (I do not know what his family name was), and with Seu-ah-hing took him to Macao and sold him there for twenty dollars, of which Seu-ah-hing gave me six dollars for my share. Again, on the 7th of the same moon there came to my boat a Sin-ning man named Hwang-ah-neu, who had kidnapped a man named Tseen-ah-tee. Him Seu-ah-hing and myself took to Macao, and sold him there for thirty dollars, which we three, Seu-ah-hing, Hwang-ah-neu, and myself shared equally. On the 17th of the 8th moon I returned to Sin-ning, and with a man belonging to the village of Pwan came to Canton, and on the 20th went on board a hakow-boat. On the 21st, with Seu-ah-hing, I took this man to Macao and sold him for thirty dollars, of which I gave Seu-ah-hing ten dollars. On the 17th of the 9th moon, having spent this, a man named Seu-ah-lung with a man named Seu-ah-hseen, whom he had kidnapped, Seu-ah-hing and myself took to Macao. We sold the man for twenty dollars, of which I got six dollars, Seu-ah-hing six dollars, and Seu-ah-lung ten dollars. On my former examination I confessed two cases of kidnapping and selling men; now I have confessed to four fresh ones. There are six in which I have been engaged.

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THE ASHANTEE WAR UNNECESSARY AND UNJUST.

(T. G. BOWLES IN "FRASER'S MAGAZINE.")

A very plain-spoken and instructive article appears in *Fraser's Magazine* on the Ashantee War, which will be read with interest in connection with the Atchin War and the Dutch Government:—

Whether it is of any use to preach to this generation of Englishmen on Foreign Affairs of any kind whatever may be doubtful; that it is the duty of those who take any interest in the future of their country to preach upon them is only the more certain. For, indeed, there never was a time when the ordinary Englishman was so thoroughly convinced that there *are* no Foreign Affairs, or when Parliament was so thoroughly indisposed and incompetent to understand them; so that any single man who will be at the pains of wading through Blue-books with a mere honest purpose of arriving at the truth on any one given subject in this department is likely to rise with well-nigh a monopoly of that subject. Were it otherwise, the events now about to be related could never have occurred; for had there existed any number of Englishmen properly informed of those events, the proceedings of the men responsible for them would have been checked by a storm of ridicule, if not of indignation, before they had led their country into an unjust and unnecessary war. It is a humiliating history, yet it will not have been recorded in vain if it should lead but one or two of those who read it to reflect on the causes which have brought it about, causes which are still working dire effects, and which, if not suppressed, will bring this country to a shameful end.

The Ashantee war originated in the Straits of Malacca. Strange as this may sound, it is true. The Straits of Malacca, as a glance at the map will show, are the gate of commerce between Europe and the China Seas; and in the days when England still had statesmen it was regarded and treated as an object of great importance to make sure that that gate should never be shut upon our trade, whether in peace or in war. This was secured by taking possession of Penang, of Singapore (the ancient capital of Malay), and of other commanding spots on the north-eastern side of the Straits, and by making a defensive alliance with the Mohammedan Sultan of Acheen, who ruled on the opposite side of Sumatra; so that while one side of the Straits was in our own hands, the other was in the hands of our dependant and ally All this was effected in 1819; and it was held to be a great triumph over the Dutch, with whom we had been disputing supremacy in those seas for two hundred years, inasmuch as it gave us full, complete, and exclusive control of the Straits. This control endowed us with no increased power of aggression; it merely enabled us to resist aggression. The real England is not this little island, but the thousands of ships that fly her flag on the seas of the world; and the Power that can stand and stop them at a gateway through which they must pass if they are to pass at all has its finger on England's windpipe. We live by commerce alone; if our commerce is stopped, we cease to live; and for this reason the power of securing a free passage to our vessels at all times, and under all circumstances, through the Straits of Malacca, is one, to us, of the first importance. That we should ever have consented to give up this power seems most extraordinary. That we should consent to give it to Holland at a time when, as is now the case, that little State has fallen under the thumb of Prussia, is incredible. Yet it is the fact. And the consideration we have received in return for this dangerous concession—how dangerous we shall one day discover—is the Ashantee War.

In order to make good this assertion, we must turn to the Gold Coast, which the English and the Dutch have divided between themselves, the English taking all to the east of Cape Coast Castle, the Dutch all to the west of it. It is important to remark here that neither nation claimed the full and absolute domain and empire of the territories in which they had established themselves; they merely assumed to exercise a "Protectorate" over the various tribes and nations inhabiting those territories, leaving to them their laws (even the laws maintaining domestic slavery), their customs, and their kings, and treating with these latter, not as with subjects, but as with allies. That this situation was a confused and a dangerous one is true, but it existed; and neither England nor Holland had any power to act outside of its limits. Both nations were there as the accepted protectors of the tribes; if not accepted by them, they had no place there at all. To use the language of the publicists, they had neither the "high domain" nor the "eminent domain" of the country, but only the "useful domain" in certain spots where they had erected forts and factories; and a very material point is that at one part of the Gold Coast, namely, at the town of Elmina, the King of Ashantee held precisely and absolutely the same position as the Dutch. *He* had there the useful domain; for from time immemorial the Elminas had been his allies, or under his suzerainty; from time immemorial the fact had been recognised by the payment of a yearly tribute of £80, and the Dutch themselves had recognised it, by continuing the payment of that tribute when Elmina became part of their protectorate. So that the situation was this,—a limited authority exercised by the Dutch and the English over the tribes of their respective parts of the coast, deriving all its force from its acceptance by those tribes; and at the same time the concurrent existence in the particular case of the Elminas of a similar kind of authority exercised by the King of Ashantee.

From this it must be manifest that the Dutch had no sort of right, or pretence to a right, to sell the territory and tribes of their protectorate to any other Power; for they did not possess them, and least of all did they possess Elmina. If there were a right to sell *that* anywhere, the right of the King of Ashantee, recognised by them as it was, was anterior and superior to theirs; and even if that were disposed of, there remained the right of the Elminas themselves to choose their own protector. Well, all the rights that did exist have been disregarded, by England no less than by Holland, and that with a perfect knowledge of them; while all the rights that did not exist have been treated as though they were unquestionable and indisputable. In 1869 this proposal was made, that England should withdraw her opposition to the establishment of the Dutch on the northern and eastern sides of the Island of Sumatra, and should abandon her ally the Sultan of Acheen to their aggression, and that in exchange she should receive a cession of the Dutch territories on the Gold Coast. In other words, England was asked to give up the control of the Straits of Malacca to Holland, which in course of time must mean Prussia, in exchange for a cession of territory which there existed no right to cede! That such a proposal should ever have been so much as seriously entertained by an English Minister is a lamentable proof of our want of statesmen; that it should not have been discovered and stopped in time is an equally lamentable proof of the ignorance in which Parliament allows itself to be kept, and of its utter incapacity for controlling the conduct of Foreign Affairs. The proposal was not only entertained, however, it was accepted; yet not as it would seem without some shame; for although the convention with respect to the Gold Coast has been published, the Foreign-office has, up to this day, never given us an opportunity of seeing that treaty with respect to Sumatra, which was the consideration given for it. Is it honest, or is it not rather like the act of those who have a set purpose of deception, to publish as their account of a bargain the instrument which sets forth what England is to receive, and to withhold that which sets forth what she is to give? If it be pretended that the Straits of Malacca are unimportant, and that the control of them is of no consequence, we reply, that such a pretence is an insult to the understanding of those to whom it is addressed. Yet, although Lord Granville and the Foreign-office have not dared to give us the instrument by which this unholy bargain was made, they have had the effrontery to publish correspondence which is a shameful confession of the abandonment of Acheen, and of the contempt they feel for the faith of treaties. When first attacked by the Dutch, the Sultan appealed to his old friends the English, and claimed the protection against aggression to which the treaty of 1819 entitled him. The reply made to that appeal by Lord Granville through Lord Enfield on July 15, 1873, is about the most shameless document ever printed. The treaty is not disputed, but the Sultan is told that he cannot claim the protection which it bound England to afford to him because England had subsequently "entered into a treaty with the Netherlands entirely inconsistent with it," and because she had not "uninterruptedly observed it." To pretend that the insufficient observance of a treaty by one of the parties to it dissolves that treaty, and releases the defaulter from the engagements made by it, must be shocking to all who retain any sense of law. Lord Enfield, indeed, does not venture to say that the treaty is dissolved, but he declares that England will not fulfil her engagements under it. And he cynically intimates that the Sultan of Acheen has brought upon himself the "displeasure," or to speak plainly, the aggression of Holland, by "misgovernment." Surely no commentary can be necessary on such conduct as this.

A great deal is said in the course of the correspondence of the "advantages" which the English protectorate would bring to the ceded territories; but it is not easy to discover what these advantages were. The Elminas, who number some 15,000, are the most important of the tribes in those territories, and Mr. Bartels (who had been sent to reconcile them to the change of flag) told the chiefs that the English Governor they were asked to receive would afford them protection from "further molestation on the part of the marauding Fantees." Upon this the King asked the meaning of the word "protection," to which Mr. Bartel replied "that robbery, pillaging and kidnapping that your people have suffered at the hands of the Fantees would be put down, if necessary with a high hand and by force." Lord Kimberley, however, no sooner learnt this than he wrote on February 28, 1871: "I regret that Mr. Bartels should have stated at the meeting that violence on the part of the Fantees would be put down if necessary with a high hand and by force. Such a promise would be entirely inconsistent with the position which Her Majesty's Government occupied towards the protected tribes. I have to request that you will take steps to make it clear that Her Majesty's Government can enter into no such engagement." So that the protection offered to the Elminas against their only enemies, the Fantees, was no protection at all, and the advantages of cession to the Elminas must be found purely and solely in the establishment of custom-houses and the cessation of their ancient relations with their allies of Ashantee. What wonder if under these circumstances they disclosed so strong a repugnance to being protected?

On February 3, 1871, the convention of transfer not having then been signed, and Lord Kimberley being in possession of the grave information we have cited, he caused a letter to be written to the Under-Secretary for Foreign Affairs, as follows:—"Lord Kimberley considers it necessary, before proceeding further with the Convention, that the Dutch Government should procure by such means as they think fit the renunciation of the claim of the King of Ashantee to Elmina, else this Government may find itself involved in a war with the Ashantees," and further, "The documents transmitted by Sir A. Kennedy, prove the absolute necessity that the Dutch Government should, before the completion of the transfer, remove the Ashantee Chief Atjiempon and his followers from the Elmina country." Both these requirements were dictated by the commonest prudence, which equally indicated that as Lord Kimberley suggested, they should be complied with before concluding the Convention. Accordingly Lord Granville on February 11, 1871, enclosing a copy of Lord Kimberley's letter, directed Admiral Harris "to speak in this sense to Baron Gericke." It may be supposed that Admiral Harris thereupon procured, or endeavoured to procure, from the Dutch Government the compliance with these "necessary" requirements. He did nothing of the kind. Instead of "speaking in that sense," he wrote to Baron Gericke merely a request to "furnish the details respecting this payment to which the King of Ashantee attaches such an extravagant significance," and did not, so far as his published letter shows, mention Atjiempon at all! This is incredible, but it is true. And what is equally incredible and equally true is that Lord Granville, on being informed by Admiral Harris that he had so violated his duty as to do something quite different from that he had been instructed to do, neither censured the act nor made any remark upon it, but wrote airily to the Colonial Office, through Lord Enfield

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"there can be no doubt but that the title of the Netherlands Government to the forts proposed to be ceded to this country is unquestionable." Possibly Lord Kimberley may have felt himself unable to dispute a point with Lord Granville; but this dilemma still remains for both of them, that after having declared the compliance with certain requirements to be an indispensable preliminary to the conclusion of the Convention, they gave up those requirements, without having obtained any kind or degree of satisfaction with regard to them. For Lord Kimberley indeed, it was reserved to put a finishing touch to his own self-stultification; for on February 28, 1871, he wrote to Governor Kennedy, "You will perceive that Her Majesty's Government require that the claims of the King of Ashantee to Elmina, as his own by right, should be settled by the Netherlands Government before the Convention for the transfer is concluded;" and further, "the presence of the chief Atjiempon at the meeting held at Elmina by Mr. Bartels, and his demeanour there, show the imperative necessity of the return of himself and of his followers to Ashantee before the transfer of the forts." The despatch in which these words are found was written three days after the Convention for the transfer had actually been signed, and when consequently it was impossible that the claim of the King of Ashantee could be settled before its conclusion!

What followed was the inevitable result. The Convention was signed on February 25, 1871, and the transfer of the territory was effected on April 6, 1872, without either the King of Ashantee having renounced his claim or Atjiempon having been removed.

Even after all this the position might perhaps still have been retrieved and the war prevented, had an honest disposition been shown of friendliness to the Ashantees, and a desire to protect them and their Elmina allies from the violence and exactions of the Fantees. Here again it was precisely the reverse spirit that was displayed. Mr. Pope Hennessy, indeed, on his arrival, in April, 1872, set about carrying into effect the desirable policy we have indicated, and notwithstanding the very indecent attack made upon him by Mr. Knatchbull-Hugessen, proved himself a good and able Governor. In five months he had not only re-established something like peace among the warring tribes of the Protectorate, but he had procured the reopening of the roads for trade, and that, with such immediate results, that a vessel calling in September at Seccondee, "expecting to do only a slight trade, had to leave oil on the beach," while produce was reported "ready for shipment at places on the Windward Coast, where it has never been seen for a long time past." At Elmina and Cape Coast there was soon "a great influx of Ashantee traders bringing gold dust and native produce." But Mr. Pope Hennessy was at Sierra Leone, and the administrators at Cape Coast seem to have been incapable of conceiving and carrying out any other policy than than of "vigour," in other words of violence, commonly popular with such officials. Mr. Salmon, who in all other respects appears to have acted well, sent an armed force to Half Assinee, on October 26, to seize Atjiempon, which was accordingly done after much resistance; and he reported the capture to Mr. Pope Hennessy in such words as made it appear that the chief had voluntarily accompanied Colonel Foster to Cape Coast.

We say that it is the English Government that is guilty, and we recapitulate the charges against them,—charges, be it observed, supported by nothing less than the evidence supplied by themselves to Parliament:—

1. They disregarded and betrayed the interests of their country in giving up the control of the Straits of Malacca.

2. They made a ridiculously bad bargain in giving it up for a cession of territory on the Gold Coast.

3. They accepted this cession from the Dutch, who had no right to make it, unless with the consent of the tribes and of the King of Ashantee, which consent was not obtained.

4. They were well aware that the question of tribute and the removal of Atjiempon were likely to lead to war if not settled previous to the cession, and yet they accepted the cession without having settled either point.

5. They allowed Admiral Harris to disregard his instructions on both these points, and, far from censuring, adopted his conduct.

6. Professing to desire the promotion of commerce, they have acquiesced in the establishment of heavy customs duties upon it, and are at this moment, in alliance with the Fantees, fighting for nothing else than the power of hampering commerce by exactions.

7. While professing to give full information, they have suppressed an important treaty, and facts, presumably important, of many despatches.

8. And in the face of all this, they endeavour, by the mouth of Mr. Gladstone, to shift the responsibility from themselves, and to throw it upon the "people of these three kingdoms," whom they kept in utter ignorance of their proceedings until their acts were irrevocable.

No doubt there is a kind of answer which may and which will be made to all this. It will be said that it may be true, but that there was no conscious purpose of betrayal or of misconduct on the part of the Ministers; that Lord Granville was not aware of the importance, or possibly of the existence, of the Straits of Malacca; that neither he nor the Cabinet knew that the control of those Straits was worth far more than the acquisition of a dangerous protectorate, or rather as it turned out, of a war on the Gold Coast; that they hoped the two difficulties they had left unsettled would somehow settle themselves; and that, as regards Admiral Harris, his instructions were sent, not in published despatches, but in private telegrams and letters not published. It will be said, in short, that our Government did not understand their business, and did not attend to it; that they are men who have never given any particular thought to Foreign Affairs, who have done the best they knew; to which it would be sufficient to reply that a Minister may no more betray his country ignorantly through incapacity or negligence than he may knowingly and of set purpose. But what we hold it important to show, and what we have shown is, that English Ministers, as at present chosen, do betray their country, and that they do it with careless confidence in their impunity, which is quite terrible.

If this were a solitary instance of the results of secret diplomacy, we should not be so anxious to draw attention to it. But the whole of our recent history is full of instances of the same nature, and of even greater gravity. Secret diplomacy, so far as England is concerned, offers one unbroken record of defeat and failure. Failure in Persia, failure in Khiva, failure in the Black Sea, failure in America, is recorded in plain letters. For this there is one remedy, that negotiations should be made public before their irrevocable completion; that the blunderers of the offices should no longer be permitted rashly to sign away the honour and interests of England, in the certainty that their work being irrevocable, must, when disclosed, be adopted; that, in short, the English people should sternly and peremptorily claim a voice in the management of their own affairs. That remedy, however, will not be accepted till it is too late.

Literature.

The *Empire and Cities of Asia*, by A. Gruar Forbes (Virtue and Co.), is designed by the author to supply a concise record of the history of Asia, and he has succeeded in presenting a volume which is complete in geographical and historical information, and at the same time thoroughly entertaining. Accompanying this handsome little volume is a well executed map of Asia.

In the January number of *Ocean Highways*, amongst the many admirable papers given, a contribution by Baron F. Von Richthofen, entitled "Recent Attempts to Find a Direct Trade Road to South-Western China," will be found to be of special interest. Mr. W. Campbell, missionary of the English Presbyterian Church, under the title of "Aboriginal Savages of Formosa," gives a very graphic sketch of the inhabitants of that island.

We hear that the Comte de Palikao intends to publish an account of his Chinese expedition.

Macmillan's Magazine commences the new year with a story by Frances Martin, called "Little Jack," and the first instalment is very satisfactory. In addition to the contribution by Mr. Burnand and a paper on Mendelssohn, we have a reproduction of the address given by Sir Samuel Baker at the Royal United Service Institution upon the subject of Savage Warfare.

"La Mode Illustree" for January (Asher and Co.) contains more than two hundred illustrations and some magnificently coloured plates and patterns. We should imagine that this artistic work will be held in especial admiration by the ladies.

The *Gentleman's Magazine* for January commences an entirely new series, which we believe ceases to be under the editorship of Mr. Joseph Hatton. A new story, entitled "Olympia," is given. The general contents of the magazine are of the usual interest.

We have received from Messrs. Macnaught, Robertson and Co., of Bankend, Southwark, a lithographed section sheet of rolled iron girders, joists, and fitch plates, together with price list and table for ascertaining the estimated safe permanent distributed loads in tons for the various stock of the firm.

Mr. T. H. Meredith, of 340, Strand, has issued a third edition of a book entitled "My New-year's Gift to my Son," which will be found peculiarly suitable to the requirements of the youthful reader.

The *Pall Mall Gazette* publishes an elaborate review of the pamphlet entitled "Aperçu de la Situation en Chine," which we noticed in our issue of the 8th ult. We extract the following observations:—

So far as a general survey is concerned, Baron Hübner's "Promenade autour du Monde," which appeared last season in two volumes, gives a more impartial and satisfactory summary, both of the present situation in China and of the operative causes determining our relations and those of other treaty Powers from the beginning. As a veteran diplomatist and Minister of State, it was to be expected that even in a three months' study of the situation in Japan and China he would know how to avoid errors common to less practised observers. The anonymous author of the pamphlet might have taken a lesson from his less pretentious and more wary predecessor in this field, instead of merely reproducing the hackneyed pleas of the mercantile communities for a more aggressive or "vigorous policy" on the part of all Governments towards China as a means of opening up the country and advancing trade. Into these well-aired grievances we do not propose to follow the writer. Before leaving this part of the question, however, we may just observe that the first twenty-five pages of the pamphlet are occupied in a purely fanciful grievance against the British, who are charged with having committed a fatal error during the negotiations which took place in 1868-9 for the revision of existing treaties. This is really *a querelle d'Allemagne*, and has no sense in it. It is said that in our utilitarian preference of expediency to principle we began our negotiations for a revision by assuming that our rights were only derived from treaties; whereas, the right of free intercourse and intercommunication is common to all nations and antecedent to all treaty engagements. To adopt any other point of departure, it is contended, was to take the humiliating place assigned by the Greeks and Romans to all barbarians outside the limits of their territories with whom they had entered into no engagements, and therefore, according to the Roman jurists, having no rights. It was to lend a sanction to the absurd pretensions of the Chinese to admit or exclude foreigners at their pleasure by the unfettered exercise of a sovereign power above any so-called law of nations. The simple answer is that, whether a right of free intercourse, trade, and domicile was, according to the Law of Nations, one of those perfect rights which carry with them compulsory powers, or only an imperfect right, to be made good by compact and mutual arrangement—it would have been idle and utterly inopportune to discuss. So far as China was concerned, that contention was over. The

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Emperor had been compelled to sign three successive treaties, after as many disastrous wars, recognising such rights *de facto*. These treaties had defined the conditions under which all rights claimed or deemed necessary should be enjoyed. And on each occasion the terms of the treaty or convention entered into were dictated by ourselves. For any foreign Power, after this, to enter into a worldly contention with the Chinese rulers as to the origin of our rights would surely have been the idlest waste of breath that even a doctrinaire could suggest.

We have not space enough to follow the author through a series of mistaken data and false conclusions. We infer that he has resided in China, and knows much without being really well informed, or capable apparently of exercising an impartial judgment when foreign interests are in the one scale and Chinese in the other. He claims merit on behalf of the Treaty Powers for having aided the Chinese to put down the Taeping insurrection. And so no doubt they did. But where he claims the gratitude of the Chinese for this service, he utterly ignores that we were ourselves in no small degree responsible both for the commencement and the long continuation of the Taeping rebellion by the weakness and humiliation our war had brought on the Government, and by the direct encouragement given by the missionaries, merchants, and filibusters of all nationalities to the rebels. When we did intervene the Chinese may rightly ask our motive—whether it was not for our own safety at the ports and our commercial interests, and not for any interest of theirs. Nothing can well be more wide of fact and truth than the assertion that the Chinese have anything to thank us for; or less rational than to found on that plea any ground of reclamation. The introduction of railways, telegraphs, and all the other appliances which would promote the civilisation of the Empire by the development of its material resources, with increased facilities of communication and interchange of ideas as well as of products, has been urged upon the Chinese Government heretofore with very little effect. Successive Ministers—from Lord Elgin to Mr. Wade—have told us, through Blue-books and despatches innumerable, the same facts, and the conclusions to which they lead. The literati, from among whom all civil offices are filled, are still, from their ignorance of everything outside China, incapable of appreciating the utility of scientific inventions. They are not less opposed, from pride, to the adoption of any means that can only be turned to account with the help of foreigners. In this state of things, and with this feeling generally prevailing throughout all classes, but more especially, perhaps, the ruling class—that is, the educated and the holders of office—it is easy to discern what are the practical barriers to any rapid progress, or the introduction of material improvements if these involve European innovations—machinery or foreign agents. The more persistently or vehemently they are urged to advance, the more resolutely they plant their feet on the *antiquas vias* of tradition and custom, with a retrograde tendency. Whenever they move forward, as we have no doubt they must, we repeat our conviction that it will be by their own methods, for their own ends, and at their own time. But encouragement may be found in the fact that what Gallileo said of the earth is equally true of China. "E pur si muove!" Not only have they been led by the force of circumstances to create arsenals and docks on European models with engineers and artificers of different nationalities, and with all our best machinery and newest appliances,—armed their forts with Krupp's and Armstrong's guns, disciplined troops with European drill and furnished them with the newest breech-loaders for weapons, but they have built for themselves ironclads and a large fleet of smaller steamers and gunboats. They have created a mercantile steam company, and more recently Li-Hung-chung, the able Viceroy of the northern provinces, has boldly announced the necessity of abandoning all junk transports of rice for the capital and the Grand Canal route. But all this is perfectly compatible with an increasing disposition not to adopt foreign ways, if their adoption is suggested by the foreigners. Of this the refusal even to receive a present or wedding gift in the novel form of a railway—which, although contested, is undoubtedly true—is the last evidence. Yet those on the spot know that there is an increasing experience and appreciation of the utility of foreign inventions; and although the art of war takes precedence, and for sufficient reasons, the appliances of the foreigner are working their way into China, wedgewise it is true, but not the less irresistibly and certainly.

The first step to be looked for now will be in the mining direction. They have, as we have seen, besides arsenals, a large fleet of steamers, both for warlike and commercial purposes; and for these they want coal. Peking will be the last to initiate such a movement. It will be done first by some bold and enterprising Viceroy, like Li-Hung-chung, and sanctioned afterwards. One hundred youths have been sent to the United States of America for education, because it is more easily obtained there than in England probably, and perhaps also because the Americans give them less trouble than we do. The Colossus is actually in motion, therefore, and must inevitably move on, however slowly or reluctantly.

Monetary and Commercial.

A deputation of steamship owners of London, Liverpool, Glasgow, the Tyne, and Hull, have had an interview at the Treasury Office with Mr. Dodson and Dr. Lyon Playfair, the Postmaster-General, with reference to the acceleration of mails to the East, and certain grievances against the P. and O. Company. The deputation consisted of Messrs. Alfred and Philip Holt, Ocean Steamship Company, Liverpool; Mr. Charles Wilson, Hull; Mr. Skinner, Castle Line, Glasgow; Mr. Montgomery (Smith and Sons, Glasgow); Mr. Macgregor (Macgregor, Gow, and Company, London); Mr. James Harrison, Liverpool; Mr. M'Diarmid, Ducal Line; Mr. Laining, Red Cross Line; Mr. Davies (Rathbone Brothers, Liverpool, Star Line); Mr. Gellatly; Mr. Grant (the Queen Line); and Capt. Carr. The deputation was introduced by Mr. Alfred Holt, who said they represented 280,000 of the 400,000 of steamship tonnage passing through the Suez Canal. They understood that the P. and O. Company had asked the Government to allow them to carry the mails through the Suez Canal instead of sending them by rail from Alexandria to Suez, and in order to compensate for the loss of time in going through the Canal, the speed was to be accelerated between Southampton and Alexandria. The speaker said, that if the P. and O. Company had permission to carry the mails by the Canal they would have precedence over all other vessels. The Government were paying a large sum of money for a notoriously slow service, and they enabled the P. and O. Company to have all the benefits of a subsidy with none of its drawbacks. The mails between Shanghai and Southampton could be accelerated five days easily, for when he said that a day's delay of the mail was a loss of £10,000 to those engaged in trade, the Government would see the importance of accelerating the speed. Mr. Dodson and Dr. Playfair said they would consider the matter.

The Manchester Market has presented a holiday appearance, and business will not be actively resumed until next week. Neither buyers nor sellers have shown much disposition to enter into fresh transactions, and it is only in exceptional cases that any concession can be obtained in prices, the general tone of the market being very steady.

Mr. George Arbuthnot, the Deputy Chairman of the Oriental Bank, has been elected Chairman of the Corporation, in succession to the late Mr. James Blyth, and Sir William Baynes, Bart., becomes Deputy Chairman.

It is announced that, owing to the expiration of partnership and retirement of Mr. Hanbury, the firms of Bower, Hanbury, and Co., of Shanghai, and Hanbury and Co., of London, ceased to exist on the 31st December. The business, both in Shanghai and London, will now be carried on by the remaining partners, Mr. Egbert Iveson and Mr. A. A. Ranken, under the style of Iveson and Co., in Shanghai, and Andrew A. Ranken and Co., in London.

Messrs. C. Melchers and Co., of Bremen, announce that Mr. J. H. Jantzen will retire from the firm from the 1st of January, and Mr. Hermann Melchers, son of the senior partner, will be admitted a member of the firm at Bremen from that date, at the same time retaining his interest in the Hong Kong business.

The firm of Blyth, Greene, and Co., Mauritius merchants, is dissolved, in consequence of the recent death of Mr. Blyth, and will henceforth be consitituted as Blyth, Greene, Jourdain, and Co., by Mr. R. Burn-Blyth, Mr. F. Greene, and Mr. H. J. Jourdain.

Messrs. Pixley, Abell, Langley, and Blake, bullion brokers, have dissolved, and new partnerships have been formed—one under the name of Blake, Brothers, and Co. (by whom the liquidation of the old firm will be conducted), and the other under that of Pixley and Abell.

The firm of Overbeck, Christensen, and Co. will in future be conducted as Charles Overbeck, and Co. Mr. George Martin retires from the firm of Martin, Turner, and Co., Glasgow. Messrs. John Pender, and Co., Manchester, have admitted Mr. James Pender and Mr. W. M. Mollison as partners.

The business of Messrs. Carey and Browne, East India and Colonial produce brokers, will, on the retirement of Mr. Edward Browne, after nearly fifty years, be carried on by the sons of the old partners.

Messrs. John W. Cater, Sons, and Co., merchants, of London and Liverpool, announce the retirement of their senior partner, Mr. J. W. Cater, and that Mr. C. J. C. Scott joins the London firm.

Messrs. Thomas Cooper and Co., wholesale tea dealers, have retired, and transferred their business to Messrs. Henry Bennett and Co.

The business of Messrs. Jacomb, Hogg, and Co., silk brokers, will henceforth, in consequence of the retirement of Mr. Jacomb, be carried on under the firm of Waithman, Hogg, and Co.

Messrs. Farbridge, Holliday, and Co., of Manchester, have admitted Mr. James Holliday, son of the senior partner, into the firm.

The business of Messrs. Barber, Simpson, and Co., East India and Colonial brokers, will be liquidated, and thenceforth carried on under the style of Barber Brothers.

Messrs. Ehlers and Sergel, commission merchants, have dissolved, and the house will henceforth be C. Sergel and Co.

Messrs. Jackson and Till, Colonial brokers, have admitted Mr. Alfred Jackson and Mr. William L. Friend.

Messrs. J. C. im Thurn and Co., merchants, have admitted Mr. F. C. im Thurn and Mr. Alexis Bideleux.

Mr. J. F. Hirsch, merchant, has admitted his son, Mr. Oscar Hirsch.

Messrs. Sandilands, Buttery and Co., of Penang, have opened an office in London.

The Union Insurance Society of Canton have opened a branch in Manchester, under the charge of Messrs. Escombe Brothers and Co.

A meeting has been held of the creditors of Mr. W. Black, commission agent, Manchester. The liabilities were stated to amount to £11,314 15s. 5d., and the assets to £6,897 19s. 6d.

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Liquidation by arrangement was resolved upon. A meeting of the creditors of Haworth and Sons, cotton spinners and manufacturers, has been held. The debts are £36,000, and the assets show 18s. 7½d. in the pound for the unsecured creditors, after allowing for those secured. A committee of inspection was appointed. At a meeting of the creditors of Messrs. Tugman and Bradshaw, general commission merchants, Liverpool, the statement of accounts showed total liabilities £37,205, and assets £27,388. It was resolved to wind up the estate by liquidation.

A meeting of the creditors of Messrs. Semenza and Co., of Gresham-house, Old Broad-street, will be held on the 8th inst., when arrangements will be made for liquidating the affairs of the firm, in Bankruptcy or otherwise.

The import of £400,000 in gold coin from Japan to the consignment of the Hong Kong and Shanghai Bank has been sold to the Bank of England at the rate of £3 17s. 9d. per ounce for the English standard. It has been melted down into bars as usual.

The bullion by the P. and O. steamer *Australia*, from Southampton on the 1st inst., was, in silver, to Shanghai, £2,045 ; to Hong Kong, £63,771 ; to Singapore, £121,150 ; to Penang, £15,600 ; total in silver, £202,566.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	7¼ to 7⅜
25	Bank of Egypt	All	42 to 44
20	Chartered of India, Aust., and China	All	13½ to 14½
95	Chartered Merc. of India and China ...	All	22½ to 23½
20	City	10	13½ to 14½
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	555 fr.
Th.200	Deutsche	All	Th.168
£28½	Hong Kong and Shanghai	All	37 to 39
50	Imperial	15	17½ to 18½
50	London and County	20	58 to 59
50	London Joint-Stock	15	47 to 48
100	London and Westminster	20	69 to 70
25	Oriental	All	44½ to 45½
—	Union of London	15	42¼ to 43¼
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	8¼ to 8⅜
10	Eastern Telegraph	All	8¼ to 8⅜
10	Great Northern	All	9½ to 10
25	Indo-European	All	16½ to 17½
10	Mediterranean Extension	All	4¼ to 4⅜
12	Telegraph Construction Company ...	All	32 to 33
20	India-rub., Gutta-perc., & Teleg. Works	All	28 to 30
8	Reuter's	All	10¾ to 11½
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	¼ to ¼ pm.
20	Globe Marine	4	1½ to 0⅝ dis
50	Home and Colonial Marine	5	2½ to 1½
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅜ to 2½ pm.
10	Merchants' Marine	2	1½ to 0⅝ dis.
50	North British and Mercantile	6¼	27 to 27½
25	Ocean Marine	5	8 to 9 pm.
20	Thames and Mersey	2	4 to 4½
20	Thetis Marine	5	1 to 3 pm.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine...	5	4⅜ to 5½ pm.
	TEA COMPANIES.		
50	Assam	20	36 to 38
20	British Indian	All	4½ to 4⅜
20	Darjeeling	All	19 to 21
10	Eastern Assam	All	
20	Iorehaut, Limited...	All	40 to 45
20	Do.	14	14 to 15 pm.
10	Lelong	All	10 to 11
10	Upper Assam	All	1½ to 1⅜
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	5½ to 5 dis.
20	Do.	5	3½ to 3 dis.
50	Colonial	20	3½ to 2⅜
5	Credit Foncier of England	All	3⅜ to 3⅜
10	General Credit and Discount	7½	¼ to ⅜ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	1 15-16 to 2½ dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	548 fr.
£50	P. and O. Steam	All	54 to 56
50	Do. Do. 1867	10	½ dis. to ¼ pm
100	Royal Mail Steam...	60	86 to 89
403fr.	Suez Canal	—	426 fr.
£98	Japan Loan, 9 per cent.	All	107 to 109
93½	Do. 7 per cent....	All	98 to 100

ARTICLES OF IMPORT.

The Produce Markets have not yet recovered from the quietude incidental to the holiday season, and there has been little or no change during the week, except in Coffee, which has realised a further advance in the private sales effected. On the spot Plantation Ceylon has been sold at 123s. for low middling to 127s. for middling, and for arrival important sales have been made in 73-74 crops at 119s. to 120s. per cwt. The first public sale of Tea since the holidays was made yesterday, when 2,932 packages new season's China, per Cawdor Castle and Diomed, were sold without reserve on importers' account as follows :—1,912 chests and half-chests black-leaf Congou sold at 10d. to 1s. 1¾d. ; 1,020 ditto red ditto at 1s. 0½d. to 1s. 1d. Compared with the auctions on the 18th ult. common black-leaf sold ½d. per lb. lower, good middling ¼d. to ½d. lower, and red of brisk quality but rather uneven appearance nearly 1d. lower. The market for Rice is less depressed, and some business has been effected at previous rates. Cocoa-nut Oil is quiet at £35 10s. to £36 for Ceylon. In other articles there is no alteration to be reported.

ARTICLES OF EXPORT.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's monthly statement of the estimated exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	,, Shanghai	48,140	59,330	18,140	354,972	53,960	33,688
	,, Japan ...	—	840	1,240	150,899	100	86,754
	Total	69,340	76,860	32,195	550,981	73,617	146,574
Total shipped during the year 1872 ...	To Hg. Kg.	17,080	14,890	8,094	37,225	10,183	48,156
	,, Shanghai	60,760	47,570	16,010	335,383	41,848	40,039
	,, Japan ...	1,200	2,610	3,236	146,649	592	159,787
	Total	79,040	65,070	27,340	519,257	52,623	247,972
Do. 1871	To Hg. Kg.	11,700	11,100	8,500	40,335	5,286	25,578
	,, Shanghai	86,720	49,210	26,920	296,411	46,003	27,880
	,, Japan ...	—	1,140	2,360	63,774	500	33,951
	Total	98,420	61,450	37,780	400,520	51,789	87,409
Do. 1870	To Hg. Kg.	27,140	7,496	21,985	37,690	5,378	42,272
	,, Shanghai	115,380	58,640	31,440	243,413	42,318	43,813
	,, Japan ...	200	1,640	7,155	47,470	2,887	25,796
	Total	142,720	67,776	60,580	328,573	50,583	111,891

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.24	John Tennant (s.)	Steiger	Colombo, &c.	London
24	Inverdruie	Peter	Ilo Ilo, &c.	Do.
24	Don Quixote	Penhallow	Singapore	Do.
25	Agamemnon (s.)	Thomson	China, Singapore, &c.	Do.
27	Claudine	Curtis	Colombo	Do.
25	Aurrera (s.)	Larrinaga	Manila	Liverpool
22	Esperanza	Smith	Singapore	Hamburg
26	Trafalgar (s.)	Watson	China, Singapore, &c.	London
27	Amicizia	Manizzo	Rangoon	Do.
	Pride of the Port	Baker	Singapore	Boston
28	Ida	Thoburn	Samarang	Off the Lizard
29	El Dorado (s.)	Kerr	Colombo, &c.	London
30	Maddalena (s.)	Beizo	Rangoon	Do.
30	Crocus (s.)	Joy	Do.	Do.
30	Ellenborough	Jamieson	Colombo	Do.
30	Golden Spur	Ferrol	Ilo Ilo	Falmouth
30	Windsor Castle	Harrison	Manila	Liverpool
28	Bellona (s.)	Ludwig	China, &c.	Helvoet
	Eliza Shaw	Gaye	Yokohama	New York
	Asiana	Hedwig	Bassein	Queenstown
25	Sylvia (s.)	Johannsen	China, &c.	Hamburg
6	Sapphire	Bursley	Hong Kong	San Francisco
	Charles Bal	Chapman	Bassein	Queenstown
31	Florence Nightingale	Cameron	Foochow	Off Deal
30	Jas. Lister	Hunter	Manila	Liverpool
31	Leaping Water	Kerr	Maulmain	Off Queenstown
30	Yubas	Walters	Akyab	Flushing

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 9	Cromwell	Richardson	Batavia	Boston
22	Brisbane	Huddleston	Singapore	Penarth
Nov 14	Ella	Beaume	Batavia	Buenos Ayres
16	Batavia	Verdres	Do.	Do.
Dec.27	Galatea (s.)	Taube	Singapore, China, &c.	London
	Buena Ventura (s.)	Echevarria	Manila	Liverpool
26	Lydia	—	Hong Kong	Newcastle
30	Lotus (s.)	Castle	Singapore, Java, &c.	London
30	Osaka	Lowe	Hong Kong	Do.
28	Wyberton (s.)	Smith	Java	Southampton
27	Darling	Reeves	Singapore	Swansea
27	Hastings	Payne	Do.	Do.
31	Min	Peters	Do.	London
	Patroclus (s.)	Drenning	Singapore, China, &c.	Liverpool
Nov.16	Emigrante	Castagnino	China	Callao
Dec.30	County of Argyll	Duncansen	Java	Glasgow

(See Shipping Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Yokohama : Yorkshire. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo : Cawdor Castle. For Colombo, &c. : Hindoo, Fenella.

SAILING VESSELS.—For Yokohama and Hiogo : Harrington, F. C. Clarke, Mary Ann Wilson. For Hong Kong : Deerhound. For Colombo : Palestine, Granville. For Singapore : Atma.

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At LIVERPOOL.—For Yokohama and Hiogo: Chusan. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Hector (str.). For Singapore: Windermere, Annie Gray. For Manila (via S.C.): Emiliano (str.), Aurrera (str.). For Batavia: Ernestine. For Galle: Jalawar.

SPOKEN.

OLEANDER (barq.), Glasgow to Colombo, Dec. 3, 6 S., 33 W.
M.H.W.T. (Eng.), Blyth to Singapore, Dec. 2, 14 N., 28 W., 26 days out.
EVELINA (barq.), Copenhagen to Batavia, Dec. 18, 47 N., 11 W.
MERSE, London to Japan, Nov. 23, 6 N., 23 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports rule firm at the undermentioned quotations, but owing to the Christmas holidays very little business has been transacted during the week.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 50s. weight, 45s. meast. To Foochow: 80s. meast. To Hong Kong: 50s. weight, 45s. meast. To Chefoo: 80s. meast. To Manila: 90s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Batavia: 50s. weight or meast. To Padang: 80s. meast. To Saigon: 75s. meast. To Cheribon: 70s. weight, 65s. meast. To Pekelongan: 70s. weight, 65s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight or meast. To Hiogo: 50s. weight, 40s. meast. To Nagasaki: — weight or meast. To Shanghai: — weight, — meast. To Hong Kong: 40s. weight 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 30s. weight, 25s. meast To Colombo: 25s. weight, 25s. meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £40. To Singapore (f.c.): £34. To Singapore: £32 to £33. To Penang: £32 f.c. To Macassar, per ton: 35s. To Batavia: 30s. to 32s. 6d. To Java: 30s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Galle, per keel: £30 to £32. To Colombo: £30. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 40s. To Manila: 30s. To Macassar: 35s. To Java: 30s. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Singapore: 31s. to 32s. To Galle: 30s. To Trincomalee: —. To Colombo: 30s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Singapore: —. To Penang: —.

CASUALTIES.

RIO JANEIRO.—[Lisbon, Dec. 26, 10.5 P.M.]—The Rosita y Nene (Span. str.), from Macao, has put in here with engine broken down.

A telegram from Galle, Dec. 30, announces that the Arcturus (str.) was wrecked on Gindurah rock about seven miles off, top of mast visible, fifty tons of cargo saved.

FOR SALE AT YOKOHAMA.

THAT desirable Property known as NUMBERS TWENTY-FIVE and TWENTY-SIX of the FOREIGN CONCESSION, YOKOHAMA, to be Sold, separately or together.

For further particulars and terms of payment, apply to P. CARST, Esq., Amsterdam, or MURK LELS, Esq., Alblasserdam.

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COMMISSION AGENT
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Tigre...	... March	1	
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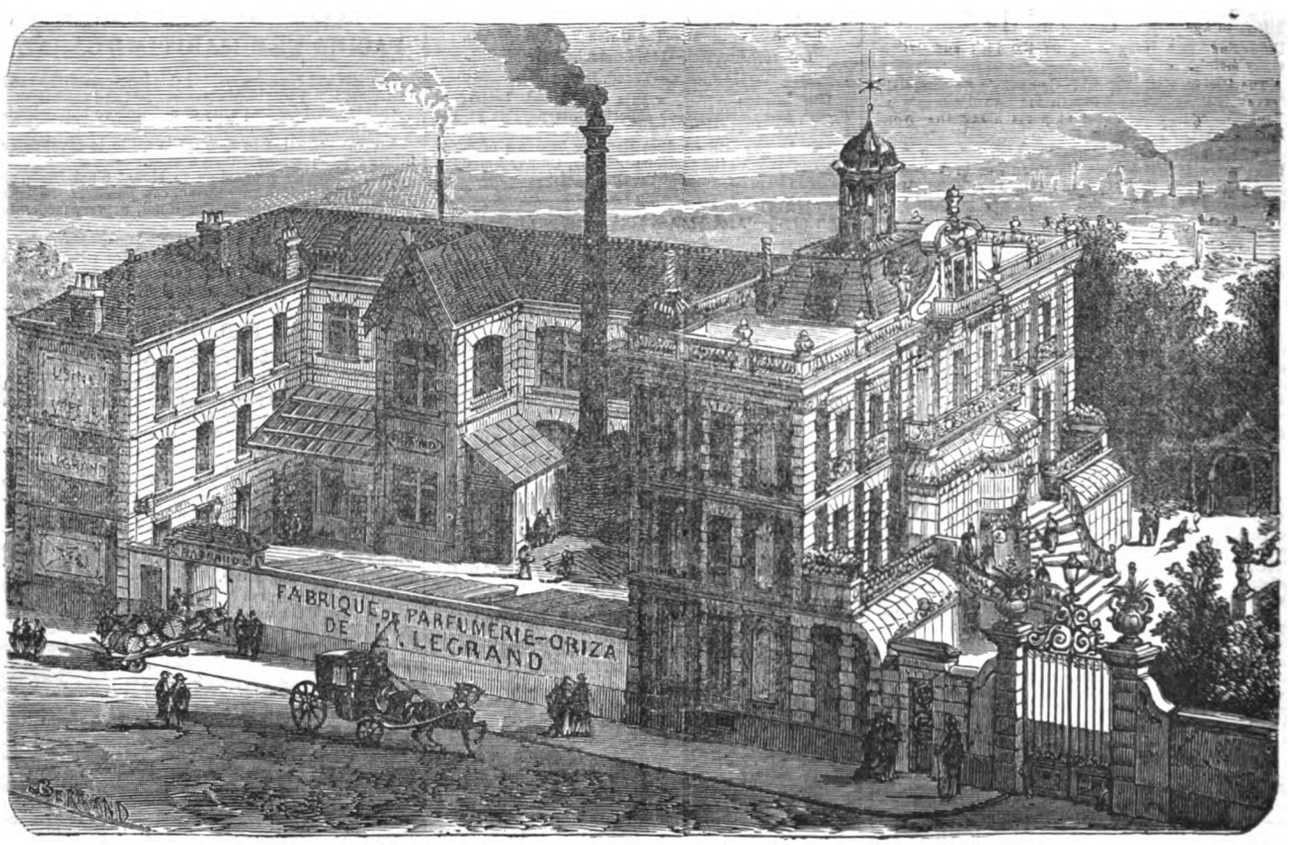

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The bottle only, without accessories.

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PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

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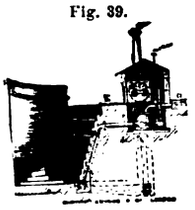
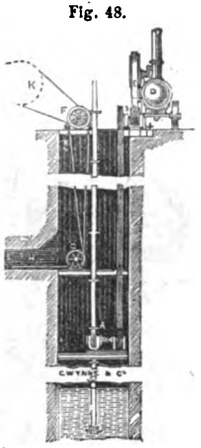
Fig. 39.



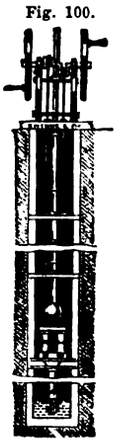
GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig. 48.



GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.

GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs

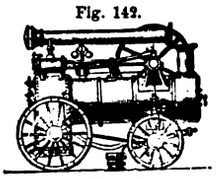
Fig. 146.

GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.

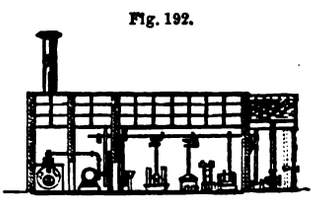
GWYNNE & CO.'S IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.



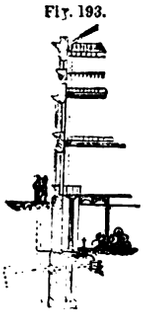
GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



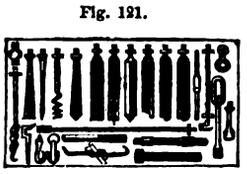
GWYNNE & CO.'S IMPROVED MACHINERY, FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C.. &C.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.



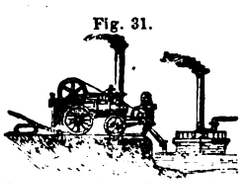
GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



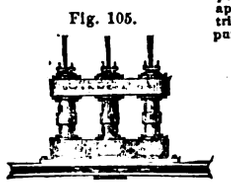
GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



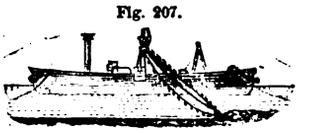
GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCK PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

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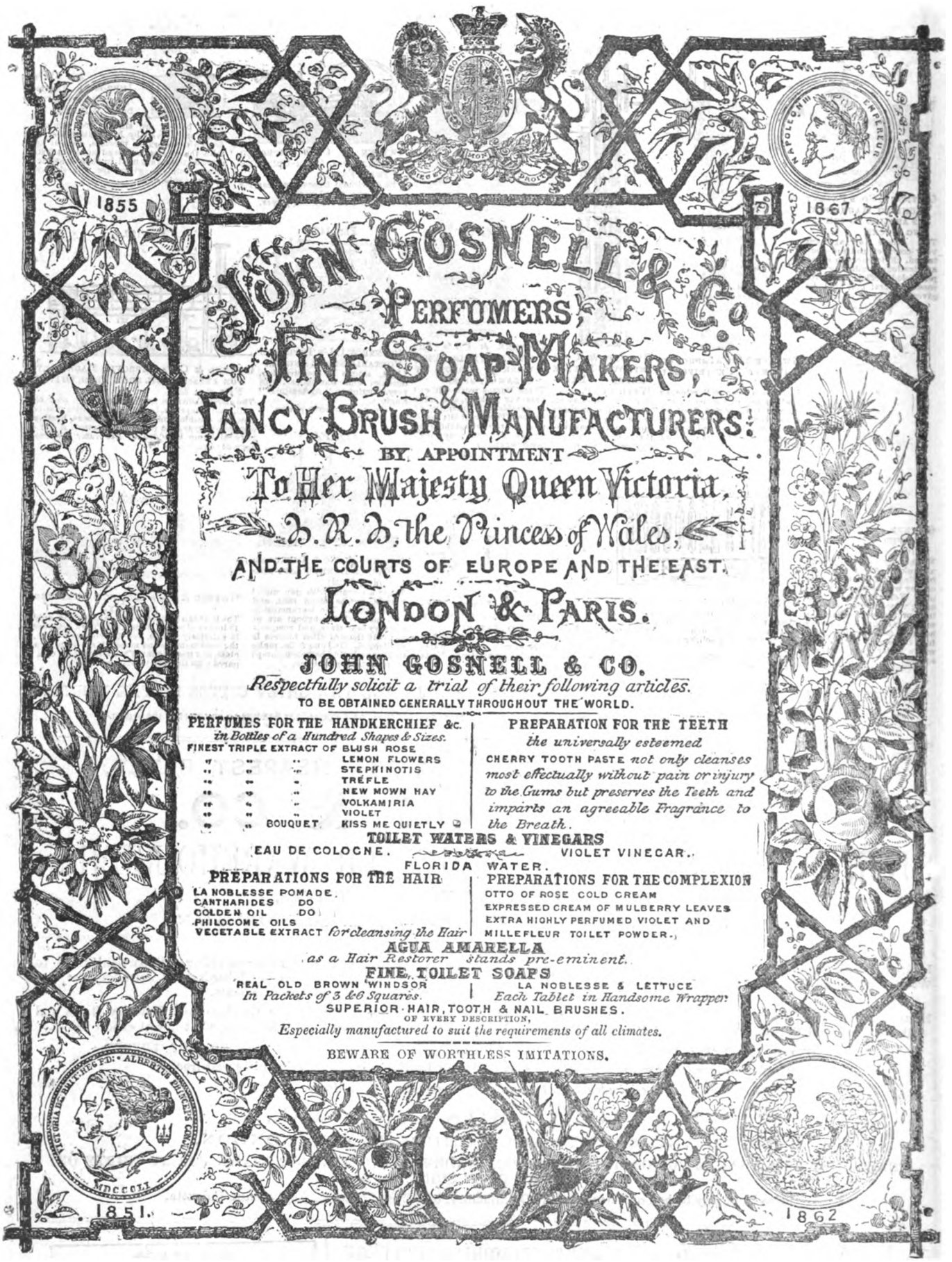

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PERFUMERY,

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VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

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The only Soap recommended by medical celebrities for hygienic purposes and the beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, the freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

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A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness, velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

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WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

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Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

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Indispensable for preserving the health, beauty, and freshness of the skin

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This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of t e Dock to the town offers for the transport of materials, &c., enable this Company to adopt a ve· low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

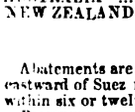
	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... ... JAPAN	Thursday, Jan. 1, 15, & 29, at 2 P.M., and every alternate Thursday.	Friday morning, Jan. 9, 23, & Feb. 6, and every alternate Friday.	Monday, Jan. 12, 26, & Feb. 9, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, Jan. 15, at 2 P.M., and every fourth Thursday.	Friday morning, Jan. 23, and every fourth Friday.	Monday, Jan. 26, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

DIRECT STEAMERS, via the SUEZ CANAL.



THE PENINSULAR AND ORIENTAL COMPANY propose to despatch their largest STEAMERS from SOUTHAMPTON to INDIA DIRECT, via the SUEZ CANAL, as follows:—

Jan. 8. Bombay. Gwalior, 2,725 tons, 450-horse power.
Jan. 15. Madras, Calcutta, Australia and New Zealand, China and Japan. Mongolia, 2,434 tons, 530-horse power.

These steamers will convey Her Majesty's mails, and will correspond with the Company's steamers from Venice and Brindisi.

A large number of passengers having already booked for these steamers, early application for passage is requested.

Passengers for Bombay are also booked by these steamers.

STEAM VIA THE SUEZ CANAL.—To sail on the 28th January, for SINGAPORE, HONG KONG, and SHANGHAI, the splendid, full-powered screw steamer LORD OF THE ISLES, 100 A1, 1,846 tons register, 240-h.p. nominal, J. DOWDY, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to MILBOURNE CLARK, Chapel-walks, Manchester; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To be followed by the s.s. "Galley of Lorne" on the 10th Feb.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing
Glenfalloch	100 A1	2,126	275	Feb. 10
Glenearn	100 A1	2,120	330	March 2
Glenlyon	100 A1	2,119	275	March 24
Glenroy	100 A1	2,121	250	April 15
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Gleneagles.	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London, E.C.

GLEN LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates to JAVA and JAPAN PORTS, the magnificent Clyde-built steamship GLENFALLOCH, 2,126 tons, 100 A1, 275-h.p. nominal; South West India Dock; last shipping day, 9th Feb., to sail positively on 10th Feb. The attention of shippers and passengers is especially directed to this splendid steamer. She has elegant accommodation for a limited number of passengers.

For Freight or Passage apply to McGREGOR, Gow, and Co., 1, East India-avenue, London, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAMSHIPS, via Suez Canal.

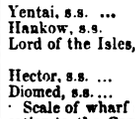
Port.	Ship.	Class.	Dock.	To sail.
CHEFOO, TIENTSIN, & NEWCHWANG.	Yentai, s.s.	100 A1	S.W.I.D.	Jan. 10

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

CHEFOO, TIENTSIN, AND NEWCHWANG,

WITH leave to call at SINGAPORE and HONG KONG, the new ocean steamship YENTAI, 100 A1; last shipping day 10th January; South West India Docks.

ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Atma	523	Wright Bros. & Co.	Jan. 20
Cawdor Castle, s.s....	2,150	Thos. Skinner & Co.	Jan. 10
Crocus, s.s.	2,000	„ „	Jan. 20
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Feb. 10
Yentai, s.s.	—	Robertson & Co....	Jan. 10
Hankow, s.s. ...	3,500	Norris & Joyner ...	Jan. 20
Lord of the Isles, s.s.	1,846	Shaw, Maxton, & Co	Jan. 24

LIVERPOOL.

Hector, s.s.	1,522	Alfred Holt ...	Jan. 13
Diomed, s.s.... ...	1,201	„ ...	—

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, to follow the Glenartney, the magnificent new Clyde built steamship CAWDOR CASTLE, 2,100 tons, 100 A1, 300 h.p. nominal; South-West India Dock. Last shipping day, 10th January. The attention of shippers and passengers is directed to this splendid steamer. She has elegant accommodation for a limited number of cabin passengers.

For Freight or Passage apply to McGREGOR, GOW, and Co., or to THOMAS SKINNER and Co., East India-avenue, Leadenhall-street, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON. For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, the magnificent new steamship CROCUS, 100 A1, 225-h.p. nominal, 2,000 tons register, R. H. JOY, Commander; now in London; will receive goods in the South West India Dock until 20th Jan. This splendid steamer has proved herself very fast, and has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

To be followed by the "Gordon Castle."

THE "CHINA" LINE OF STEAMERS, via the Suez Canal, from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates at shippers' risk for JAVA, JAPAN, &c.).

The following high-classed steam ships, which have been built especially for the China trade by the celebrated builders, Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tnnge	Docks.	H.p.n.	Last shipping day.
Hankow ...	100 A1	3,500	S.W.I.	500	Jan. —
Whampoa ...	100 A1	3,500	S.W.I.	500	To follow
Hong Kong ...	100 A1	1,881	S.W.I.	200	To follow
Nankin ...	100 A1	2,423	S.W.I.	300	To follow
Canton ...	100 A1	1,881	S.W.I.	200	To follow

These fine steam ships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill), E.C.

With quick despatch

FOR HONG KONG DIRECT, the splendid clipper DEERHOUND, A1 17 years, 573 tons register; J. SHEARER Commander; East India Docks.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

*** The New Eastern Form of Bill of Lading required for this ship.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 541.] LONDON, MONDAY, JAN. 12, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

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Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 9.
JAPAN—Yokohama	Oct. 3	Nov. 22	Nov. 25
Yedo			
Osaka and Hiogo	Sept. 19	„ 15	„ 18
Hakodadi			
Nagasaki	„ 26	„ 13	„ 21
CHINA—Peking	—	—	„ 15
Tien-tsin	—	—	„ 20
Chefoo	—	—	„ 23
New-chwang	—	—	„ 19
Hankow	„ 19	„ 11	„ 22
Kiu-kiang	—	—	„ 23
Chin-kiang	—	—	„ 18
Shanghai	Oct. 10	„ 26	„ 28
Ningpo	—	—	„ 26
Foochow	„ 10	„ 28	„ 30
Formosa	—	—	„ 24
Amoy	—	—	Dec. 1
Swatow	—	—	„ 2
Hong Kong	„ 17	„ 26	„ 4
Canton	—	—	„ 2
Macao	—	—	„ 3
PHILIPPINES—Manila	„ 10	„ 19	Nov. 27
COCHIN-CHINA—Saigon	—	—	Dec. 9
SIAM — Bangkok	—	—	„ 4
BORNEO—Labuan	—	—	„ 5
Sarawak	—	—	„ 7
JAVA — Batavia	„ 31	Dec. 6	„ 8
Samarang	—	—	„ 5
Sourabaya	—	—	„ 5
MALACCA STRAITS—Singapore	Nov. 7	„ 9	„ 12
Penang			
CEYLON—Galle	„ 21	„ 15	„ 18
Colombo	—	—	„ 16

THE MAILS, &c.,

The French mail, bringing advices as above, was delivered, *via* Marseilles, on the 9th inst., three days early. The next inward (P. and O) mail, with a week's later dates, viz., Yokohama, 2nd; Shanghai, 5th; Hong Kong, 11th; Singapore, 18th Dec., which is due, *via* Brindisi, on Monday next, the 19th inst., left Galle on the 27th ult., its due date.

The Telegraph Cable between Shanghai and Amoy has been repaired, and communication between Hong Hong and Shanghai is restored.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Sindh*, arrived Jan, 7.—From Yokohama: Messrs. Andrico, Pratto, Dusima, Comi, Cheynet, Zanetti: Chatron, Bersami, Dapesimi, Mourrier, Mr. and Mrs. Corlach. From Shanghai Messrs. Butler, Brennan, Curjel, Bachem, Nachtrieb, De Crety, Miss Dufeau. From Hong Kong: Justice Pauncefote, Messrs. Kieruff Biehl, Mazaud. From Saigon: Mr. Nauschitz. From Singapore: Mr. Gibson. From Galle: Messrs. Dickinson, Michie.

PASSENGERS OUTWARD.

Per P. and O. steamer *Australia*, from Southampton (via S.C.), Jan. 1.—To Yokohama: Mr. MacMahon, Mr. Goodwin, Mr. Vale, Mr. and Mrs. Lucas, and one second-class passenger. To Ceylon: Lt. C. J. Blake, Rev. J. Kilner, Rev. E Martin, Mrs. Morrison and child. To Singapore: Mr. De Bornville and one second-class passenger. To Rangoon: Mr. J. A. Colbeck.

Per P. and O. steamer *Malta*, from Venice, Jan. 9.—To Yokohama: Mr. M. Biacchi, Mr. Koch, and one second-class passenger. To Ceylon: Mr. J. Grant.

Per P. and O. steamer *Malta*, from Brindisi, Jan. 12.—To Ceylon: Mr. E. Helps.

Per P. and O. steamer *Mongolia*, from Southampton, Jan. 15.—To Yokohama: Mr. F. A. Cope, Mr. Yates, Mr. Clayton. To Yokohama (via Bombay): Mr. and Mrs. J. Strachan. To Ceylon: Miss C. J. D. Ogg, Mr. B. Grindwa, Mr. W. Burd. To Shanghai: Mr. J. C. Budd, Mr. T. H. Thomas. To Ceylon: Mr. Boroman. To Singapore: Mr. H. Newman.

Per P. and O. steamer *Simla*, from Brindisi, Jan. 26.—To Yokohama: Mr. G. Wood To Shanghai: Mr. Bland. To Hong Kong: Mr. Bottomley. To Singapore: Mr. Allchin To Ceylon: Mr. J. Hamilton, Mr. Brown.

Per P. and O. steamer *Simla*, from Venice, Jan. 23.—To Galle: Mr. Findlay. To Ceylon: Mr. R. B. Carson.

Per P. and O. steamer *Peshawur*, from Southampton, Jan. 22.—To Shanghai (via Bombay): Mr. and Mrs. Haslam.

Per P. and O. steamer *Tanjore*, from Southampton, Jan. 29.—To Yokohama: Mr. Bland. To Hong Kong: Dr. Jones.

Per P. and O. steamer *Ceylon*, from Brindisi, Feb. 9.—To Penang: Mr. Forbes Brown, Mrs. David Brown, and two Misses Brown.

Per French steamer *Meikong*, from Marseilles, Jan 18 (booked from London).—To Yokohama: Mr. David, Mr. Nakasima. To Shanghai: Mr. Forbes and family, Miss McLeavy Brown, Mrs. Mongan, Mr. O. R. Keele. To Hong Kong: Mr. and Mrs. Burrows. To Batavia: Mr. Van Preston, Mr. Spielter. To Singapore: Mr. Herrman. To Galle: Mr. and Mrs. Adel and three children.

Per French steamer *Sindh*, from Marseilles, Feb. 1 (booked from London).—To Shanghai: Mr. and Mrs. R. Mackenzie. To Singapore: Mr. Pouget, Mr. Girard. To Saigon: Mr. Lamothe Terret, Mr. Chedal. To Batavia: Mr. Henderson, Mr. A. Verbrugge, Mr. F. Van de Velde. To Hong Kong: Mr. Evecart.

Per French steamer *Anadyr*, from Marseilles, Feb. 15, (booked from London).—To Shanghai: Mr. H. H. Hollins. To Singapore: Mr. Oscar Curi. To Batavia: Mrs. Sneithen, Mr. Homans and family.

Per French steamer *Tigre*, March 1 (booked from London).—To Shanghai: Mr. and Mrs. Beazley.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from this port by the present mail extend to the 25th Nov. The French mail from London, Sept. 26, arrived out on the 14th Nov., and the following P. and O. mail of Oct. 3 on the 22nd Nov. The *Japan Mail* contains the following summary of news:—

A complimentary farewell banquet was offered to the Hon. Charles E. De Long on the 15th Nov., by the American and Dutch residents of Yokohama and Yedo, the entertainment being necessarily restricted to these nationalities by the impossibility of finding a room sufficiently large to accommodate a greater number. Ninety gentlemen sat down to table. Mr. De Long's speech embraced a sketch of his political career in Japan and avowed his cordial sympathy with the rulers and people of this land in their struggles to attain to the level of Western civilisation. He urged forbearance and patience, and expressed a sanguine hope for a bright future for the country. His speech was received with much applause. In the course of the evening Mr. Bauduin, Dutch Consul at Yokohama, mentioned that, as evidence of the recognition by the Government of Holland of Mr. De Long's services while acting as representative of H.N. Majesty's subjects in Japan, his Majesty has been pleased to confer upon Mr. De Long the Cross of the Order of "Knight-Commanders of the Netherlands Lion." This compliment was suitably acknowledged by Mr. De Long, who, however, expressed a doubt as to the propriety of accepting such a decoration as an American citizen. The Hon. Judge Bingham, Mr. Bauduin, and Captain McDougall subsequently addressed the company. Captain George Lane, superintendent of the Pacific Mail Steamship Company, occupied the chair.

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An accident occurred to the Empress of Japan on Nov. 7. The pole-strap of her carriage gave way and the horses becoming frightened ran away. The coachman, a Japanese, lost his self-command, and the horses and carriage were thrown over an embankment into a deep pool of water. The carriage being closed its occupants were extricated with only very slight injuries. A native groom was killed and one of the horses was drowned.

Captain Lane, Superintendent of the Pacific Mail Steamship Company, has addressed a letter of acknowledgment to the Governor of Kanagawa on account of the kindness and hospitality shown to the shipwrecked passengers and crew of the s.s. *Ariel*. An official enquiry into the loss of the steamer was held at the United States Consulate, Yokohama, on Nov. 10, at the instance of the agent of the company in Yokohama. The Court, having taken into consideration the circumstances of the case, pronounces Captain Newell to be exonerated from blame, and praises his conduct and the excellent discipline maintained on board his vessel on the occasion of the disaster.

Reports have been current as to disaffection among the Japanese troops, but are said, on excellent authority, to possess no foundation.

The *Columbine*, a British-built steamer owned by Japanese, has been lost near Oosima. The European captain declined to enter an unsurveyed harbour, and the command of the vessel being taken out of his hands, she was run ashore by the Japanese pilot.

Kido, who is at present acting as Prime Minister during the illness of Sanjo, has published a pamphlet explanatory of the causes of the recent social and political changes in Japan.

The twenty-third anniversary of the Mikado's birthday was observed on the 3rd Nov. The foreign Ministers were entertained at Yedo, and the foreign Consuls at the Saibansho, Yokohama, by the Governor of Kanagawa.

Sir Harry Parkes was thrown from his horse on the 8th Nov., fortunately without sustaining any injury. The horse stumbled over a heap of earth and gravel, thrown up by reason of some excavation that was going on, and threw his rider. The attention of the Japanese authorities has been called to the subject.

The decease of Mr. Kenneth Ross Mackenzie at the ripe age of seventy is reported. Mr. Mackenzie was one of the pioneers of foreign commerce in Japan.

Viscount San Januario, Governor of Macao, accredited to the Court of Japan as Envoy Extraordinary and Minister Plenipotentiary from the King of Portugal, has arrived in Japan. He is at present residing at Hamogoten, Yedo.

It is reported that the Government has informed the representatives of the Treaty Powers that the Kiito Aratame Kaisha, or Silk Guild, is an illegal corporation in respect to treaty obligations, and that it is intended to abolish it.

The weather has undergone a change to a lower temperature. The rice harvest is either gathered in or in course of reaping, and report speaks well of it. Rice shipments to England and to Australia are being made, though not on an extensive scale.

The following items of news are from the *Japan Herald*:—

Little more information has been made public respecting the views of the new Ministry, but their advent to power is said to have caused much dissatisfaction amongst the military class, who were anxious to achieve distinction in a Korean campaign, the idea of which is, for the present, abandoned. Kido, one of the Councillors of State, and who has but recently returned with the Embassy, has published a political memorandum, which has been largely circulated, but which, from an European point of view, is a very unsatisfactory document, being only a weak tissue of platitudes.

Several shocks of earthquake have been experienced during the last fortnight.

Mr. De Long, the late United States Minister at this Court, has taken his departure with his family. Mr. De Long carries with him the best wishes of the residents here of every nationality, and he leaves with the proud consciousness that he has done more to advance American interests in Japan than the whole of the other American Ministers, from the days of Harris downwards.

The equivalent of dollars, nearly three millions of treasure, principally in gold yen, have been exported within the last fortnight to India and Europe.

Another of the Mikado's concubines has died in childbirth. This is the second case within two months. Unskilful treatment on the part of the native doctors is supposed to have caused these fatalities. In both cases the offspring have perished too. The Empress is reported to be *enciente*, but at present there is as yet no heir to the throne.

A temperance movement has lately been started here, which appears to be making progress amongst the sailors, &c., congregated at this port.

NAGASAKI.

A correspondent from this port writes that the principal creditors, or their representatives here, of the estate of Glover and Co., in liquidation, have resolved to dispose of the remainder of the lease of the Takasima mine to the Japanese Government. By this sale the whole of the coal mining will be in the hands of the Japanese, who will have no opposition except that of foreign countries, which cannot hope to enter into competition with it, when sold to steamers or men-of-war in this port. It is estimated, from the few particulars which have become public, that the dividend expected to be paid to the unsecured creditors will be thirty-three cents per dollar, and I suppose, as the vote in favour of selling was carried by a very large majority, the interested parties could see no chance of improving the dividend by working the mine until the expiration of the lease. So far as I can ascertain, the terms upon which the lease was originally granted gave great power to the Japanese, and they could, by working upon the labourers, induce a strike at any time they felt so inclined, or limit the quantity of coal raised, as no other manual labour than that of the Japanese was permitted to be used.

The tea market for the new season's crop has scarcely opened yet at Nagasaki, although it is now November. In previous years nearly one half the total export for the season has been sent away before this month. Only a few small parcels have gone forward this year, as the foreign merchants resident here appear to have very wisely made up their minds not to make shipments which clearly show a loss, with very little prospect of the markets to which they send their adventures improving to compensate them for the risk of purchasing at losing rates. With so much excitement in England about adulterated tea, or coloured tea, it is surprising that the tea-drinkers there do not resort to the use of "Uncoloured Japans" as a remedy for the evil of adulteration. I am afraid that much of the adulteration practised in England must be attributed to the desire of the people there to have sightly articles and prefer them to a purer but more unsightly things. I hear that most of the Japan teas sent to London are purchased for Canada, and this at once shows that English tea-drinkers do not approve of pure and unadulterated articles when unadorned.

Vessels of war in port are the *Iron Duke*, *Cadmus*, *Thetis*, *Salamis*, *Rinaldo*, and *Frolic*, British; and the *Lackawanna*, American. Most of these will leave shortly; the *Iron Duke* and *Salamis* for Shanghai, *Cadmus* for Yokohama, and the *Rinaldo* for Hong Kong.

The British barque *Paracca* left for New York *via* Hiogo, to which port she proceeds to complete her loading, the cargo being chiefly rags and camphor.

Gold yen 103¾ per Mexican $100. Exchange on Shanghai, Tls. 73 per $100.

CHINA.

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PEKING AND TIENTSIN.

On the 11th November a new Chinese gunboat, called the *Mei-yun*, said to have been built in England, arrived at Tientsin, and anchored close to the other Chinese gunboats at the lower end of the foreign anchorage. On the following day the Viceroy, accompanied by a number of his subordinate mandarins, went on board and inspected her. On the 15th she left for Shanghai. The other two Chinese gunboats have since lowered their topmasts, &c., and made all the necessary preparations for remaining here during the winter, by housing in with matting. They have besides left the lower anchorage and gone to the place nearer the city where the two gunboats were moored last winter. The British, French, and Russian gunboats have also lowered their topmasts, and otherwise made preparations for being snug at their moorings during the cold weather.

On the 16th Nov. H.B.M.'s Minister and suite arrived at Tientsin in the steamer *Taku*, from Shanghai. Mr. Wade called on the Viceroy at his Yamun in town, and next day he and his suite started in boats for the capital.

Junks have been arriving at Tientsin from Leaou-tung (the Newchwang region) with cargoes of millet, maize, &c., &c., for the sustenance of the distressed population of this and the surrounding districts during the next few months, the grain having been purchased by the Viceroy with the sums allotted some weeks back by the Emperor for that purpose.

Messrs. Macpherson and Huber, the commissioners appointed by the Chinese Government to go to Cuba for the purpose of inspecting and reporting on the condition of the Chinese labourers working in that country under contract, have arrived from Peking, and have since left for Shanghai, *en route* for Cuba. Senor Atin, the Spanish Minister, has also left for Shanghai, where he purposes remaining during the coming winter. The Peruvian Envoy, Senor Garcia, is still at Tientsin, and it is presumed that he is making some progress towards the objects of his mission, as frequent interviews take place between him and the Viceroy Li Hung-chang.

SHANGHAI.

The present mail brings advices from this port to the 28th Nov.; the French mail from London Oct. 10 arrived out on the 26th Nov. The following items of news are from the *North China Herald*:—

The adjourned annual meeting of the Chamber of Commerce has been held. The inconvenience of the Woosung Bar and

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the general deterioration of the river channel came up prominently for discussion, and much important information on both subjects was given. The facts stated will show that the constant representations we have made on the subject are more than justified.

The monthly reports which the Municipal Council now publish, in the stead of minutes of their weekly meetings, give a convenient summary of their doings. We are always glad to hear of road extension, whether within the settlement or without. The junction of the "Seward" with the "Hongkew" road at the back of the Astor-house is a good measure, and gives a continuous road from the City moat to the Yangtsze-poo. It renders useless the upper part of Hongkew-road, from Tiendong-road to the Bund, which might now almost as well be closed. The proposed extension of Markham-road would allow a pleasant change from the monotony of the Bubbling Well drive; but we hardly understand the line suggested. The old military road, if we remember right, ran from Alpha farm into the Jessfield-road, joining the latter at its point of contact with the Soochow Creek, and this seems a preferable line. The next step would then be to reopen the old road from Jessfield to Fahwah, and a capital all round drive would thus be obtained. The new boundary line of the Hongkew Settlement has, we observe, been brought back to that fixed on by Mr. Seward in 1872. The present boundary line runs from a point opposite the Defence Creek to a point one mile inland, on the bank of the Yangtze-poo. Mr. Seward proposes to make the line run first to the Rifle Butts, and then on to the Yangtze-poo, which would add a considerable area, but much less than that sketched in the last Public Works report. The proposed line seems to cover all the ground necessary, and will no doubt be accepted.

The Yacht Club have held another regatta. The race was for the Ladies' Purse. The following yachts entered:—*Julia*, *Lillie*, *Fearless*, and *Madcap*; the *Lillie* won the purse, the *Madcap* being second.

We have an unusual number of men-of-war in port at present: the *Iron Duke*, *Thetis*, *Curlew*, *Salamis*, and *Ringdove* English; *Hartford* and *Iroquois* American; *Vitiaz*, *Bogatyr*, *Ascold* and *Gornostai* Russian. We hope that opportunity will be taken of the presence in port of so many men-of-war to have some sham fights after the old fashion. We are sure Admiral Shadwell will allow men to be landed from the several vessels under his command, and have no doubt Admiral Jenkins will be equally ready to let his men have an afternoon's healthy exercise.

H.M.S. *Thetis* leaves for Aden, where enquiry is pending into her attack on certain slave dhows, while on her way out to China. The enquiry over, she will probably complete her term of service on the India station. H.M.S. *Cadmus* has been ordered over from Japan, to take the place of the *Thetis* on this station.

A parade is called for the 1st Dec., for the presentation of prizes won at the Volunteer Rifle meeting. The athletic sports are also fixed for that day, and the distribution will take place on the Cricket Ground, in an interval between the events. Admiral Shadwell has promised to give away the prizes—except of course the Ladies' Purse, which a young lady lately arrived has kindly undertaken to make, and to present. The Volunteers will no doubt assemble in force to do honour to their successful comrades and to those who have kindly undertaken to conduct the ceremony.

Among the passengers lately arrived from the North are Messrs. Macpherson and Huber, *en route* for Cuba, on the mission of enquiry regarding the condition of Chinese emigrants to that island to which we have before alluded; definite arrangements having been at length made for the mission.

HONG KONG.

Our advices by the present mail extend to the 4th Dec.; no later mail from London had arrived out. The *Hong Kong Daily Press* supplies the following items of intelligence:—

The suggestion which is made by Messrs. Gilman and Co., in a letter which has been published with the proceeding of the Shanghai Chamber with reference to mildew in shirtings, is of an eminently practical character, and it is to be hoped will have the effect of putting an end to the fraudulent practices which now threaten to ruin the trade in English Cotton Goods. The proposition is simply to sell the shirtings by washed muster, and it will amount to carrying out a suggestion which we made on reading the statement of one of the Manchester manufacturers that weighted shirtings were wanted, that they should follow Paterfamilias's suggestion as to the milk, that is, to take the milk and water in separate jugs—and send out the shirtings and the sizing separate. The plan ought to be, in every sense of the word, a solution of the difficulty, and now that it has been suggested, there can be little doubt it will be carried out, as if the sellers of the goods do not adopt so simple an expedient, it will doubtless occur to such astute traders as the Chinese buyers.

A meeting of the Legislative Council was held on the 2nd Dec. The Governor laid upon the table three Bills to be read for the first time. The first of these was a Bill for providing for the registration of trade marks. Mr. Justice Pauncefote having been called upon to explain the objects of this Bill, mentioned that in consequence of the holders or owners of trade marks not being in the colony a large quantity of spurious articles were manufactured, and by the provisions of the present ordinance these offenders would be prosecuted. The draft of a Bill with reference to beacons and lighthouses was then laid upon the table. It was considered desirable that there should be lights at Cape D'Aquilar and Green Island, and it was proposed at once to begin the foundation for the Cape D'Aquilar light. The Attorney-General then explained the nature of the Ordinance regarding the oral examination of prisoners, which would enable the magistrate to examine accused persons, but the accused need not answer to criminate himself. Before the Council broke up a vote of thanks to the Hon. Mr. Pauncefote was proposed and duly carried.

A public dinner was given on the 1st Dec., at the City Hall, to the Hon. Mr. Justice Pauncefote, in view of his approaching departure from the colony. H.E. the Governor, Sir A. Kennedy, took the chair, and the following gentlemen were present: Hon. Chief Justice Smale, Hon. T. C. Hayllar, Hon. James Whittall, Hon. C. May, Hon. R. Rowett, Hon. P. Ryrie, Hon. W. H. Alexander, Lieut. Burn, Messrs. H. Lowcock, Drummond, A. P. Handley, J. L. Brown, Geo. F. Heard, John Robinson, H. B. Lemann, L. Cameron, A. Coxon, S. D. Sassoon, Colonel Philipps, Messrs. J. E. Noble, W. H. Forbes, J. F. Seaman, J. Kaye, Edmund Sharp, J. E. Shellim, S. J. David, S. D. Sassoon, P. Karberg, A. Helland, A. André, L. Beyer, R. A. O'Brien, M.D., Dr. Clouth, Messrs. J. Ezekiel, A. L. Agabeg, W. H. Brereton, H. Kingsmill, E. R. Belilios, W. M. Deane, Lieut. H. W. Hubback, Messrs. A. McNeil, M. C. do Rozario, J. J. dos Remedios, D. Ruttonjee, A. B. Johnson, S. J. V. Amos, W. Wotton, M. J. D. Stevens, M. Stout, Rustonjee Converjee, A. G. Romano, De Hiersant, R. G. Alford, Ph. B. C. Ayres, Norton, R.N., and J. S. Lapraik. H.E. Rear-Admiral Brummer, other officers of the Russian navy and of the French navy, and Sir Brooke Robertson, K.C.B., were among the guests invited.

After the usual loyal toasts had been honoured the Governor rose to propose the health of Mr. Pauncefote. He said he could not conceive any distinction more gratifying to those who gave it, and those who received it, than a meeting such as this, representing all the wealth, talent, and respectability of the community. Hong Kong, though a young colony, had produced many distinguished men, and it was an honour to it now that it had produced a Chief Justice. He (the Governor) knew that H. M. Government valued Mr. Pauncefote's professional abilities, and this demonstration bore testimony also to his social worth. Chief Justices were not appointed hastily or inconsiderately by H.M. Government, and it reflected great honour on the colony that one had been selected from it.

Mr. Pauncefote, in reply, said, that he was indeed at a loss for language adequate to express his deep gratitude for the distinguished honour conferred upon him. It had always been his desire to give his best services to the public, whether in the Supreme Court, the Legislative Council, or in whatever other department they might be required; and this demonstration was not only the highest reward he could have for his past services, but the highest encouragement he could receive for the future. It was indeed gratifying to receive this honour—this "last Stirrup Cup"—at the hands of those who represent the various nationalities in the colony. He begged to be permitted to say farewell, and wish every happiness and prosperity to the colony. He left Hong Kong, where he had spent his best years, with sorrow, feeling that he had contracted friendships which would never be severed, and which he could never hope to replace. "The English Bench" and various other toasts having been duly proposed and responded to, the company shortly afterwards broke up.

On the occasion of Mr. Pauncefote taking his seat in the Supeme Court for the last time, previous to his departure from the colony, the Attorney-General rose on behalf of the gentlemen of the profession present, and said the profession could not allow him to go away without wishing him a formal farewell. They were about to lose a judge who, from his long experience and from his great legal acquirements, it would be very difficult, if not impossible, to replace. The Attorney-General and the whole profession wished him a hearty farewell, and every success and prosperity in his new career. Justice Pauncefote, in reply, stated that he felt proud to be able to thank the whole of the legal gentlemen present who had come forward to bid him farewell, and he was sincerely grateful to them for their remarks. He felt he was leaving with their good wishes heaped on him, and the well wishes of many in the colony. He trusted those who had shown their good wishes towards him would be better rewarded than by his thanks, which were all he could return them.

A large number of Scotch gentlemen met at a banquet in celebration of St. Andrew's Day. It took place at the Hong Kong Hotel, where the large guest room was suitably arranged and decorated, the well-known portrait of the old Saint forming a conspicuous object. Some of the speeches delivered, especially those on Scotch literature and the Scotch Universities, were admirable oratorical displays, and the proceedings went off throughout with great good feeling and enthusiasm.

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The body of the late Captain Toppin has been brought down by the steamship *Kwanytung* and interred. A goodly number of the deceased's friends and acquaintances followed the corpse to its last resting place at Happy Valley, whilst due respect was shown by flags in numerous places, and on board ships, being at half-mast.

Four long-sentenced prisoners have been publicly flogged, each receiving twenty-five lashes. The whipping took place at the post near the Harbour-master's office. The lashes appeared to make but little impression on the hardened prisoners.

The steamer *Acantha* has broken down outside the Ly-ee-moon Pass. It appears that the propeller had either dropped off or slipped aft on the shaft. She will, as soon as possible, proceed to the dock, and meantime is having her cargo discharged.

A buoy, measuring ten feet by six feet, is being completed at the naval yard, to be laid at the spot where the P. and O. steamer *Bokhara* struck a short time ago. At the place where the buoy is to be put there are eighteen feet of water at low tide.

Sir Arthur Kennedy has visited Rear-Admiral Brummer on board H.I.R.M.S. *Vitiaz*, and on his leaving the usual salute of seventeen guns was fired.

BORNEO.

SARAWAK.

The *Gazette* of 1st Dec. has the following :—

A curious rumour got a foot amongst the Chinese living at and about the mining district in Upper Sarawak. The origin of this curious report, which at last became almost a panic, cannot be at all discovered. Mr. O. C. St. John's report says :—

The district is much disturbed by some silly and conflicting reports, which have caused much annoyance. One version is that the Chinese of Montrado are about to attack Upper Sarawak, a second that the leaders of Huey of 1869 are attempting to raise a raid into Sarawak, and a third that the Katibas Dyaks are contemplating an attack on the district. These would not be worth mentioning were it not for the panic they have caused.

The Katibas Expedition against the Bunuts and Tamans on the Kapuas, in Dutch territory, has, we are glad to say, returned without reaching their destination—bad weather, a difficult country, and most likely unlucky omens, have thwarted them and cooled their courage ; we hope the matter is at an end ; but we fear that a Dyak feud is somewhat like the celebrated one between Ta' Pherson and Mic Mac Mathusalah, and will bear keeping.

The same weather which has made this an unhealthy season for the people has conduced to give us the promise of one of the best, if not the best, rice crop on record. From all quarters reports come of full and heavy crops.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates by this mail extend to the 12th Dec. ; the French mail from London Nov. 7 arrived out on the 9th Dec. The following items are from the *Straits Times* :—

A horrible murder and suicide has been committed at Campong Kapore, the victims being a Boyanese sailor named Saman, and Debiah his wife. It appeared from the evidence adduced at the coroner's inquest that Saman, the husband, had recently returned from a sea voyage and found his wife living with her parents at Campong Kapore. He wanted her to go and live with him, but she refused, upon which they came to angry words, and finding her determined to persist in her refusal, the husband drew his sheath-knife and rushed upon her, inflicting no less than sixteen stabs in various parts of her body, one of them severing the jugular vein and penetrating deep down into the chest. The husband then stabbed himself in several places, one of the wounds severing the windpipe.

We understand that it is contemplated to amend and consolidate all the local Passenger Ships Ordinances into a single Ordinance, which will at the same time put a stop to the carrying of deck passengers on sea voyages without proper provision for their accommodation below. Thus, it will be seen that the *Glenlyon* scandal has borne good fruit.

The Eastern and Australian Mail Steamship Company have chartered the steamer *Flintshire*, expected here about the 24th December, to run upon their line to Batavia, Brisbane, and Sydney. The *Flintshire* goes also to Melbourne.

The *Government Gazette* contains only two or three new notifications. Mr. Henry Hewetson is appointed Acting Sheriff of Singapore during the absence of Mr. Evans. The Governor has appointed Mr. Snowden, Capt. Walshe, and Lieut. Ellis, or any two of them, to exercise at Singapore the duties conferred on Courts of Quarter Sessions by the Summary Jurisdiction Ordinance, 1872, till a Court of Quarter Sessions is constituted here.

The average note circulation of the local banks during November was—Oriental Bank, $248,600 ; Mercantile Bank, $418,205 ; Chartered Bank, $656,000.

Mr. Marins Cravery, Secretary of the 1st class at Alexandria, has been appointed Chancellor of the French Consulate, and till his arrival the duties of the office will be performed by Mr. G. de Champeaux.

The latest received Batavia papers, which come down to the 6th Dec., publish the following official telegrams regarding the Atchin war :—

All the transport vessels have arrived off Atchin, successively. Seventy-seven men, all privates and convicts, have been lost from cholera and dysentery. The loss has, moreover, to be lamented, of Mr. H. J. Cantervisscher, who had been detailed as Secretary to the Government Commissioner. Pulo Nassy has been taken possession of, and the cholera patients conveyed thither. Much rain falls daily, which has hitherto made it impossible to begin operations. Reconnaissances along the coast have yielded good results. On board the men-of-war the state of health is excellent. On the 24th November the enemy was seen working at a benting near the mouth of the Atchin river. Some 30 grenades from the *Citadel Van Antwerpen* caused them to stop their labour. On the 29th November the *Banda* and *Bronbeck* made a reconnoitring cruise along the coast line as far as the neighbourhood of Pedro point. Several shots from the shore were effectively answered by the *Banda*. The *Amboyna*, despatched at the same time to Rarang Raba on a reconnaissance, exchanged shots with the shore. The fire of the enemy had no effect, and was speedily silenced, after the flagstaff on the benting had been shot to pieces. A spy, who has lately returned from Atchin, and who has been inside the Kraton, states that there are thirteen white men in the Kraton, amongst whom are three Frenchmen, three Englishmen, two Netherlanders, and five Americans. The information supplied by this spy, whose name we suppress, appears to be trustworthy.

By last accounts cholera was on the decrease in Batavia and Samarang, but was making many victims in the coast towns in Java and in the interior. The disease had reached Pasaruan.

Regarding the cutting of the telegraph cable between Singapore and Penang, the *Indier* of the 6th December states that "some persons see in that the work of Atchinese at Penang to break off communication with Batavia."

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been but little change in the market. Buyers had been fairly busy taking delivery of old contracts, and had entered into but few fresh transactions. The demand which existed for Nos. 38 to 42 Yarns had been fully supplied, and with the exception of a rather better enquiry for 8¼ lbs. Grey Shirtings, there was no change in Cotton Goods, and the market for Woollens still remained in the same unsatisfactory state as last reported.

HIOGO-OSAKA.—The Chamber of Commerce Circular says :—The good feeling which existed when the last report was issued continued up till about the end of the month, when holidays caused a general absence of buyers. The market, worried also by extremely low rates of exchange, has not been able to assume its former tone, and while there are requirements of some articles, both stocks and new imports from China would appear to weigh so heavily on the market that holders in many cases at once yield to lower offers, and a remunerative business may not be looked forward to during the present winter accordingly. Cottons : Deliveries of Grey Shirtings show no advance. Prices went as high as $2.80 for best 8¼ lbs., but are now lower, with less business doing. For Black Velvets as much as $10.80 was obtainable for good quality, but they also close weak. In Yarn very little is being done, at about former quotations. Taffachellass are wanted, at higher rates. Woollens : With the exception of Black Orleans, Black Camlets, and Scarlet Long Ells, all articles have experienced a fall in price. Nailrod Iron is in demand, but stocks of suitable sizes are limited.

SHANGHAI.—Manufactured Goods : The trade in Plain Cottons had been rather unsteady. Grey Shirtings had generally been obtainable at slightly easier rates, especially 8.4 lbs. descriptions ; but for White Shirtings previous rates had been fully maintained. T-Cloths had continued almost entirely neglected. Drills had been settled in some instances at easier rates, a parcel of fair quality of 15 lb. weight having been sold at Tls. 2.4.0 per piece. For American Drills some demand existed at Tls. 3.5.0 per piece. A resale of American Sheetings, by Chinese, was reported at Tls. 3.3.0. The trade in Fancy Cottons and Woollens had shown no change of importance. Metals : Lead ; L.B. they forced up to Tls. 6.20 per picul. Arrivals light, and stocks being in one or two hands were firmly held. Nail-rod Iron : the market is at a standstill.

FOOCHOW.—Sales had been effected of 1,300 pieces 8¼ lbs Grey Shirtings at $2.70 to 2.72½, 500 pieces 7 lbs at $2.27½, and 500 pieces T-Cloths at $1.92½. Lead was quoted $8.75 per picul.

HONG KONG.—Raw Cotton had been moderately bought at a slight reduction on former values. 8-4 lbs. Grey Shirtings had been fairly taken at maintained prices. Woollens had received but little attention. The Rice market was somewhat firmer, sales having been made at better figures. Coals continued quiet. Quicksilver was rather lower.

SAIGON.—The market for all Imports was again lower. Quotations were, Grey Shirtings, 8¼ lbs., $2.48 per piece ; ditto, 7 lbs., $2.10 ; T-Cloths, 6 lbs., $1.55 ; ditto, 5 lbs., $1.35 ; ditto, 4 lbs., $1.10 ; White Irishes, $1.55.

EXPORTS.

TEA.

YOKOHAMA.—Arrivals had been on a large scale, and a steady business had been done at previous quotations. Settlements were estimated at 5,000 piculs, chiefly of the medium to fine descriptions. Stocks had been increased to about 6,000 piculs. The Clausina had

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sailed with 311,749 lbs. for New York. Quotations:—Common, nominal, $21 to 23; Good Common, $24 to 27; Medium, $29 to 32; Good Medium, $33 to 36; Fine, $38 to 41; Finest, $43 to 47; Choice, $50 per picul and upwards. Export from June 1 to date, 6,732,955 lbs., against 7,728,594 lbs. in corresponding period last season.

HIOGO-OSAKA.—Purchases during the month had been on a more extensive scale, and aggregated 5,500 piculs; at the close quotations were higher, owing to late transactions, the rise in the value of Yen, and a further decline in sterling exchange. Stocks were estimated at about 4,000 piculs.

SHANGHAI.—Black: The market had been quiet during the week, as Teamen were holding very firmly. Settlements, 1,898 chests at Tls. 15 to 19½. Stock, 15,000 chests. Green: A large business continued for America, fully former rates being paid for fine to finest chops of Fychow, Moyune and Teenkai. Medium grades had fallen in value about one tael per picul, and common qualities met with no enquiry. Settlements, Fychows, Moyunes, &c., 33,555 half-chests, at Tls. 30 to 53; Pingsueys, 822 half-chests, at Tls. 21½ to 34. Total settlements 34,377 half-chests, stock 88,800 half-chests. Export to Great Britain (lost cargoes included):—

	1873-1874.		1872-1873.
Black ...	60,722,613 lbs.	against	62,092,964 lbs.
Green ...	7,270,530 „	„	7,826,915 „
Total	67,993,143 „	„	69,919,879 „

FOOCHOW.—Transactions during the week had been on a moderate scale. Congou: Settlements 8,900 chests at Tls. 3¼ to 18. Teamen showing more anxiety to sell purchases had been made on somewhat more favourable terms. Arrivals, 2,700 chests. Souchong: Settlements 1,000 chests at Tls. 14½ to 25½, being fully equal to previous quotations; arrivals, nil. Oolong: Settlements 580 half-chests at Tls. 21; arrivals, nil. Scented Teas: Settlements 1,000 boxes Scented Orange Pekoe at Tls. 15½ to 18¼, and 900 boxes Scented Caper at Tls. 14½ to 17; arrivals, 200 boxes. Flowery Pekoes: Settlements 80 chests at Tls. 14 to 25; arrivals, nil. Total export to Great Britain, the Continent of Europe, and the Cape of Good Hope, 48,223,214 lbs., against 45,182,989 lbs.; to America, 2,266,479 lbs., against 3,007,567 lbs.; to the Colonies, 12,009,331 lbs. (exclusive of the R. J. Robertson's cargo), against 11,752,958 lbs.

AMOY.—The market had been quiet, only some 2,000 half-chests Oolong having been settled at last quotations. It was reported that there were only a few hundred half-chests more to come forward, and so far as supplies are concerned the season was considered as near its close. Stocks on offer 6,000 half-chests.

CANTON.—There had been rather more inquiry during the week, and settlements of about 3,000 boxes Scented Teas, 600 boxes Congou, and 1,500 boxes Gunpowder were reported. Prices paid for the Scented Teas (of which 2,500 boxes were Scented Orange Pekoes) showed no change. The Gunpowders had been purchased for export to the Continent.

SILK.

YOKOHAMA.—A steady business had been transacted, and settlements were estimated at about 1,200 bales. The recent rise in prices had been generally maintained, and the demand appeared to run chiefly on finer classes of Hanks. Arrivals had been fairly good, and there were about 1,200 bales on offer. Silk-worms' Eggs: Total settlements to date 1,275,000 cards, against 1,280,000 cards at the same time last year. Arrivals daily decreasing and the season was drawing to its close. Prices had been gradually falling, and the refuse of the season was being offered at prices varying from 75 cents to $1.50.

SHANGHAI.—A large business had been done, the week's settlements aggregating about 2,000 bales, consisting chiefly of fair to good Tsatlees at Tls. 370 to 470 per picul. Gold Lion Tsatlee was quoted at Tls. 420 to 440, No. 3 Chop at Tls. 470 (nominal), Phœnix at Tls. 367½, and Red Peacock at Tls. 385. Re-reels of all kinds were in heavy stock, and for these no demand existed. Total setttlements to date 43,700 bales, unsold stock 6,000 bales.

CANTON.—Quotations were unchanged, and during the week about 100 bales in all had been purchased, including grades Nos. 1, 2, 3, and 4. Dealers continued firm, stating that as there was a good demand for native use they could dispose of their stocks very easily.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1 to Nov. 26, 1873	—	65077729	43401679	335183	13487858	122302449	34995
From June 1 to Nov. 26, 1872	—	67969704	41908860	104023	17276387	127258974	44181

Shipments since last report, and included in above total:—

Nov. 9	per Agamemnon (str.)	From Canton	...	—	79
— 9	... Craigforth (str.)	... Foochow, Amoy, and Canton	...	561,519	
— 12	... Hong Kong (str.)	... Shanghai	...	247,689	93
— 13	... Zambezi (str.)	... Canton	...	74,619	807
— 13	... Oxfordshire (str.)	... Shanghai	...	496,440	
	Do.	... Foochow	...	104,644	
— 17	... Ulysses (str.)	... Shanghai, &c.	...	1,139,764	318
— 17	... Hallqween	... Do.	...	1,231,808	
— 18	... Carmarthenshire	... Foochow	...	1,094,737	
— 20	... Meikong (str.)	... Canton	...	—	545

TO THE CONTINENT.

	Bales.
From June 1 to Nov. 26, 1873	7664393 17269
Do. do. Nov. 26, 1872	5053699 18044

Shipments since last report, and included in above total:—

Nov. 13	per Zambezi (str.)	From Canton	...	—	372
— 17	... Ulysses (str.)	... Shanghai	...	23,500	
— 20	... Meikong (str.)	... Canton	...	9,100	1,133

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1 to Nov. 26, 1873	25110783 3652
Do. do. Nov. 26, 1872	38179316 6637

Shipments since last report, and included in above total:—

Nov. 7	per Hopewell	From Shanghai	...	709 555	
— 10	— Costa Rica (str.)	... Do.	...	148,123	3
— 13	... Zambezi (str.)	... Hong Kong	...	111,339	10
— 14	... S. D. Carlton	... Shanghai	...	983,868	
— 17	... Ulysses (str.)	... Foochow	...	21,886	
— 17	... Mikado	... Shanghai	...	820,463	

TO AUSTRALIA.

From June 1 to Nov. 26, 1873	13,066,886
Do. do. Nov. 26, 1872	12,525,709

Shipments since last report, and included in above total:—

Nov. 11	per Carl	From Foochow	...	133,884
— 17	... Joyce Phillips	... Canton	...	65,322
— 18	... Margot	... Foochow	...	221,876
— 18	... Cito	... Do.	...	259,172
— 18	... Aarhuns	... Do.	...	325,473
— 24	... Marquis of Argyle	... Hong Kong	...	140,276

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	93,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1873	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¾d.	4s. 2¾d. to 4s. 3d.	4s. 3¼d.
Shanghai „	5s. 9d. to 5s. 9¼d.	5s. 9¼d. to 5s. 9½d.	5s. 9½d.
Canton „ ...			
Hong Kong „ ...	4s. 2¾d.	4s. 3d.	4s. 3¼d.
Macao „ ...			
Singapore „	4s. 3¼d.	4s. 3½d.	4s. 3¾d.
Manila „	4s. 1d.		

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305 to 306	225½
„ Hong Kong	26½ to 26⅞ dis.	—
Bar silver	Tls. 111.3.5	8¼ prem.
Mexican dollars	„ 73.9.25	1¼ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 47 per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance Company, $900 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 31 per cent. premium
Hong Kong Fire Insurance Company, $350 premium.
Union Insurance Society, $600 premium.
China and Japan Marine Insurance Company, Tls. 95 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $18 premium.
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 10 per cent. prem.
Hong Kong Distillery Company, nominal.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Nov. 12, Windhover; 20, Ceylon; Dec. 23, Fiery Cross; from Hamburg, Jan. 22, Peter; From New York, 10, Golden State.

At SHANGHAI.—From London, Nov. 20, Nankin (str.); 21, Glenlyon (str.); Jan. 6, Braemar Castle (str.); 8, Omba.

At HONG KONG and CANTON.—From Liverpool, Dec. 2, Nestor (str.); from Greenock, 3, Francisco Calderon (str.).

At MANILA.—From Glasgow, Nov. 19, Paragua (str.); from Hamburg, 16, Gustave Adolphe.

At SINGAPORE.—From London, Dec. 6, Atalanta; from Liverpool, Dec. 11, Sarpedon (str.); 5, Duncraig; 7, Ichang (str.); from Cardiff, 6, Otter; from London, &c., Jan. 6, Consolation (str.).

At PENANG.—From London, Jan 7, Egeria, Velocity.

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 3, Clausina.

From HIOGO.—For Falmouth, f.o., Oct. 20, Ziba; Jan. 6, Zenobia.

From SHANGHAI.—For London, Nov. 20, Olympia (str.); 22, Glaucus (str.); for New York, 19, Mikado.

From FOOCHOW.—For London, Nov. 23, Hong Kong (str.); 27, Glaucus (str.), Olympia (str.).

From HONG KONG and CANTON.—For London, Dec. 3, Hong Kong (str.); for Hamburg, 3, Formosa; for San Francisco, Jan. 9, Vasco de Gama (str.) (via Japan).

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From MANILA.—For London, Nov. 19, Fleetwing; 21, Mirella; for Liverpool, 13, Europe; for New York, 21, Guinevere; 7, Toowoomba.

From SINGAPORE.—For London, Nov. 10, Hong Kong (str.), Olympia (str.).

From SAIGON.—For Falmouth, f.o., Nov. 10, Arakan; for Rio Janeiro, Dec. 3, Globe.

From PENANG.—For London, Jan. 7, Arabella.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JAN. 7.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, arrived here to-day at noon. She brings 115 passengers and a general cargo, including 636 bales of silk, 3,152 packages of tea, and 79 of sundries, for London, which part of her cargo will be forwarded to its destination per company's steamer Gange, due in London on or about the 20th inst.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, JAN. 6.—The P. and O. Company's steamer Khedive, with the India and China (heavy) mails, left at 2 P.M. for Southampton, where she may be expected on the 11th inst.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—GIBRALTAR, JAN. 6.—The P. and O. Company's steamer Australia, from Southampton on the 1st inst., arrived here at noon, and left at three this afternoon for Alexandria. She has experienced heavy weather.

OUTWARD MAIL OF NOV. 28.—HONG KONG, JAN. 7.—The P. and O. mail from London, Nov. 28, arrived here to-day.

OUTWARD MAIL OF NOV. 14.—SHANGHAI, JAN. 3.—The P. and O. mail from London, Nov. 14, arrived here to-day.

LATEST TELEGRAMS.

THE WAR IN SUMATRA.

PENANG, JAN. 6.—According to advices received here from Atchin, the Dutch batteries had been established within range of the Kraton, and were to commence bombarding that position on the 3rd inst., unless the Atchinese surrendered. Cholera and other diseases were reported to prevail in the Dutch camp, causing great mortality, chiefly among the native troops.

THE HAGUE, JAN. 9.—Official despatches received here from Atchin, dated Singkel, Jan. 6, confirm the news previously received from Penang, which is as follows:—No fighting has occurred since the 26th of December. A park of artillery has been disembarked and the first parallel opened. The works for attacking the Kraton continue. The expedition to Pedier has returned to Atchin, after having burnt the fort and kampong of Pedier. The loss of the Dutch amounted to two killed and ninety wounded. The Rajah of Gichem is entirely subjugated, and has offered his services to mediate between the Dutch and the King of Atchin.

MARKET REPORT.—CHINA.

SHANGHAI, JAN. 7.—Grey Shirtings, 8¼ lbs., Eagle Chop, Tls. 2.0.3, ditto, second quality, Tls. 1.9.3; 7 lbs., Tls. 1.7.2; C.P.H. Scarlet Camlets, Tls. 15; C.P.H. Scarlet Long Ells, Tls. 7.2.5. Stocks: Grey Shirtings, 400,000 pieces; T-Cloths, 1,250,000 pieces; English Camlets, 19,500 pieces; Long Ells, 11,000 pieces. Exchange on London, Bank Bills, six m.s., 5s. 8½d.

SHANGHAI, JAN. 8.—Market for Cotton Piece Goods improving; Woollens quiet; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.2 to 2.0.3; T-Cloths, 6lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.4.7. Cotton: Fair medium China Tls. 8¼. Silk: Tsatlee, No. 3 Koonfoongs, Tls. 460 to 480, No. 4, Tls. 400 to 430; Red Peacock, Tls. 380; Blue Elephant, Tls. 390 to 395; total settlements from 1st June to date, 48,125 bales. Tea: Market for Green firm; freights by steamers, £3. Exchange on London: Bank bills, six m.s., 5s. 8¼d. to 5s. 8⅝d.; Mexican Dollars, Tls. 73.9.0.

HONG KONG, JAN. 8.—Cotton Piece Goods in better demand, but prices unchanged; market for Woollens dull; Grey Shirtings, 6½ catties, 8¼ lbs., $2.52½; Cotton Yarn, 16-24, $117; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2. Cotton: Fair medium Bengal, $12. Exchange on London: Bank bills, six m.s., 4s. 2⅞d. Tea: At Canton nothing doing; at Foochow in fair inquiry; Settlements for the season, at Foochow, 680,000 chests, at Canton, 250,000 boxes; stock, at Foochow, 11,000 chests, at Canton, 30,000 boxes; total export (from China and Japan) since commencement of the season 133,250,000 lbs.; freights by steamers, £3. Silk: No 4 Tsatlee, at Canton, $415. Total export of Silk (from China and Japan) for the season, to England, 39,000 bales; to the Continent 22,000 bales.

STRAITS SETTLEMENTS.

SINGAPORE, JAN. 6.—Market for Manchester goods quiet; Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7 lbs., $2. T-Cloths 6 lbs., ordinary, $1.52½. Gambier, $5.2½. Pepper: Black (Singapore), $15.50; White (Rhio), $19.25. Tin (Malacca), $31.75. Coffee (Bonthyne), $29. Exchange on London: Bank bills, six m.s., 4s. 3d.

PENANG, JAN. 7.—Tin, $30.50. Pepper: Black, $15.50; White, $23. Sugar, No. 1, $6.55 to $7.25; No. 2, $3.90 to $4.60; No. 1 basket, $2.95. Tapioca, $1.50. Cotton Yarn (Mule Twist), 40's, $120; 30's, $100. Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3¼d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 7, at Falmouth, from Ilo Ilo, Redbreast; at Queenstown, from Batavia, Copiolana; 6, at Hamburg, from Hong Kong, Architecte Renaud; Dec. 30, at Lisbon, from Ilo Ilo, Janet Holt; at New York, from Canton, Talbot; from Batavia, Hazard; Jan. 8, at London, from China, &c., Ulysses (str.); 6, at Brouwershaven from Padang, Angelo Padre; at New York, from Shanghai, Argonaut; 8, at London, from Hong Kong, &c. (via Southampton), Zambesi (str.) (P. and O.); 8, at New York, from Shanghai, J. R Worcester.

DEPARTURES.—Jan. 7, from Liverpool, for Singapore, Windermere; from Sunderland, for Singapore, Blair Athol; from Cronstadt, for River Amoor, St. Thomas; 10, from London, for Colombo, &c., Hindoo (str.); 1, from Cadiz, for Manila, Buenaventura (str.); 7, from Marseilles, for Manila, Ruby (str.).

CASUALTIES.—The Nicolette, v. Dyk, from Batavia to Dordt, has put into Tably bay leaky. The rudder had been unshipped, the other repairs completed, and the vessel was reloading on the 5th Dec. Of the damaged cargo there had been sold 640 bags of coffee and 179 barrels of sugar, 33 of the latter being quite empty. Batavia, Jan. 8.—The Tamerlane, from Yokohama to New York, with tea and sundries, has gone ashore on the Alceste Reef, Jaspar Straits; part of cargo saved, crew here, excepting the master, who remains by the wreck. Grimsby, Jan. 8.—The Index, Johnson, from Sunderland to Singapore, which was in collision with the Dudgeon lightship, Jan. 3rd., has put in here for repairs. Hamburg, Jan. 7.—The Architecte Renaud, Weens, which arrived here yesterday from Whampoa and Hong Kong, encountered a hurricane, Oct. 29th, off the Cape, and on Jan. 3rd, in the Channel, during which the vessel strained so heavily that it is feared the cargo may be damaged.

SPOKEN.—Kandanghauer, Newcastle to Java, Dec. 3, 5 N., 23 W.

LAID ON.—At London, for Hong Kong, &c., Zambesi; for Colombo, Clymping.

STEAMERS PASSED THE SUEZ CANAL.—Jan. —, Conrad, from Texel, for Batavia; Corregidor, from Glasgow, for Manila.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 125 tons of stores to Hong Kong. At St. Helena, Nov. 14, Pegasus, Ellis, from Manila, and sailed for New York; at Mauritius, Nov. 23, Migrator, Stege; Dec. 1, Adelaide, Westcott; 2, Madone, Huon; all three from Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BRAGA—On the 7th Nov., at Kobe, the wife of J. Braga, of a son.

DURNY—On the 11th Nov., at Hugo, the wife of E. J. Durny, of a son.

EISENMENGER—On the 15th Nov., at Chefoo, the wife of Captain Eisenmenger, of a daughter.

LAY—On the 4th Jan., at Lower Sydenham, the wife of H. N. Lay, C.B., of a daughter.

MACKINTOSH—On the 5th Jan., at 37, Lee-park, Blackheath, the wife of John Stewart Mackintosh, of a daughter.

PEIL—On the 1st Dec., at Hong Kong, Mrs. F. Peil, of a son.

RUNGE—On the 4th Jan., at Grove-hill House, The Grove, Camberwell, the wife of Adolph Runge, of a son.

MARRIAGES.

ANSON—HARE.—On the 1st Jan., by the Rev. R. Loane, at Rushbrook Church, Queenstown, Ireland, Commander Charles Vernon Anson, R.N., second son of Admiral Anson, to Louisa A. A. Hare, youngest daughter of the late Hon. Robert Hare, of Queenstown.

DENNY—SERENA.—On the 7th Jan., at St. Peter's Church, Kensington-park-road, by the Rev. Dr. Robbins, William, eldest son of Peter Denny, of Dumbarton, to Lelia Mathilda, eldest daughter of L. Serena, of 20, Ladbroke-gardens, Notting-hill.

JOSEPHS—MANCU.—On the 11th Dec., at St. Andrew's Cathedral, Singapore, by the Rev. G. F. Hose, Timothy Josephs, of Johore, to Anna, the only daughter of Manuel Mancu, of Johore.

KASSBURG—MACFARLANE.—On the 26th Nov., at Shanghai, Auguste Wilhelm Albert Kassburg, of Nagasaki, to Janet Macfarlane, of Shanghai.

DEATHS.

ANTHONY—On the 6th Dec., at Penang, Anthony Arratoon Anthony, aged 61 years.

BARNES—On the 4th Jan., at 2, Woodlands-villas, Blackheath, Sarah Peake Barnes, widow of W. G. Barnes, late of Shirley, Southampton, aged 71. Friends will kindly accept this intimation.

BRAHAM—On the 13th Dec., at Point de Galle, Ceylon, on his passage home from Shanghai, from fever and dysentery, John Ward Braham, Officer P. and O. Company's Service, the beloved and only son of Captain Braham, 40th Brigade Depot, Winchester, aged 25 years.

DONE—On the 2nd Nov., at Yokohama, of pneumonia, Baley Done, M.D., aged 28 years.

HELYER—On the 28th Nov., at Simanggang, Batang Lupar district, Sarawak, of cholera, Captain Giles Helyer, late commander of the Rajah's steamer *Heartsease*.

MACKENZIE—On the 5th Nov., at Nagasaki, Kenneth Ross Mackenzie, aged 70 years.

MASIUS—On the 4th Jan., at 18A, Margaret-street, Cavendish-square, Jane, wife of Wm. Masius, of Bangkok, Siam.

PEREIRA—On the 23rd Nov., at Shanghai, Luiz Augusto, second child of J. F. Pereira, aged 28 months.

SAGE—On the 30th Nov., at Hong Kong, Edward Josiah Sage, of New York, aged 49 years

Naval and Military.

The Modeste, composite screw corvette, of 14 guns, 1,890 (1,405) tons burthen, 2,149 (350) horse power, was commissioned on the 1st inst. by Capt. F. T. Thomson for the China station. She has since made a satisfactory trial trip over the measured mile at Plymouth, but in the subsequent six hours' steaming trial a defect in the engines occurred, and she had to put back. She is now in dry dock at Keyham Yard, where the necessary repairs will be done to her engines.

A stained glass memorial has just been erected in Bildestone Church, Ipswich, to the memory of the late Rear-Admiral Cockburn, Commander-in-Chief in the East Indies. It bears the following inscription:—"To the memory of Rear-Admiral James Horsford Cockburn, Commander-in-Chief of Her Majesty's Naval Forces in India, who died at Government House, Calcutta, Feb. 10, 1872, aged fifty-four. Presented by the officers who served under his command, and the workmen in Her Majesty's Dock-yard, Trincomalee."

The Royal Alfred, armoured, wood-built, screw-frigate, Capt. Henry F. Nicholson, carrying the flag of Vice-Admiral E. G. Fanshawe, C.B., has returned from a term of service as flagship on the North America and West India station, and will be dismantled and paid out of commission. The Clio, unarmoured wood-built, screw corvette, Commodore Frederick H. Stirling, has arrived from the Australian station, and will be dismantled and paid out of commission.

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The following officers who last served in China have been appointed as under :—Lieutenant Charles Johnstone (in the Juno from 1870 to 1873), to the Jason, screw corvette, Devonport ; Navigating-Lieutenant F. G. Fenny (in the Barrosa from 1870 to 1873), to the Supply, store-ship, Chatham ; Paymaster F. B. J. Matthias (in the Zebra from 1871 to 1873), to the Malabar, Indian troopship, Portsmouth.

Two colonelcies of regiments, lately vacated, have been filled up, Lieutenant-General Sir Philip Melmoth Nelson Guy, K.C.B., having been appointed to the 55th Foot (Westmoreland Regiment), vice General Sir Patrick E. Craigie, K.C.B., deceased ; and General the Hon. Arthur Upton to the 107th Bengal Infantry, vice Lieutenant-General W. J. D'Urban, deceased.

Assistant-Controller C. M. Molony is under orders to proceed to Hong Kong to relieve Assistant-Controller C. K. Cleeve on the China station. Assistant-Controller Molony joined the Control Department at its formation from the Royal Artillery, and has since been quartered at Portsmouth Gun Wharf, and has conducted the laboratory duties at Priddy's Hard.

The death of Brevet-Major Tonnochy, of the 81st Regiment, who was for some time brigade-major in the Straits Settlements, is announced.

Lieutenant-Colonel J. Y. Moggeridge, of the Royal Engineers, has been ordered from Jersey to Hong Kong.

Sub-Lieutenant Philip F. Tillard (1872) has been appointed to the Iron Duke.

HER MAJESTY'S SHIPS ON THE CHINA STATION.

		Guns.	Men.	Horse-power nominal.	Commanders.
Avon ...	*d. s.*	4	73	60	Act. Com. H. J. Fairlie.
Cadmus ...	...	17	275	400	Capt. W. H. Whyte.
Charybdis ...	...	17	275	400	Capt. T. E. Smith.
Curlew ...	*d. s.*	3	90	160	Com. E. J. Church.
Dove	...	2	40	60	Lieut. J. G. Jones.
Dwarf ...	*d. s.*	4	73	120	Com. B. W. Bax.
Elk	*d. s.*	4	73	120	Com. J. B. Barnett.
Frolic... ...	*d. s.*	4	73	100	Com. C. E. Buckle.
Growler ...	*d. s.*	4	71	120	Com. Walter Stewart.
Hornet ...	*d. s.*	4	73	120	Com. O. S. Cameron.
Iron Duke ...	*d. s.*	15	460	800	Capt. W. Arthur. (Rear-Ad. Shadwell.)
Midge ...	*d. s.*	4	71	120	Com. John F. G. Grant.
Modeste ...	...	14	220	350	Capt. F. T. Thomson.
Mosquito ...	...	4	59	60	Lt.-Com. R. H. Paul.
Opossum ...	...	3	40	60	Lt.-Com. R. A. Hancock.
Princess Charlotte	...	14	100	—	Com. J. E. Parish.
Rinaldo ...	...	7	175	200	Com. G. Parsons.
Ringdove ...	*d. s.*	3	90	160	Com. Robert Pitman.
Salamis ...	*p.*	2	65	250	Lt.-Com. Hon. Littleton.
Swinger ...	...	4	59	60	Lt.-Com. Bolitho.
Thalia ...	...	6	236	400	Capt. H. Woollcombe.
Thistle ...	*d. s.*	4	73	120	Com. H. K. Leet.

Miscellaneous.

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A JAPANESE FUNERAL IN VIENNA.

A Japanese funeral, the first in Vienna, took place on the 27th ult. It was that of a young student, who died on Christmas-eve in the hospital, from lingering consumption. Since, according to usage, Fukuda Kataro—this was the name of the deceased—could not be buried in consecrated ground, the body was taken to a place detached from the common burial-ground. Mr. Watanah, the Secretary of the Japanese Legation, spoke simple, but deeply-moving words at the grave. "Oh, what sadness!" he said, "poor Fukuda Kataro! Born in the province of Inehaüa, in the land of Hizen, you were brave and good. Already in early age you were eager to learn. When a youth you chose the study of national economy, and being not satisfied with the knowledge of its general rules, you left your home and went two years ago to the lands of the distant West. First you lived at Berlin, and came to Vienna a few months ago. You followed your studies under the guidance of eminent men of science and of clear judgment, and you became an industrious scholar in the Vienna Polytechnic. From the early dawn of the day to late hours you strove eagerly to obtain the purpose of your life. But, oh sorrow! you were seized with dire illness, and never rose again from the bed of sufferings. All medical care and nursing was in vain. They availed nothing against the fierce illness ; they were unable to snatch from death its victim. After a short dream of life, not lasting longer than twenty-six years, merciless death tore you away from us, and we stand now weeping at your grave, bitterly deploring that your term of life did not last, for the benefit of our common far-away country. Now you are bedded by us in foreign ground, and in the fulness of sadness and mourning we greet you for the last time. Oh, poor Fukuda Kataro! Farewell!"

COTTON MANUFACTURE IN INDIA.

The *Pall Mall Gazette* says Manchester will be interested to hear that the number of mills for the spinning and weaving of cotton and jute is steadily increasing in the vicinity of Calcutta and Bombay. To the demand for cotton cloth, says the *Friend of India*, there is practically no limit, now that Manchester so unblushingly adulterates her goods. That for gunny-bags is sure to be overdone, if all the mills now on the banks of the Hooghly double their looms and so many are started as are now projected ; but such mills will doubtless begin to work up jute into finer textures as clothing for the people. The popularity of the cloth made by native mills at Bombay is such that the Chamber of Commerce have held a public meeting to denounce the import duty of 7½ per cent. on English piece goods as protective. The members wisely resolved to postpone their projected memorial to Government for three months to allow of fuller discussion. The Bombay mills, involving a capital of one and a half million sterling, employ 10,000 natives daily in working 4,500 looms. They prepare 1,500 bales of cotton a week, or 6½ per cent. of the local crop. If Manchester men show the same desire to invest their capital in Indian mills as those of Glasgow and Dundee are doing in jute-spinning factories, there is no reason why in time nearly all the local cotton should not be worked up in India itself, to the great benefit of the natives in every respect. The import duties must be kept up for financial reasons, and they would not operate disadvantageously to an honest trade. The truth is that Manchester cares more about her political than her commercial reputation. Foremost in the ranks of advanced Liberalism, she cares little for her cotton manufactures, feeling, no doubt, that the only clothes in which man should array himself are the robes of righteousness.

NEWSPAPERS IN JAPAN

The *Standard* says :—We are enabled to give a translation of a Japanese "leader," in which the editor embodies his ideal of what a newspaper should be, but adds a lamentation which might well provoke a responsive cry of pain from editors all over the world. Says our Japanese contemporary :—"As newspapers are most useful and necessary to mankind, assisting the Government and enlightening the people, condemning what opposes and upholding what advances the public good, instructing goodness, correcting ignorance, praising right and rebuking wrong, they are published and widely read in all civilised countries where not only the noble and gentle read them, but all classes, even in the most remote regions, value them as a means of increasing their knowledge and aiding their business. So have we heard that since newspapers first began to be widely read in Europe and America the liberty of the people has increased tenfold. And so it must be, for this reason : There is nothing that becomes a matter of public interest that is not published in the papers. It is of no consequence whether it agrees or disagrees with the editor's views, or whether the Government or people like it or not. It is communicated to the people, and they are able to form their own opinions upon it, and thus public opinion is formed. So now, as our Empire is in process of time becoming prosperous, and is fast improving, we are very pleased to see how many different newspapers are published, for they must gradually prove most useful to the people. Still, there is a great difference between them —some being clever, and others very dull. Some people take a newspaper only to find new theories for conversation, or the curious matter it may contain, while some read it as they would a story book. Hence there is in much that we are desired to insert little else than feeble, childish absurdities, or Buddhist doubt, the publication of which can do no good, and much evil. We will, therefore, be obliged to our friends who write to us that they will only send sensible and instructive articles. This will give great pleasure not only to us, but to the world."

THE PORTE AND THE ATCHIN WAR.—It is stated in the *Levant Herald* of the 14th ult. that "Seid Abdul Rahman-el-Zaher, the special Envoy from the Sultan of Atchin, now at war with the Dutch East Indian authorities, left Constantinople on Thursday, the 18th of Dec., in the *Said*, on his return to Atchin, by way of Suez and the Red Sea. The main object of his mission was to induce the Porte to recognise the Mussulman State of Atchin as a vassal State of Turkey. In this the Envoy failed, as did his predecessors on similar missions during the Grand Vizierates of Reschid Pasha and A'ali Pasha. The Atchinese have the crescent and star on their flag, and some cannon also marked with the crescent and star, which came to them, it is said, from the time of Sultan Selim. The Porte, however, has again declined the responsibility involved in assenting to the overtures of the Atchinese, and the envoy was not received by the Sultan ; but as Seid Abdul Rahman belongs to a family of Sherifs, he was decorated with the Order of the Osmanlie of the second class, and received a vizierial letter for his master, the Sultan of Atchin."

MICHIKAZU YOSUBA NAWA of Japan, for some months a law student in Boston, has died of typhoid fever, at the age of thirty-one years. In 1864, with a lieutenant's commission, he took part in an unsuccessful enterprise under the Prince of Chiosiu. During the civil war he served as colonel and aide-de-camp to General Takasugi. At the close of the war he was attached to the foreign department, and when Mori was appointed Minister to the United States he served as second secretary. On the arrival of the Japanese Embassy he resigned his position at Washington and went to Boston to study law, to which he assiduously applied himself, and continued a member of the Boston law school until his death.

DR. HASSALL, the analyst, states that of the samples of Orange Pekoe examined a coating or facing of black lead was found on all of them, and in one of them the adulteration consisted of lie tea, sand, and magnetic oxide of iron ; while the eighteen samples of green tea were found to be adulterated with variable and often large quantities of lie tea, sand, stony particles and magnetic oxyde of iron. Dr. Hassall says that it is evident that the practice of adulterating green tea, and this in a very scandalous manner, widely prevails.

THE *Nieuws Van Den Dag* gives a statement of the grievances of the first-class passengers on board the steamer *Holland*, belonging to the "Java" Company. The principal complaint is that the company does not fulfil its engagements with its passengers. Complaint is also made about the state of the cabins, the saloon, the food, the want of care of the luggage, and last, but not least, that the steamers are anything but safe from fire.

THE will, dated Nov. 5, 1862, of Binny Scott, formerly of Colombo, Ceylon, and late of Cheltenham, who died on Nov. 15, was proved on the 27th Dec., by Colonel John David Scott, the brother, the personal estate in the United Kingdom being sworn under £70,000. Testator bequeaths one-third of his property to his wife, and the remainder between his children.

A JAPANESE student writes to *The Times* remonstrating against the recent orders of the Japanese Government regarding Japanese students in Europe and America. He thinks that the orders for their recall will tend to bring discredit and contempt on the Japanese Administration.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

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BANKERS' INCOMPETENCY AND COMMERCIAL MORALITY IN SHANGHAI.

IT is disappointing to find such a miserable lack of prudence, vigilance, and pains-taking precaution among the Shanghai bankers and others as is disclosed in some cases quoted in the *North China Herald* of the 20th November last. Those who have an uphill battle to fight can never deserve to succeed while they leave weak points in their armour exposed, and—if we may be allowed the simile—carelessly let their guns go off among their own ranks in the field where all their prowess is required. If there be any two elements more than all others essential for the development of the trade at a port so distant as Shanghai, they are safe and remunerative returns for the capital of timid sharehelders, and a confidence that those to whom investors entrust their money possess a wisdom financially infallible, and a wariness that never sleeps. What paralysis is to the human body such is a loss of prestige to a commercial undertaking; and to this it must be added that every time a cunning Chinaman, either single-handed or in league with some wretched white-faced swindler succeeds in beguiling a confiding Bank manager, and vanishes amid the many headed Chinese multitude to spread the story of his easily-gotten gains, an extraordinary stimulus is given to attempts of a kindred character; and the moral influences which are the foundations of commercial integrity and the credit consequent upon it receive a most disastrous blow. Let us illustrate these reflections by a brief review of three cases which the *North China Herald* has described to us:—

The first in importance is "the Agra Bank *v.* Olyphant and Co." In this case the Bank had advanced a large sum, nominally to HUNG-KEE, a real or imaginary Chinaman; the advance had been made at the request of Mr. STODDARD, at that time wharf manager for the defendants' firm. STODDARD received the money, STODDARD paid the interest as it fell due, and it was he, too, who repaid at a subsequent date a small portion of the principal. Now this loan was granted upon the security of a promissory note bearing what purported to be HUNG-KEE'S chop, or signature, and of a godown warrant which Mr. STODDARD had signed in the name of OLYPHANT and Co. for 790 pigs of lead, which were described in the warrant as stored at the godowns in charge of Messrs. OLYPHANT and Co. Subsequently Mr. STODDARD was got rid of by the defendants, and when he had disappeared it turned out that no such pigs of lead ever existed, and as to HUNG-KEE—*stat nominis umbra!* The question raised was could Messrs. OLYPHANT and Co. be held liable to make good to the Bank the value of the non-existent lead described in the godown warrant which their agent had fraudulently signed? It was decided that they could not, and rightly so, for it is obvious that though a principal is usually responsible for the *laches*, often for the frauds, of his agent, when the latter is really acting in the interests of his employer, in the present case it was admitted on both sides that the advance was to one HUNG-KEE and not to Messrs. OLYPHANT and Co.—*i.e.*, Mr. STODDARD, though he used defendants' name, was avowedly not acting for their benefit; and, secondly, the lead was never represented as belonging to OLYPHANT and Co. (a most material point), but as the property of one HUNG-KEE, to whom also the money was supposed to be paid. What can the Bank managers in China mean by conducting their operations on the lax, the piteously incompetent, system disclosed by the evidence of several of their own employés? Thus, one witness tells the Court that advances are frequently made to Chinese through foreigners *without the Bank seeing the Chinaman at all!* What, then are the "dark ways" and the "peculiar" tricks of AH SIN and AH LONG beyond the powers of education and culture to combat? Or is money so plentiful and trade so good that the trouble even of just seeing the Chinese borrower in the flesh is a superfluity, and the loss of a few thousand taels more or less wholly unimportant to the shareholders at home? The Bank manager, it is evident, never even took the trouble to assure himself of the existence of the security.

Here is another case, subsequent to the one just described, and almost on all fours with it, to which the unhappy offender was most probably tempted by the example of the previous successful swindle, for it followed a very few months afterwards. In this instance Mr. GEORGE GREY MAYNE was convicted of having obtained money by false pretences from the Deutsche Bank at Shanghai, and received a two years' sentence. The offender had been the manager of the Hongkew Wharf Company's premises. In that capacity he took a Chinaman, FOO-KEE, to see the manager of the Deutsche Bank, and obtained an advance for FOO-KEE (though the cash was paid over to himself) on the security of a wharf warrant which he signed, in the name of his firm, for 480 tons of coals, goods, as it turned out afterwards, which did not exist. In this instance, as we see, the principal offender has been deservedly brought to justice; but is the manager of the Bank altogether blameless? No enquiries were made by him into the character and responsibilities of this Chinese accomplice, and no *employé* was sent to identify the particular lot of mortgaged coals, which, even had they been there, might, from the unavoidable absence of marks and numbers, always be easily lost sight of. The book-keeper at the wharf stated that had the Bank notified that the warrant had passed into their possession, the notice would in the ordinary course of business have come to him, but there was no entry to be found in the company's books to correspond with this warrant, and, as the Bank manager admitted, he only sent in the document for examination at last because the company published a request to all warrant holders to do so. Surely this fact betrays an inexcusable remissness on the part of the Bank.

What can the Inspectors of these Banks be about that they do not discover such proceedings? How is it that the heads of the Shanghai firms are so to be put off their guard that they allow the MAYNES, and STODDARDS, and others whom we might name, to creep into their service, bringing disgrace upon the commercial repute of the port, and pointing to the conclusion that morals have gone down there, and that men of bad character find work in Shanghai presumably because honest people are scarce? Heads of firms, managers and directors of banking companies, official chiefs in every department, whatever their nationality, all alike should remember that they are charged with grave responsibilities incidental to the position which they fill. To relax the rigorous exactitude of business requirements, to be careless as to the personal character of those whom they may employ, and to be indulgent when a mistake has been discovered, wrongs the community at large, wrongs the shareholders whom they protect, and wrongs, too, the general staff over whom they preside; for wherever precaution is neglected and an avoidable irregularity is allowed, an occasion is offered which may some day entail pecuniary disaster and commercial discredit, tempting a clever rogue to commit a crime.

Equally distressing—or nearly so—is the account we read of Mr. HALKET'S bankruptcy. He held an appointment in the Customs, but he has failed for Tls. 35,000, a sum which he swears that he lost entirely in share speculations. Surely the Commissioner of Customs, for the credit of the service which he superintends, ought to prohibit the officers under him from dabbling in risky transactions of this sort. Nothing is more essential among a body of men whose duties are to collect and take charge of public money,

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than that they should even be above suspicion, and unless they are strictly forbidden to speculate or trade they are sure to be always mistrusted as a class, while individuals among them who may be losers will, some of them, with equal certainty, be tempted to embezzlement and crime.

THE DUTCH WAR IN ATCHIN.

SOME time back we called the attention of our readers to the results which might reasonably be expected to follow on the termination of hostilities in Atchin. We deplored the shortsightedness of our Foreign Minister, who has allowed a valuable Treaty to be torn up in exchange for an unhealthy and unprofitable strip of African coast, a strip which it will after all cost us some millions to reduce really into possession; and we foreshadowed that the pepper trade in Penang was likely, in consequence, to receive a grievous blow. Events have ripened somewhat since we put those reflections into print, but the end is still to come, and the dangers, therefore, which we apprehend have not yet overtaken our commerce. Nevertheless, those who watch the messages from day to day which the telegraph wires convey to us, must be convinced that except for some unforseen turn in the wheel of fortune, such as a violent outbreak of cholera among the Dutch expeditionary forces, the fates of the Sultan of ATCHIN and of his really gallant little army are trembling in the balance, and soon they must either surrender or be entirely overthrown. We cannot help feeling a strange sympathy with the defenders of Kraton; the dash and pluck with which they succeeded at first in repulsing the invaders deserved our admiration; then again they are the weaker party, and manifestly fight against great odds; moreover, whatever may be their shortcomings, they are involved in a war through what was no fault of theirs, but rather a breach of faith on the part of the English, who had by treaty secured them protection.

We cannot make out what offence the unhappy Sultan has ever committed, and he and his people are making at any rate a patriotic effort to defend their country from her enemies. No right-thinking person can resist the influences of such reflections as these, and when we call the lately received telegrams to mind, when in a few brief sentences we read of cholera, bloodshed, and famine, in fact, of the ordinary horrors of war, we begin to realise the disastrous results which may follow indiscreet and ill-advised action on the part of an unwise and incompetent Government.

As to the Dutch army in Sumatra, they seem at any rate to have determined to be cautious; caution implies tardiness in their operations, but perhaps, under the peculiar position in which they stand towards their foes, they are wise to proceed with deliberation. General VAN SWIETEN would seem to have entrenched his forces on the right bank of the Atchin river, not far from the Kraton, and to be gradually pushing forward his advances, and bringing up his artillery in readiness for an attack upon the capital of the Sultan. Telegrams, however, cannot be found fault with on the ground of prolixity, and newspaper correspondents to send us full details from the scene of action in this instance do not exist; hence our information must necessarily be one-sided, and scanty, very likely inaccurate as well. The probability is that VAN SWIETEN is continually in hopes of getting the Sultan to surrender, and for this reason he makes some delay in opening his final attack. It seems that he has sent overtures to the Atchinese, but has not received any response; indeed, further accounts state that the emissary who carried his letters had been imprisoned, and the despatches not delivered but destroyed. This is credible, it savours of the stubborn unreasoning desperation of Mohammedan fanatics, but there is less likelihood in the further statement that the populace at Atchin had obtained supreme power. A rise among the masses during a crisis may occur in China, but it is not characteristic of the Malays, who in times of danger and trouble are peculiarly faithful and obedient to their chiefs; moreover the Atchinese forces are evidently disciplined, and the resistance is well organised. There is, therefore, no reason to suppose that the populace either have got the supremacy, or that they could get it even if they so desired. Then, again, the Dutch commander reports that his enemies are short of rice, and that the scarcity will perhaps have the effect of dispersing their forces. Yet a day after the date at which that despatch was forwarded we find that the Rajah of Pedier "has reinforced the Kraton with 1,500 men." The Rajah clearly made "a little mistake," for the Dutch immediately sent a force of 400 Marines, who burnt his villages and captured his forts, but if there is a dearth of rice in Kraton it is singular that the Rajah of Pedier should have thought to strengthen the power of the Atchinese forces to hold out by increasing the number of mouths to be fed there.

Perhaps the Rajah of Pedier is not such a fool as we have taken him to be. The real strength of the Atchinese is of course kept carefully concealed; but when the ship is going to sink the rats desert her, and it may be that if the Sultan was as near an overthrow as VAN SWIETEN'S telegrams lead us to suppose, his ally, the Rajah of Pedier, would have "pursued a policy of non-intervention" and stayed quietly at home. On the whole, we do not think there can be much doubt that the Dutch will ultimately succeed, but the accounts we have received at present are too meagre and too contradictory to be of any very real importance. British interests have of course everything to gain from a peaceful and a speedy termination of this contest, for while the men of Atchin are fighting the pepper culture must needs be neglected. If the Sultan successfully extricates himself from his present difficulties and preserves his territories intact, and his independence as uncontrolled as before, *tant mieux pour vous*, we shall still see Atchin pepper in the Penang markets; but if the Dutch prevail one of two things must follow: either they will monopolise the pepper themselves, introducing forced labour according to the system pursued in Java, or else without the compulsory labour the pepper fields will be thrown out of cultivation. The Atchinese will not work voluntarily to enrich the detested Dutch, and in the absence of a supply of labour the pepper can no longer be grown.

SOME time ago the Japanese Government gave an order for a collection of specimens of the animal, floral, and mineral world of Europe, with a view to establish a Museum for the use of schools in Yedo. Dr. LEOPOLD EGER, of Vienna, was entrusted with this task, and succeeded to the satisfaction of H.E. SANO, the Japanese resident Minister. The collection, now completed, comprises also valuable specimens of European antiquities, and no less than 360 technological objects, for the purpose of showing in a comprehensive way the peculiarities of European manufactures. A small collection of European coins has been added. The whole will be sent to Trieste for shipment to Japan.

BY a Vizieral letter the Khedive of EGYPT is required to call upon the Suez Canal Company to carry out within three months the arrangement recommended by the International Commission with reference to the tolls of the Canal. In default thereof the Company will have to revert to the original tax of ten francs per ton on ships, leviable on the net tonnage.

THE fortnightly service of the Pacific Mail Company's steamers between China, Japan, and San Francisco has been discontinued, and for the future only one steamer per month will be despatched outward and homeward.

THE consecration of the Rev. J. S. BURDON as Bishop of Victoria, Hong Kong, will take place at Oxford on the 1st prox.

Monetary and Commercial.

Tenders for £700,000 in bills on India were received on the 7th inst. at the Bank of England. The amounts allotted were —to Calcutta, £450,000; to Bombay, £250,000. The minimum price was fixed at 1s. 9½d. on all Presidencies. Tenders on Calcutta at 1s. 10⅛d. will receive about 4 per cent., above in full; on Bombay at 1s. 10⅛d., about 24 per cent. These results show an increase in the demand for means of remittance to the East.

The Japanese Loans have met with a steady inquiry at good prices. The Nine per Cent. Loan has been negotiated at 109½, and closes 108 to 110. The Seven per Cent. Loan has secured 100, 100½, and 101, finally standing 99 to 101.

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The following announcements of dividends have been made by banking and other companies :—

The London Joint-Stock Bank a dividend and bonus amounting to £1 17s. 6d. per share, equivalent to 12½ per cent. for the half-year ended 31st December, making 22½ per cent. for the year.

The Alliance Bank, a dividend for the past half-year at the rate of £8 per cent. per annum, and an addition of £12,500 to the reserve fund, which will then stand at £162,500, carrying forward about £11,000.

The London and Westminster Bank, a dividend of 12 per cent. for the half-year ended Dec. 31, making 22 per cent. for the year on the paid-up capital of £2,000,000, carrying forward £20,000.

The Union Bank of London, a dividend of 15 per cent. per annum, and a bonus of 2½ per cent. on the paid-up capital, making together 10 per cent. for the half-year, carrying forward £20,851.

The City Bank, a dividend at the rate of 10 per cent. per annum, adding £10,000 to the reserve fund, which will then amount to £170,000.

The Metropolitan Bank, a dividend at the rate of 7 per cent. per annum, carrying forward £4,274.

The Union Bank of Australia a dividend of £1 15s. per share, being 7 per cent. for the half-year.

The Consolidated Bank a dividend at the rate of 10 per cent., adding £13,300 to the reserve fund.

The Universal Marine Insurance Company (Limited), a second half-yearly dividend of 5 per cent., and a bonus of 5 per cent., making, with 5 per cent. paid in July, a total distribution for the year of 15 per cent. on the paid-up capital of £250,000.

The Ocean Marine Insurance Company, a dividend of 5s. per share, making a total distribution for the past year at the rate of 10 per cent. per annum.

The Eastern Extension, Australasia, and China Telegraph Company (Limited), an interim dividend for the quarter ending 30th September, 1873, at the rate of six per cent. per annum, or 3s. per share, free of income tax, payable on the 15th inst.

The Eastern Telegraph Company an interim dividend of 2s. 6d. per share for the quarter ended Sept. 30.

The National Discount Company a dividend at the rate of 15 per cent. per annum, free of income-tax.

The Union Marine Insurance Company a dividend of 5s. per share for the past six months, making 10 per cent. for the year.

The Times says in regard to the passage of the P. and O. steamers through the Canal :—Attention continues to be directed to the disadvantages which arise from the English mail packets continuing to work in conjunction with the Egyptian Railway instead of availing themselves of the Suez Canal. The present system involves transhipments and consequent delays of a seriously prejudicial character, and some months back a memorial on the subject, signed by the most eminent firms of London, was addressed to the Postmaster-General. It is assumed that the Peninsular and Oriental Steam Navigation Company can insure an equally good or a better mail service by using the Canal instead of the railway, and, if so, the adoption of the former route would, in the opinion of these firms, conduce in every respect to public convenience.

The Eastern Extension, Australasia, and China Telegraph Company's traffic receipts for the month of December amounted to £20,400, against £14,797 for the corresponding period of 1872 of the four separate lines—viz., British Indian Extension, China Submarine, British Australian, and Tasmanian Submarine Telegraph.

The total traffic receipts on the China and Japan lines of the Great Northern Telegraph Company for December were f.144,198, against f.98,458 in December, 1872.

The directors of the Indo-European Telegraph Company (Limited) announce that, subject to the sanction of the shareholders, they have agreed upon a co-operative working arrangement with the Eastern Telegraph Company, which, if approved, and found in no way to contravene the company's concessions, will take effect from the 1st inst. It is believed that the result of this arrangement will be to give the proprietors of the Indo-European a minimum dividend of 5 per cent. per annum upon the present amount of traffic.

Rear-Admiral Sherard Osborn, C.B., F.R.S., has resigned the managing directorship of the Telegraph Construction and Maintenance Company in order to take active service, and is succeeded by Admiral Richards, C.B., F.R.S., late Hydrographer to the Navy. Admiral Osborn will still retain a seat at the Board of the company.

The whole of the shares in the Union Insurance Society of Canton reserved for issue in England have been allotted by the manager and committee to firms liable to contribute business.

Notice has been given of dissolution of partnership in respect of the firms of Bischoffsheim and Goldschmidt, Throgmorton-street, merchants ; and of Leo Schuster, Brothers, and Co., Manchester, Bradford, and Liverpool, merchants.

The suspension is reported of Messrs. Kirchner, Boeger, and Co., of Hamburg and China. The principal liabilities will fall on London and Hamburg.

At a meeting of the creditors of Mr. W. Spencer Sawyer, Manchester, merchant and general agent, the statement of affairs showed the liabilities to be £2,146 16s. 9d., and the assets £869 6s. 5d. Liquidation by arrangement was resolved on.

We have received from Messrs. Durant and Co., silkbrokers, an elaborate and carefully-compiled table of the stock, imports, deliveries, and prices of silk from the year 1830 to the present time.

The *Zenobia*, belonging to Messrs. John Willis and Son, has cleared from Hiogo, Japan, with a full cargo of rice and wheat, for Falmouth for orders.

A telegram announces the departure of the P. and O. steamers *Ellora* and *Nubia* from Melbourne, for Galle, with £529,000.

Messrs. Gellermann and Menke have established in Bremen a shipping and commission-house.

Bar Silver has continued firm during the week, and in consequence of an increased inquiry has risen to 58½d. The market is now bare of Mexican dollars, and the price quoted, 56½d. per oz., is therefore nominal.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for December have been issued, and again show a serious falling off in the exports of British and Irish produce and manufactures. The total value of these exports is £19,147,506, as compared with £20,516,253 in December, 1872, showing a decrease of £1,368,747, and nearly 7 per cent. There is also a decrease in quantity as well as in value. In cotton yarn the decrease in quantity is 2½ per cent. ; cotton piece goods, 7 per cent. ; linen yarn, 12 per cent. ; linen piece goods, 45 per cent. ; woollen yarn, 7 per cent. ; woollen cloth, 14 per cent. ; worsted stuffs, 50 per cent. ; and iron and steel, 27 per cent. On the other hand, the export of coal has increased from 830,370 to 1,072,883 tons, or 25 per cent. ; and of jute manufactures the increase is 11 per cent. The quantity of coal shipped for steamers' use in the month was 270,492 tons, against 255,371 tons in November—an increase of 6 per cent. The total declared value of the exports for the year is £255,073,336, compared with £256,257,347 in 1872, showing a decline of £1,184,011, or about 0.4 per cent. The imports exhibit a considerable increase both in value and quantity. The aggregate value is £33,121,559 as compared with £29,341,917 in December, 1872, showing an increase of £3,779,642, or 13 per cent., and the total for the twelve months was £370,380,742, against £354,120,444 in 1872.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st December. 1871.	1872.	1873.
China and Hong Kong	lbs.	350,200 ...	803,200 ...	788,500
Japan	„	1,103,200 ...	182,000 ...	627,800
Straits Settlements ...	„	71,450 ...	90,700 ...	149,830
Ceylon	„	50,400 ...	22,500 ...	10,000
		For the Twelve Months ended 31st December.		
China and Hong Kong	lbs.	8,929,138 ..	9,765,860 ...	10,551,780
Japan	„	10,216,580 ...	11,909,320 ...	7,602,350
Straits Settlements ...	„	2,350,105 ...	1,863,300 ...	2,103,715
Ceylon	„	300,860 ...	259,050 ...	194,350

COTTON MANUFACTURES.

To		For the Month ended 31st December. 1871.	1872.	1873.
China and Hong Kong	yds.	25,327,621 ...	28,706,400 ...	29,023,100
Japan	„	2,508,600 ...	1,751,200 ...	3,015,600
Philippine Islands ...	„	1,348,100 ...	394,400 ...	513,900
Java	„	2,564,500 ...	1,167,100 ...	1,854,900
Straits Settlements ...	„	5,026,400 ...	5,978,600 ...	5,503,000
Ceylon	„	2,524,600 ...	2,322,900 ...	2,140,000
		For the Twelve Months ended 31st December.		
China and Hong Kong	yds.	469,080,335 ...	402,077,775 ...	349,950,270
Japan	„	37,391,264 ...	28,058,100 ...	23,370,447
Philippine Islands ...	„	12,444,635 ...	10,752,800 ...	9,233,240
Java	„	32,447,212 ...	23,326,350 ...	18,654,250
Straits Settlements ...	„	71,458,494 ...	101,143,100 ...	84,325,450
Ceylon	„	30,004,122 ...	33,234,640 ...	35,784,900

WORSTED STUFFS.

To		For the Month ended 31st December. 1871.	1872.	1873.
China and Hong Kong	yds.	889,350 ...	1,500,500 ...	898,110
Japan	„	54,940 ...	167,280 ...	19,420
		For the Twelve Months ended 31st December.		
China and Hong Kong	yds.	15,578,526 ...	15,823,190 ...	15,325,470
Japan	„	1,630,484 ...	2,448,610 ...	2,443,460

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1871.	1872.	1873.
For the month ...	yds.	98,830 ...	203,450 ...	54,740
For the twelve months	„	1,740,088 ...	2,169,889 ...	1,965,250

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	936 ...	102 ...	755
For the twelve months	„	9,523 ...	7,082 ...	3,929

ARTICLES OF IMPORT.

Although the Holidays have interrupted operations in the Produce Markets, and business is not yet fully resumed, the total transactions have been larger than usual at this period. Those articles especially attractive to speculators on account of scarcity have been in brisk demand, and considerable business has been effected in Coffee, at almost daily advancing prices. Tea has been in steady demand, and prices have been firmly maintained. Silk has been very quiet. The excessive supplies of

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most other leading articles have kept the markets in a quiet state, and Pepper and Gambier are again easier. Tin is firm.

TEA.

There has been a steady demand, leading to a fair amount of business, which would have been larger but for the great firmness of importers, who hold for full prices. There has been no material alteration in the price of Congous, but the inquiry for good to fine Kaisows has been better than for some time past. Public sales have been very small, comprising about 10,500 packages, which sold steadily. Oolongs have been in demand at higher prices. Souchongs show no alteration. Scented Teas: Canton kinds remain dull of sale, except fine unglazed Capers. Foochow kinds show no change. Green Teas have been in demand for export, and prices show a recovery of 3d. to 4d. per lb. from the lowest point in fine Pingsuey, Young Hyson, and Gunpowder. Moyune kinds also selling better. In public sale Thursday 5,519 packages China were offered without reserve on importers' account, and all sold as follows:—855 packages black leaf Congou at 1s. 1d. to 1s. 2½d. per lb.; 1,243 ditto red ditto at 1s. 1d. to 1s. 1½d. per lb.; 525 ditto Pingsuey Green at 9¼d. to 1s. 9½d. per lb.; 446 ditto Moyune ditto at 8d. to 2s. 7½d. per lb.; 2,250 ditto Scented Caper at 10¾d. to 11½d. per lb.; 200 ditto Scented Orange Pekoe at 1s. 2½d. to 1s. 3d. per lb. Black and red leaf Congou sold nearly up to prices obtained for similar qualities at the auction of the 1st inst. Pingsuey showed no change, but Moyune Green sold under valuations. Scented Caper and Scented Orange Pekoe were not in much demand, and compared with cost sold at much loss to the importers. 868 packages Java uncoloured Green Teas were all withdrawn.

Messrs. Shepard, Harrison, and Rehden's annual Circular says: There is no matter for special congratulation in reviewing the trade of the past year; indeed, we apprehend it has proved an unusually trying season to importers, as staple exports to China have also yielded loss, which has been increased by a low rate of exchange on this country. Silk, too, is understood to show even worse results than Tea. Another adverse element in operation the last few months is the agitation caused by the working of the Adulteration Act, retail dealers being fined throughout the country for selling so-called adulterated Teas, though doubtless pure as imported, and in the case of country Greens, with just the "face" or colouring in use since the trade was first opened with China, and which is adopted to suit the eye and fancy of buyers, and not with the view to fraud or deception. Both wholesale and retail dealers have taken action in the matter, and will press on Government for a more clear definition of the meaning of the Act, and for the appointment of inspectors, to certify to the purity of Teas. We confess to misgivings as to the appointment of professional analysts, and already differing opinions have been given on the same Tea, and on the vexed point of "iron filings," some authorities defining it as "magnetic oxide of iron, without a scintilla of iron filings." The most effectual check to the import of low Tea (some Canton-made Capers, Gunpowders, and Tayshan Congous being certainly mixed with Tea dust, and glutinous matter, to make the particles adhere, with perhaps a small admixture of earthy matter) will be found in the present nominal value or almost unsaleability of such rubbish, and in this sense a great good will have been effected by the agitation. So far, however, the effect has been to cause a decline of 50 per cent. in value of low Canton Caper and Gunpowders, and also to greatly prejudice the value of glazed black-leaf Capers, and highly-faced country Greens; though the latter has also been influenced by the absence of export demand for New York and Canada. Demand has continued on good to fine Congous, which have supported a fair to *good* and unusually steady range of prices, Teas per steamer doing much better than by sailing vessel, the monetary crisis taking place about the time of the latter's arrival. So far the supply of common Black leaf has been light, and as Red leafs under 1s. are generally preferred for Home use, the imports of the latter have sold well. The preference for medium to finest Black leaf over Kaisow Congou is unshaken (the former amalgamating better wfth Indian Tea); there is but a small supply of fine Black leaf in first hands, but a considerable proportion of fine Kaisow is held by merchants. The unusual exhaustion of fine Congous prior to arrival of the new in July, coupled with a smaller export, 25,000,000 lbs. to end June, against 43,000,000 lbs. in 1872, gave extra scope for profit, and though these favouring circumstances were aided by the reported loss of the Drummond Castle and Singapore, with 4,500,000 lbs. of finest quality, but small profits were made even on early imports; it was the old story over again—too high cost in China, where buyers for the Russian market can give many pence in advance of what the trade in this country are disposed to pay. The Canal route is rapidly absorbing the trade, two-thirds of the supply being now received by this channel; and, as Teas arrive in much better condition and at no greater cost than formerly by sailing vessel, the latter is likely to be wholly supplanted erelong. The quality of Black-leaf, season 1873-74, shows improvement on the imports of the two previous years. Fine and finest grades in limited supply, the loss of two steamers, with some of the finest Teas of the season, causing an appreciable deficiency, and also telling on exports, as many of these Teas were intended for the Russian market, failing sale in London. Red-leafs, if anything, preferable to 1872 imports. Deliveries show the usual satisfactory increase for Home Consumption, but Exports an important falling off, due to an increased trade between China and Russia; as irrespective of direct shipments to Odessa, Teas are now transhipped thence from Port Said (Russia is understood to take about 40,000,000 lbs. each year, of which two-thirds are received by sea, and the remaining third by overland route). The overstocked and depressed state of the New York market for all but finest Greens has also assisted in curtailing Exports, and it is only within the last two months that business has been practicable. Our stock of suitable Teas is, however, so light that further buying is likely to be limited. There has been some talk the last month of the United States Government reimposing the duty on Tea and Coffee, to meet a failing Revenue.

	1873.	1872.
Home Consumption for London from 1st January to 31st December ...	lbs. 96,314,000	lbs. 91,938,500
Export do. do.	31,999,500	38,100,000
Sent Coastwise do. do.	35,999,000	36,800,000
Total delivered	164,312,500	166,838,000

Messrs. Arthur Capel and Co.'s Circular says:—We have to notice some considerable variations in the statistics of the past as compared with the previous year. Imports show a large decrease, but last year they were unduly swelled by the earlier arrivals of new tea per Suez Canal, and they are now brought more in accordance with the annual Exports from China and India. The deliveries for home consumption show an increase of nearly 4,000,000 lbs., but those for export a decrease of about 5,500,000 lbs., the latter chiefly owing to larger direct exports to the Continent, and a falling off in the demand for the United States, whilst British North America, owing to the low range of prices in the United States, has drawn considerable supplies from that quarter. The stock shows a moderate reduction, and the quantity afloat a considerable one; thus the position of the market as to relative supply and demand is more favourable than for many years, as before New Season's Teas arrive our stock is likely to reach a very moderate total. The result of the season's operations to importers has been again unsatisfactory, though to a less extent than the previous year; for although the earlier arrivals of Congou on the whole left a fair profit, the later ones again showed heavy losses, especially those which were realised during the fall in November. Canton Scented Teas and Green Teas have, owing to the Adulteration Act, also added materially to their losses, whilst Oolongs, Souchongs, and Flowery Pekoes have been on the unfavourable side. The quality of the Black-leaf Congous of first crop has, on the whole, been fully equal to the previous season, the Oonfa kinds being much better; the second and third crops were, however, inferior. The Foochow Teas were generally superior, being more free from dust, and with better quality. The demand has, however, run more on the black-leaf kinds than the Kaisow, as they mix better with Indian Teas, and are of more certain value. The supply of Canton made Congou has been less, but equal to the demand; the quality much as that of the previous season. Souchongs have been rather poor in quality and deficient in strength, with few exceptions. Oolongs have proved about an average.

Messrs. Percival and Co.'s Circular says:—The year which has just closed has not been remarkable for any great activity in the Tea trade, either as regards the extent of business, or the course of prices, for, with the exception of one or two brief periods of improvement, the tone of the market has been dull, dragging, and unsatisfactory throughout. The chief feature of interest has been the application of the Adulteration Act, which, although no doubt greatly needed for the purpose of checking the importation of unsound and spurious leaf, of which large stocks are already accumulated in the bonded warehouses, estimated by some at 10,000,000 lbs., yet appears in its working evidently to have done an amount of injustice to both importers and the trade that was never contemplated by its framers; and more especially as regards Green Tea, grocers having been fined for selling some of the finest descriptions, simply because they were faced or coloured, whilst it is and has been perfectly understood by all versed in the trade ever since Tea was first imported into this country that Green Tea was artificially coloured, or, in other words, converted from the natural dark or olive colour into the so-called Green Tea. It is therefore greatly to be desired that some steps should at once be taken to set this matter right, and thus avert the serious losses which now threaten all holders of Green Teas. As regards the importation of fancy Teas from Canton, no doubt some supervision is greatly needed, for it is these kinds that afford the greatest scope for adulteration and the substitution of spurious leaves. On the whole the season 1873 and 1874 may be said to have proved more favourable to importers than its predecessor, for notwithstanding the unexpected high prices which were paid in China at the opening of the markets, the excellency of the first crops, and the comparative scarcity of fine Tea in this market, combined to secure better rates than might have been looked for. The comparatively small shipments for the first month of the new season, as compared with the first month of the previous season, also tended to support prices for some time, the figures being 22,500,000 lbs., against 43,200,000 lbs.; and it is much to be desired that shipments for the first six months of the season could be arranged more in accordance with the requirements of the trade, for so long as we continue to have two-thirds of the season's supply forced upon us between the middle of July and the end of December, so long will the home trade continue to have the advantage of importers. Importations for the year show a material falling off, as compared with those of last year, viz., 163,411,000 lbs., against 180,840,000 lbs., or a difference of nearly 10 per cent. The stock of Congou in London on Dec. 31 last was 60,400,000 lbs., against 62,170,000 lbs. at the end of the previous year, but as the quantity afloat is now considerably less than what it was at same period in 1872 we may expect to see a great diminution in supplies before the end of April. Deliveries for the year, although showing a satisfactory increase so far as the Home Consumption is concerned, exhibit a falling off of 3,315,000 lbs. on the total, the figures being 164,300,000 lbs., against 167,615,000 lbs. in the previous, the decrease arising entirely from the falling off of in the export trade —home consumption showing an increase of 1½ per cent., and export a decrease of upwards of 12 per cent.

SILK.

The market continues in a very sluggish state, and prices of most descriptions are in favour of buyers. In China Silk purchases have been restricted to the narrowest limits, and a further slight fall in prices has taken place. Canton Silk is without alteration. In Japan Silk the demand has been on a fair scale, and prices show little or no alteration. Deliveries, 1st to 7th inst. inclusive:—China, 995 bales; Canton, 177; Japan, 175; total, 1,347 bales.

Messrs. Kilburn, Kershaw, and Co.'s Circular says:—The past year

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in the Silk trade has been most unsatisfactory, having witnessed, perhaps, a more continuous period of depression, and a more extensive decline in value, then any previous year; failures in the trade have also helped to increase the difficulties of the position, and the fact that Silk fabrics have generally given place, for some time past, to mixed goods, owing to the high prices of the last few years, has had a full share in bringing the market to its present changed position. These combined causes have, however, brought the value of Asiatic Silk down to such a reasonable point that it is difficult not to feel the weight of previous experience, which shows that increased consumption has regularly followed in due time upon a decline from high prices, and this is already beginning to show itself in the improved deliveries of China Silk for the last six months of 1873 over those of the previous year. China Silk, as usual, shows the most important figures, and has, more than any other Asiatic Silk, felt the effect of a falling market; the decline during the past year has been from 25 to 30 per cent., and the New Year begins with a lower quotation for Tsatlees than on any other occasion since 1858, and with stocks of 28,223 bales, against 26,679 on 1st January, 1873, while deliveries during the past year were 34,371, against 30,287 in 1872. The position of China Silk at the present time is certainly sounder and better than twelve months ago; and if fashion, which already begins to show some signs of change, should only again resort to Silk fabrics, instead of Silk mixtures, improved business may very fairly be looked for. Canton Silk has fully shared with Shanghai Silk in the general decline, and at times has been even more depressed; the abundance of cheap Tsatlees has of late considerably interfered with Canton Tsatlees, and they have in consequence been very dull and difficult to move; but prices are now so reasonable for all classes of Canton Silk that its present position would seem safe. The falling off in the export of Silk from Canton during the present season is very striking, and our figures generally show great changes; the imports in 1873 having been 6,523, against 12,494 in 1872; the deliveries 8,300, against 11,341, and present stock 8,074, against 9,931 on 1st January, 1873. Good and fine Canton Silk has been comparatively scarce all the year, and there is very little now in stock. Japan Silk of fine and good qualities of Mybash have commanded fair attention during the year, but have, of course, felt the depression of the general market, and like other Asiatic Silks, have declined in value considerably, but stocks are lighter than at this time last year, being 6,787 bales, against 7,626 on 1st January, 1873; and the prospect for good and fine Mybash is favourable.

	IMPORTED. 1st Jan. to 31st Dec.		DELIVERED. 1st Jan. to 31st Dec.		STOCK, 31st December.	
	1872.	1873.	1872.	1873.	1872.	1873.
China	37,200	35,915	30,287	34,371	26,679	28,223
Canton	12,494	6,523	11,341	8,380	9,931	8,074
Japan	8,664	7,356	10,483	8,195	7,626	6,787

COFFEE.

Increased animation has prevailed in the market, and, with a very light stock and other favourable statistics, extensive speculative purchases have been made, accelerating the previous upward movement, an almost daily advance having taken place. Ceylon has maintained the leading position, large sales being effected in plantation during the holidays in second hands, commencing at 125s. for middling and rising to 128s.; at the public sales a brisk competition has prevailed, and a further rapid advance has been established, closing 8s. higher than on the 24th ultimo. A few parcels of the new crop, per steamer Fenella, of good colour, sold readily at the extreme relative value, middling selling at 131s. to 132s., whilst bold brought only 1s. more. Native has advanced to 112s. Large speculative operations have been effected for arrival in 73-74 crops, commencing at 118s., and closing at 123s. The closing prices are, plantation triage 110s. to 123s., small 126s. to 128s. 6d., low middling grey 128s. to 128s. 6d., low middling coloury 129s. to 130s., middling coloury old and new crop 130s. 6d. to 132s., good middling to good bold coloury 132s. 6d. to 133s., pea-berry 128s. to 131s., black garblings 57s. 6d. to 58s., chips 72s. 6d. to 73s., Native good ordinary 111s. to 112s. The only sale of other East India has been 500 bags Singapore, good greenish Pari Pari at 112s. to 112s. 6d.

The following shows the prices at the highest point in May, the lowest of the year in July, and at the close.

	Highest in May.	Lowest in July.	Value Dec. 31.
	s. d.	s. d.	s. d.
Middling Plantation Ceylon ...	102 6	86 0	125 0
Ditto crops afloat	101 0	87 6	118 6
Native Ceylon, good ordinary	91 0	80 0	109 0

SUGAR.

Since the opening of the market after the holidays a good inquiry for desirable refining qualities has prevailed, and comparatively large sales have been effected, sellers gaining a slight advantage in price, whilst common brown kinds have been slow of sale and prices are barely sustained. As regards East Indian kinds Penang is in very limited inquiry. Business in Manila is suspended, and the only sale reported is of two floating cargoes of fine Java at steady rates, viz., the Evelyn Wood, 535 tons, good No. 15, at 28s. 6d.; the Ida, 1,920 baskets, No. 14½ at 28s. 4½d.

CAMPHOR has been in strong speculative demand. Privately about 800 cases China have been sold at rising prices, commencing at 77s. and closing at 90s. per cwt.

COCOA-NUT OIL.—The demand has been less active, and the tone of the market is rather easier; fine Cochin is worth £39 to £40, and Ceylon £35 10s. to £36 on the spot, whilst a fair quantity has changed hands at £36 10s. for April-May, and 50 tons April-May-June delivery at £37 per ton.

CHINA PRESERVES.—In public sale 198 cases China Ginger Chyloong brand were withdrawn, 50 casks do. Kwangchental sold at 6¼d. to 6½d. per lb. in bond; 420 tins dry were withdrawn.

CUTCH has remained very stagnant, and no important sales have occurred. Statement of the landings, deliveries, and stocks for the years

	1873.	1872.	1871.
Landed ... ... tons	4,670	3,580	2,272
Delivered	3,804	3,219	3,619
Stock Dec. 31	4,857	3,828	3,545

EBONY.—At auction, of 295 logs (50 tons) Ceylon offered, 10 tons sold at £8 17s. 6d., the remainder bought in at £13 10s. to £14.

GAMBIER.—The market on the spot is dull, and prices are without alteration. For arrival rather better better prices are obtainable for distant shipment. On the spot about 900 bales of block have been sold at 24s. to 24s. 1½d. ex ship and warehouse. For arrival 150 tons October sailing have been sold at 24s. 3d. ex ship. At auction 1,210 bags free cubes were withdrawn; of 530 bales pressed ditto 80 bales fine sold at 31s. Statement of the imports, &c., for the years—

	1873.	1872.	1871.
Landed ... ... tons	6,799	4,534	6,874
Delivered	5,958	5,000	8,434
Stock Dec. 31	1,254	498	922

GALLS.—The market is quiet at former rates. Statement of the movements of China and Japan Galls for the years—

	1873.	1872.	1871.
Landed ... ... boxes	6,688	7,708	5,637
Delivered	6,614	8,245	8,261
Stock Dec. 31	1,661	1,973	2,631

HEMP.—There has been more disposition to sell, and prices of Manila have declined fully 20s. per ton, about 1,500 bales having been sold privately, chiefly barely fair current at £40 10s. Of 690 bales in public sale, 190 bales sold, fine brown at £37, mixed quality barely fair at £38 10s. to £39, the remainder fair being bought in at £40 per ton.

HIDES.—At the public sales held Thursday Singapore, Penang, &c., Ox and Cow also sold well, but without any improvement on heavy weights. Buffalo Hides were in less demand, and former rates were not obtainable. Of 6,451 Singapore and Penang Ox and Cow 4,808 sold, fair to good, 1st heavy, average 39½ lb. 6¾d.; middling, 1st heavy, average 24 to 35 lb. 5d. to 5½d.; light and small, average 4¾ to 16¾ lb. 5½d. to 7d.; seconds 4⅝d. to 5d., thirds 4d.

INDIA-RUBBER.—The market is steady, and Borneo has advanced to 1s. 6d. to 1s. 7d. per lb.

JAPAN WAX.—No business has been done.

MUSK.—At the sales Thursday of 24 packages Tonquin offered 22 packages sold, good shaped pods rather damp 39s. to 40s. 6d., 2nd pile 20s. to 23s. 6d., wet pickings 20s.; of 42 caddies Yunan 1 caddy good sold at 37s., and 15 caddies 2nd pile rough and bally at 19s.; of 21 tins grain 1 tin dark and damp sold at 52s., the remainder bought in at 42s. 6d. to 50s., and two bottles at 32s. to 34s. per oz.

PEPPER.—*Black:* The market has been dull, with only small sales at declining prices, closing ¼d. lower, at which more inquiry has appeared; Singapore after declining to 7¼d. has recovered to 7⅜d., Penang remaining at 7d. *White:* Supplies continue in excess of the demand; Singapore has sold, ordinary brown, 10⅝d. to 10¾d.; barely fair, 10¾d.; fair to good, 10⅞d. to 11⅛d.; a few lots fine bold, 11½d. All offers of Penang have been withdrawn.

RICE.—The market remained in a very dull state in the earlier part of the fortnight, and for soft grain a further decline was accepted afloat for both old and new crop, business being effected in both at 11s., or 2s. and 1s. 6d. respectively below the previous highest point. At this reduction there has since been more inquiry, chiefly on speculative account, and a recovery of 3d. has been established for new crop at the close, several cargoes being sold at 11s. 3d. Hard grain kinds have been neglected. On the spot Dacca has been sold at 10s. 7½d., Ballam at 12s. 6d., low and ordinary white Bengal at 10s. 6d. to 11s. 3d., fine Bassein at 11s. 6d., and the landed cargo of 17,000 bags Rangoon per Penguin at 11s. The floating sales included old Rangoon, January shipment, at 11s. 1½d. open charter, new Necransie, for February loading, at 10s. 9d. open charter, and new Rangoon at 11s. to 11s. 3d.

SPICES.—*Cloves:* A brisk speculative demand has prevailed, and large sales and resales have been effected at advancing prices, closing at 1d. advance for Penang, small sales being effected at 1s. 10d. *Nutmegs* have gone off slowly at barely previous rates. Of 47 cases 29 boxes Penang 15 cases 29 boxes sold, bold 57 nuts to the lb. at 4s. 7d., 63's at 4s. 2d., 66's at 3s. 11d. to 4s., 78's mouldy at 3s. 2d., 114 to 104's at 2s. 8d. to 2s. 10d., limed 120 to 90's at 2s. 7d. to 2s. 8d. *Mace:* The supply at auction has been unusually heavy, and with little disposition to buy except on lower terms nearly the whole was bought in, only 7 cases Penang being sold, fair to bold at 3s. 7d., low middling mouldy at 3s. 1d. to 3s. 2d., low and ordinary dark 2s. 4d. to 2s. 11d.

SAGO.—At the public sales 1,419 bags were offered and 700 bags sold at previous rates for small and large, but 1s. lower for medium good small pearl, which sold at 17s. 6d., brownish medium at 17s. 9d., good large at 21s. 6d. to 22s. *Flour:* Of 655 bags Singapore offered 60 bags sold at 15s. 3d., the remainder being bought in thereat.

TAPIOCA.—A liberal supply of 2,305 bags went off slowly, except for very superior make of Penang, which sold readily at much above previous rates. Of 1,152 bags Singapore 450 bags sold, fine and very fine white at 2¾d. to 2⅞d., the remainder bought in at 2½d. to 2¼d.; of 1,153 bags Penang 460 bags exceptionally fine make and colour sold at 3½d. to 3¾d., and 151 bags chiefly grey at 2d. *Pearl:* A large quantity, amounting to 947 bags offered, went off flatly at about former rates, and only 300 bags sold, good medium at 22s. 6d. to 23s., dull ditto at 21s. 6d. to 22s., extra large at 27s. *Flour:* Of 120 bags Singapore 16 bags sold at 2⅜d., the remainder bought in at 2¼d.

TIN.—The market is firmer, and there is a fair demand. The current quotations are Straits on the spot £120, afloat £118 to £119; Banca, £119 to £120; Billiton, £118 per ton.

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NEW YORK MARKET REPORT.

—o—

TEA.

Messrs. Beebe's Circular dated Dec. 19 says :—During the interval a decided change for the better has taken place in financial affairs, and a more cheerful feeling prevails in commercial circles generally. The demand for Tea showed little or no improvement until the first week of the present month, when jobbers manifested a disposition to replenish their stocks to some extent, and considerable business was done at prices within the range of last month's quotations. Congress having in the meantime assembled, and the revenues of the Government proving insufficient to meet current demands upon the Treasury, a restoration of the duty upon Tea and Coffee was last week asked for by the Secretary. This at once awakened more or less speculative feeling in reference to all descriptions of our staple, and the market has since been active and advancing. The low rates ruling for cargo grades of Oolong attracted special attention of operators to this class of goods, and they have been freely dealt in at a marked improvement in prices.

Sales reported from first hands since the 18th ult. are estimated at 114,600 half-chests, consisting of

37,500	half-chests	Green.
18,000	„	Japan.
58,000	„	Oolong.
1,100	„	Congou and Souchong.

Greens.—Have been in more active demand, and a liberal business has been done, mainly in fine and finest grades of New Season's Teas, to hand *via* Suez Canal and Southampton, and to arrive ex Galley of Lorne and Glenfalloch, at prices showing 2 to 3 cents advance on last month's quotations. A few chops New Pingsueys have found buyers at rates showing a slight improvement. Old Crop Greens and common grades of New are in rather better demand, at some improvement in values. The market closes firm, with an upward tendency. Japans have been more freely taken at prices showing an advance of 2c. to 5c. on late quotations. Sales reported include about half of the cargo ex Mercury, and the supply on offer being somewhat limited, the market closes strong. Oolongs remained entirely quiet until the early part of the present month, when the question of duty came up for discussion. Since then they have been in active request at advancing rates, the market closing 4c. to 6c. above our last quotations, for invoices consisting chiefly of cargo grades of last season's import. Included in the sales reported are 8,500 half-chests New Foochow, and 11,000 half-chests New Amoy goods just at hand ex steamers Galley of Lorne, and Glenfalloch. Formosas, being in limited supply, have found ready buyers on arrival, at full previous rates. Congou and Souchong have been in fair demand ; supplies are quite small at the moment, and prices realised show an improvement of 3c. to 5c. on previous quotations.

SILK.

Mr. O'Donoghue's Circular offers the following remarks :—Since the 1st inst. manufacturers have purchased freely, and large lines, principally of Shanghai descriptions, were taken at prices slightly lower than last quotations. At present a fair business continues on the basis of prices quoted, though the market generally shows a somewhat firmer tone, and owners of finest grades are holding for an advance. In Canton Re-reeled, very little business has been done except for finest descriptions, which are in fair request at quotations. Coarse grades are without demand.

COFFEE.—With the exception of a fair jobbing demand the Coffee market has been quiet, owing doubtless to the recurrence of Christmas. We quote as follows :—Java (mats), 30c. to 34½c. ; Singapore, 27c. to 28c. ; Ceylon Native, 25c. to 27c.

CORDAGE.—Prices are as follows :—Manila Cordage, sizes above 12-thread, 17c. ; do., 6-thread and 9-thread, ½ in. and 5-16 in. diam., 18c. ; do., 12-thread, ½ in. diam., 17½c. ; do., Hay Rope, 17½c. ; do., Cordage, Bolt Rope Yarns, 19c. ; do., 6-thread and 9-thread, 20c. ; Tarred Manila, 16½c. ; Fine Tarred Manila Lath Yarn, 18c.

HEMP.—This market is very dull. Manila is almost unnoticed. The last sale was made at 9½c. gold.

INDIGO.—There has been a great deal of business transacted, and the tone of the market is firm. We notice sale of Manila at from 65c. to 75c. currency.

RICE.—Business is fairly brisk, and prices are firm at following prices :—Carolina, $7.25 to 8 for fair to prime ; Rangoon, $7.25 to 7.50 currency.

SUGAR.—The demand both for Raw and Refined Sugar is good, and holders are very firm.

SPICES.—The tone of the market is firm, some descriptions being especially in demand. Prices are as follows :—Mace, $1.28 to 1.30 ; Nutmegs, $1 to $1.05'; China Cassia, 24½c. to 25c. ; and Batavia, 20c. to 30c.

TIN.—Straits Tin is quoted 28¼c. to 28½c., and Banca, 32c. (gold).

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 3	Aldebaron	—	Singapore	Shields
2	Index	Johnson	Do.	Sunderland
3	Jalawar	—	Galle	Liverpool
6	Yorkshire (s.)	Longley	Singapore, China, &c.	London
Dec. 30	Hans	Le Moult	Nicolajefsk	Cuxhaven
30	Batavia	Hertzer	Hong Kong	Do.
Jan. 8	Palestine	Snowcroft	Colombo	London
6	Wm. Fruing	Pynes	Singapore	Cardiff
6	British Empire	Rowe	Do.	West Hartlepool

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 1	Orchis (s.)	Lucas	Galle, &c.	London
	Camelot	Richardson	Rangoon	Falmouth
1	Nuevo Abele	Sanguinetti	Do.	Do.
1	Kebroyd	Stafford	Batavia	Do.
1	Eliza Queirolo	Gaggino	Rangoon	Queenstown
2	Clymping	Hedgecock	Galle, &c.	London
3	Eurus	Garston	Penang	Do.
3	Lady Macdonald	Hinks	Colombo	Do.
2	Bali	v. Rossem	Batavia	Brouwershaven
6	Hutton (s.)	Hodges	Do.	Deal
5	Pellicano	Maglione	Akyab	Falmouth
5	Evelyn Wood	Schiel	Java	Bristol
Dec. 31	Solo	Rehse	Hong Kong	Cuxhaven
31	Electra	Landweer	Batavia	Texel
31	Adolph	Hupfer	Samarang	Helvoet
31	County of Berwick	McLean	Sourabaya	Brouwershaven
31	Yubas	Walker	Akyab	Antwerp
Jan. 2	Concordia	Lund	Samarang	Havre
4	Guilio R.	Revenna	Bassein	London
5	Geraldine	Flory	Hong Kong	Do.
4	Alblasserdam	Willemse	Batavia	Brouwershaven
4	Benedetto M.	—	Bassein	Plymouth
4	Contest	Jameson	Passarocang	Falmouth
4	Bengal	Carlsen	Batavia	Do.
3	Caroline	Lebriquer	Hong Kong	Hamburg
3	Daniel Rankin	McNab	Batavia	Texel
6	Ulva	McIntosh	Penang	London
6	Orion	Scott	Do.	Do.
2	Rance	Brunard	Saigon	St. Nazaire
6	Alliance	Hadwin	Bassein	London
	Luigi	Monasteri	Penang	Deal
6	Ballestrino	Revello	Bassein	Falmouth
4	Northern Empire	Williams	Batavia	Texel
	Sir Harry Parkes	Chapman	Hong Kong	New York
	Benefactor	Haydon	Shanghai	Do.
	Queen of the Seas	Haveron	Samarang	Do.

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date.	Steamer.	From	For
Jan. 3	Craigforth	China, &c.	London
2	Oxfordshire	Do.	Do.
Dec. 31	Antenor	Liverpool	Singp., China, &c.
Jan. 6	Koning der Nederlanden	Java	Holland

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo : Cawdor Castle, Crocus. For Hong Kong : Zambesi (P. and O.). For Colombo, &c. : Fenella, El Dorado, Vanessa.

SAILING VESSELS.—For Yokohama and Hiogo : Harrington, F. C. Clarke, Mary Ann Wilson. For Hong Kong : Deerhound. For Colombo : Granville, Clymping. For Singapore : Atma.

At LIVERPOOL.—For Yokohama and Hiogo : Chusan. For Hong Kong : Alesandra. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Hector (str.), Diomed (str.), Agamemnon (str.). For Singapore : Annie Gray. For Manila (via S.C.) : Emiliano (str.), Aurrera (str.). For Batavia : Ernestine.

SPOKEN.

MARIA ELIZA, Amsterdam to Batavia, Nov. 20, 21 S., 27 W.
ZUID HOLLAND, Batavia to Rotterdam, Nov. 11, 33 S., 1 E.
AGATE, Liverpool to Singapore, Nov. 21, 23 S., 29 W.
DANIEL RANKIN, Batavia to Amsterdam, Dec. 4, 4 N., 23 W.
WEYMOUTH, Shanghai to London, Nov. 7, 26 S., 45 E.
DOUGLAS CASTLE, H. Kong to Buenos Ayres, Nov. 20, off Cape G. H.
CARANJAH (? India), Samarang to Rotterdam, Dec. 4, 24 S., 2 E.
ADA (ship), New York to Shanghai, Dec. 3, 7 N., 32 W.
P. H. F. J. (Dutch ship), Tyne to Java, Dec. 3, 5 N., 32 W.
CONTEST (barq.), Java to Falmouth, Nov. 23. 6 N., 23 W.
NOACH I., Rotterdam to Batavia, Nov. 30, 9 N., 25 W.
FERDINAND, Newcastle to Batavia, Dec. 6, 7 N., 25 W.
HONIGBY (Dutch ship), Rotterdam to Sourabaya, Nov. 25, 4 S., 30 W.
DILPUSSUND, Foochow to London, Dec. 9, 35 S., 22 E.
JANET FERGUSON, Glasgow to Singapore, Dec. 28, 40 N., 18 W.
VLAARDINGEN (Dut.), Batavia to Rotterdam, 36 N., 31 W.
P.M.W.K. (Dut. ship), Java to Rotterdam, Oct. 24, 35 S., 20 E.
CORNEILLE MATHILDA, Java to Rotterdam, Dec. 4, 10 N., 26 W.
ROLLO (barq.), London to Shanghai, Nov. 22, 19 S., 28 W.
R.B.N.J. (Herschel), Java to Falmouth, Nov. 23, 13 S., 10 W.

FREIGHTS AND CHARTERS.

Outward freights to the East rule firmer, and a good enquiry exists for sailing vessels. There is not much activity in homeward chartering.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama : 65s. meast. To Hiogo : 75s. meast. To Nagasaki : 85s. meast. To Shanghai : 55s. weight, 50s. meast. To Foochow : 80s. meast. To Hong Kong : 55s. weight, 50s. meast. To Chefoo : 60s. meast. To Manila : 80s. meast. To Singapore and Penang : 55s. weight, 50s. meast. To Sourabaya and Samarang : 72s. 6d. meast. To Batavia : 56s. weight or meast. To Padang : 80s. meast. To Saigon : 75s. meast. To Colombo : 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama : 50s. weight or meast. To Hiogo : 50s. weight, 40s. meast. To Nagasaki : — weight or meast. To Shanghai : — weight, — meast. To Hong Kong : 40s. weight 25s. to 30s. meast. To Foochow : — weight, — meast. To Chefoo and Tientsin : — weight or meast. To Singapore : 30s. weight, 25s. meast To Colombo : 25s. weight, 25s. meast. To Penang : — weight or meast. To Samarang : — weight, — meast. To Padang : — weight, — meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne per keel.—To Yokohama : —. To Shanghai : —. To Hong Kong : £40. To Singapore (f.c.) : £34. To Singapore : £32 to £33. To Penang : £32 f.c. To Macassar, per ton : 35s. To Batavia : 30s. to 32s. 6d. To Java : 30s. To Padang : —. To Amboyna : 40s. To

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Ternate: 40s. To Galle, per keel: £30 to £32. To Colombo: £30. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 40s. To Manila: 30s. To Macassar: 35s. To Java: 30s. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Singapore: 31s. to 32s. To Galle: 30s. To Trincomalee: —. To Colombo: 30s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Singapore: —. To Penang: —.

CASUALTIES.

GRIMSBY, JAN. 5, 6.5 P.M.—The Index (barq.) of Greenock, Johnson, from Sunderland to Singapore, had topgallant forecastle stove by collision on the night of 3rd Jan. with the Dudgeon lightship; damage to the latter not known.

ROTTERDAM, JAN. 3.—The Bali (ship), van Rossem, from Batavia, fouled, yesterday, the Eliza Maria (Ital. barq.), from Sulina, which was lying in Brouwershaven Roads, both vessels driving ashore. Two steamers which proceeded to their assistance were unable to tow them off on the tide, but it was hoped that they would be floated during the night. An anchor was placed on board the Bali, and lighters were alongside both vessels, which were tight, and in a safe position. The Eliza Maria carried away her capstan by the collision; the Bali sustained no damage. A later telegram states that the Bali has been towed off.

JAN. 4.—The Eliza Maria was towed off last night after discharging some cargo into a lighter. The Bali discharged a little cargo before getting off. The former was moored to the Duc d'Alven; the latter was towed to the Roads.

A telegram from Galle, Jan. 3, 9.48 P.M., announces that the Arcturus (str.) heeled over and sank in 8 fms., Dec. 30, and is supposed to have parted amidships; the cargo saved consists principally of tea; the broken chests will be sold, the remainder will be re-shipped.

MISCELLANEOUS.

At ST. HELENA.—Nov. 25, Ridderkerk, Blokziel, from Batavia, and sailed 26 for Rotterdam; Mentor, de Greeve, from Batavia, and sailed for Amsterdam; 27, Sea Foam, Wilkins, from Batavia, and sailed 28, for the Channel; Dec. 2, Alvington, Adams, from Samarang, and sailed 4, for New York; 3, Luigi, Monasterio, from Penang, and sailed 5 for London; 8, Adelpha, Gunn, from Batavia, and sailed 9 for Falmouth.

Off ST. HELENA.—Nov. 24, Oceaan (of Amsterdam), from Batavia, for Amsterdam; 25, Æolus (Dutch barq.), from Batavia, for Rotterdam; Dec. 1, Argonaut (of Sunderland), from Shanghai, for New York; 4, Ambassador (of London), from Foochow, for London; 10, Aracan, from Macao, for London.

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CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700, sterling. Invested capital and accumulations upwards of £4,000,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office,
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training and education.

PARENTS

residing abroad would find this a most desirable home. References can be given for England, India, China and Japan.

For terms, &c., address M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

JAPAN.

Agent for the *London and China Express.*

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1873.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

OSLER'S GLASS CHANDELIERS,

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-stree

ESTABLISHED 1807.

GRAND HOTEL,

NO. 20, YOKOHAMA.

THE above fine Hotel has lately been opened to the Public, and offers great advantages to Residents and Tourists. It is situated in the best location in Yokohama, at the extreme end of the Praya, or Bund, and the view from it, for marine scenery, is unsurpassed in any part of the world.

The Hotel is replete with every Western convenience and accommodation, and may safely be said to be, without exception, the finest Hotel in the East.

A European will always attend the arrival of all vessels, and take charge of the Baggage of Passengers, thus saving them the trouble and inconvenience of passing it through the Custom-house.

Tiffin and Dinner, per Mensem $35.00
Breakfast, Tiffin, and Dinner, per Mensem ... 38.00
Board and Lodging, per Mensem, from ... 58.00

Yokohama, Sept. 20, 1873.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best port of the city, and suitable for families or business travellers.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French and German papers, and the *London and China Express.* Omnibus attends the trains.

CHARGES MODERATE.

HOTEL EUROPA, VENICE.

ONE of the best Hotels on the Grand Canal. Passengers per P. and O. steamers will find this a most comfortable House.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,

Importer of Havana and Manila Cigars.

16, GREAT WINCHESTER-STREET, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

"We will now give an account of the process adopted by Messrs. James Epps and Co., manufacturers of dietetic articles, at their works in the Euston-road, London."—*See Article in Cassell's Household Guide.*

MADE SIMPLY WITH BOILING WATER OR MILK.

EACH TIN-LINED PACKET IS LABELLED

JAMES EPPS AND CO., HOMŒOPATHIC CHEMISTS, LONDON.

EPPS'S COCOA is also prepared with Condensed Milk, in Tins labelled "EPPS'S MILKY COCOA."

JAPAN AND CHINA.

Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway transit across the American Continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 39 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

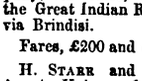
For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe, or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

Fares, £200 and upwards.

H. STARR and Co., 22, Moorgate-street, London. Agents, Union and Central Pacific Railway, Pacific Mail S.S. Company, &c.



GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Feb. 10
Glencarn	100 A1	2,120	330	March 2
Glenlyon	100 A1	2,119	275	March 24
Glenroy	100 A1	2,121	250	April 15
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glenceagles.	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India avenue.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Mei Kong ...	Jan. 18	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	Feb. 1		
Anadyr ...	Feb. 15		
Tigre... ...	March 1		
Amazone ...	March 15		
Ava	March 29		

The Steamers of the 18th Jan., 15th Feb., and 15th March connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 1st Feb., 1st March, and 29th March connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage, Freight, or information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM VIA THE SUEZ CANAL.—To sail on the 28th January, for SINGAPORE, HONG KONG, and SHANGHAI, the splendid, full-powered screw steamer LORD OF THE ISLES, 100 A1, 1,846 tons register, 240-h.p. nominal, J. DOWDY, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to MILBOURNE CLARK, Chapel-walks, Manchester; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To be followed by the s.s. "Galley of Lorne" on the 10th Feb.

GLEN LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates to JAVA and JAPAN PORTS, the magnificent Clyde-built steamship GLENFALLOCH, 2,126 tons, 100 A1, 275-h.p. nominal; South West India Dock; last shipping day, 9th Feb., to sail positively on 10th Feb. The attention of shippers and passengers is especially directed to this splendid steamer. She has elegant accommodation for a limited number of passengers.

For Freight or Passage apply to McGREGOR, GOW, and Co., 1, East India-avenue, London, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAMSHIPS, via Suez Canal.

Port.	Ship.	Class.	Dock.	To sail.
Sing., Hong Kg., Chefoo, Tientsin, & Newchwng.	Yentai, s.s.	100 A1	S.W.I.D.	Jan. 15
Peng., Sing., Hong Kong, & Shanghai.	Cassandra, s.s.	A1 20 yr.	S.W.I.D.	Jan. 29
	New stmer	100 A1	S.W.I.D.	To follow

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

CHEFOO, TIENTSIN, AND NEWCHWANG,

WITH leave to call at SINGAPORE and HONG KONG, the new ocean steamship YENTAI, 100 A1; last shipping day 15th January; South West India Docks.

ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Atma	523	Wright Bros. & Co.	Jan. 20
Cawdor Castle, s.s....	2,150	Thos. Skinner & Co.	Jan. 13
Crocus, s.s.	2,000	„ „	Jan. 22
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Feb. 10
Yentai, s.s.	—	Robertson & Co. ...	Jan. 15
Hong Kong, s.s.	1,881	Norris & Joyner ...	Feb. 10
Lord of the Isles, s.s.	1,846	Shaw, Maxton, & Co	Jan. 28

LIVERPOOL.

Hector, s.s.	1,522	Alfred Holt ...	Jan. 13
Diomed, s.s.	1,201	„ ...	—

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, to follow the Glenartney, the magnificent new Clyde-built steamship CAWDOR CASTLE, 2,100 tons, 100 A1, 300 h.p. nominal; South-West India Dock. Last shipping day, 13th January. The attention of shippers and passengers is directed to this splendid steamer. She has elegant accommodation for a limited number of cabin passengers.

For Freight or Passage apply to McGREGOR, GOW, and Co., or to THOMAS SKINNER and Co., East India-avenue, Leadenhall-street, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, the magnificent new steamship CROCUS, 100 A1, 225-h.p. nominal, 2,000 tons register, R. H. JOY, Commander; now in London; will receive goods in the South West India Dock until 22nd Jan. This splendid steamer has proved herself very fast, and has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

To be followed by the "Gordon Castle."

THE "CHINA" LINE OF STEAMERS, via the Suez Canal, from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates at shippers' risk for JAVA, JAPAN, &c.).

The following high-classed steam ships, which have been built especially for the China trade by the celebrated builders, Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tnnge	Docks.	H.p.n.	Last shipping day.
Hong Kong ...	100 A1	1,881	S.W.I.	200	Feb. 10
Hankow ...	100 A1	3,500	S.W.I.	500	To follow
Whampoa ...	100 A1	3,500	S.W.I.	500	To follow
Nankin ...	100 A1	2,423	S.W.I.	300	To follow
Canton ...	100 A1	1,881	S.W.I.	200	To follow

These fine steam ships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill), E.C.

With quick despatch

FOR HONG KONG DIRECT, the splendid clipper DEERHOUND, A1 17 years, 573 tons register; J. SHEARER Commander; East India Docks.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

*** The New Eastern Form of Bill of Lading required for this ship.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 12, 1874.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 542.] LONDON, MONDAY, JAN. 19, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1874.

Subscriptions to the LONDON AND CHINA TELEGRAPH *for* 1874, *at* £2 2*s. per annum are now payable, at our Office. Post-office Orders and Cheques should be made payable to* JAMES WEST, *Publisher,* 2, *Cowper's-court, Cornhill, E.C.*

THE MAIL TABLE.

With the present number we issue the Scheme of the Mail Services of the P. and O. Company, via Brindisi, and Messageries Maritimes, via Marseilles, for Six Months. The negotiation between the P. and O. Company and the Government, as to the passage of the Southampton mails, via Suez Canal, is not yet concluded.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 19.
JAPAN—Yokohama	Oct. 10	Nov. 29	Dec. 2
Yedo			
Osaka and Hiogo	—	—	Nov. 24
Hakodadi			
Nagasaki	—	—	„ 28
CHINA—Peking	—	—	„ 25
Tien-tsin	—	—	„ 27
Chefoo	—	—	Dec. 1
New-chwang	—	—	Nov. 25
Hankow	„ 3	„ 22	„ 30
Kiu-kiang	—	—	„ 29
Chin-kiang	—	—	„ 25
Shanghai	„ 17	Dec. 2	Dec. 5
Ningpo	—	—	„ 3
Foochow	„ 10	Nov. 28	„ 2
Formosa	—	—	„ 4
Amoy	—	—	„ 9
Swatow	—	—	„ 8
Hong Kong	„ 24	Dec. 11	„ 11
Canton	—	—	„ 9
Macao	—	—	„ 10
PHILIPPINES—Manila	„ 10	Nov. 19	Nov. 27
COCHIN-CHINA Saigon	—	—	Dec. 9
SIAM — Bangkok	—	—	„ 12
BORNEO Labuan	—	—	„ 9
Sarawak	—	—	„ 13
JAVA — Batavia	„ 31	Dec. 9	„ 13
Samarang	—	—	„ 10
Sourabaya	—	—	„ 9
MALACCA STRAITS—Singapore	Nov. 14	„ 16	„ 18
Penang	„ 14	„ 14	„ 20
CEYLON—Galle	„ 28	„ 21	„ 27
Colombo	—	—	„ 25

THE MAILS, &c.,

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward mail will be the P. and O. mail, with dates Yokohama, 16th; Shanghai, 19th; Hong Kong, 25th Dec.; Singapore, 3rd Jan., which is due, *via* Brindisi, on Monday, the 2nd proximo. The same steamer will bring the advices by next French mail, which are due here on Monday next, the 26th inst., but which have been delayed at Galle by the breaking down of the Messageries Maritimes steamer *Provence*.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Simla*, arrived Jan. 15, and to Southampton, per P. and O. steamer *Bokhara*, expected Jan 25.—Lists not to hand.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, from Marseilles, Jan. 18 (booked from London).—To Yokohama: Mr. David, and sixteen Japanese. To Shanghai: Mr. Forbes and family, Miss McLeavy Brown, Mrs. Mongan, Mr. O. R. Keele. To Hong Kong: Mr. and Mrs. Burrows, three missionnaires Italvens. To Batavia: Mr. Van Preston, Mr. Spielter, Mr. Praaff. To Singapore: Mr. Herrman. To Galle: Mr. and Mrs. Adet and three children, Mr. Baudry and friend, Mr. Boyer and family, Mr. Weber.

Per French steamer *Sindh*, from Marseilles, Feb. 1 (booked from London).—To Shanghai: Mr. and Mrs. R. Mackenzie, Mr. Bovenschen. To Singapore: Mr. Pouget, Mr. Girard. To Saigon: Mr. Lamothe Terret, Mr. Chedal. To Batavia: Mr. G. Van Baerle, Mr. A. Verbrugge, Mr. F. Van de Velde. To Hong Kong: Mr. Evecart.

Per French steamer *Anadyr*, from Marseilles, Feb. 15, (booked from London).—To Shanghai: Mr. H. H. Hollins. To Singapore: Mr. Oscar Curi. To Batavia: Mrs. Sneithen, Mr. Homans and family.

Per French steamer *Tigre*, March 1 (booked from London).—To Shanghai: Mr. and Mrs. Beazley.

Per P. and O. steamer *Mongolia*, from Southampton, Jan. 15.—To Yokohama: Mr. F. A. Cope, Mr. Yates, Mr. Clayton. To Yokohama (via Bombay): Mr. and Mrs. J. Strachan. To Ceylon: Miss C. J. D. Ogg, Mr. B. Grindwa, Mr. W. Burd. To Shanghai: Mr. J. C. Budd, Mr. T. H. Thomas. To Ceylon: Mr. Boroman. To Singapore: Mr. H. Newman, Mr. L. Surawongse.

Per P. and O. steamer *Simla*, from Brindisi, Jan. 26.—To Yokohama: Mr. G. Wood To Shanghai: Mr. Bland. To Hong Kong: Mr. Bottomley. To Singapore: Mr. Allchin To Ceylon: Mr. J. Hamilton, Mr. Brown.

Per P. and O. steamer *Simla*, from Venice, Jan. 23.—To Hong Kong: Mr. C. Buddi, Mr. F. Schutze. To Galle: Mr. Findlay. To Ceylon: Mr. R. B. Carson.

Per P. and O. steamer *Peshawur*, from Southampton, Jan. 22.—To Shanghai (via Bombay): Mr. and Mrs. Haslam.

Per P. and O. steamer *Tanjore*, from Southampton, Jan. 29.—To Yokohama: Mr. Bland. To Hong Kong: Dr. Jones, Asst. Controller Molony.

Per P. and O. steamer *Ceylon*, from Brindisi, Feb. 9.—To Penang: Mr. Forbes Brown, Mrs. David Brown, and two Misses Brown.

Per P. and O. steamer *Pekin*, from Southampton, Feb. 12.—To Shanghai: Mr. J. Dunn.

Per steamer *Hector* (Holt's Line), from Liverpool, Jan. 13.—To Port Said: Mr. Turner. To Singapore: Asst. Commissary Ottley, Lieut. Hamilton, Mr. W. Hair, Mrs. Ellis, Mr. Fleming. To Hong Kong: Asst. Commissary Arber, Mr. Bargeman. To Shanghai: Mr J. C. Hughes.

Per steamer *Cawdor Castle*, from London, Jan. 16.—For Singapore: Mr. Saltmann For Yokohama: Mr. Marcus.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from this port by the present mail extend to the Dec. 2nd. The French mail from London Oct. 10 arrived out on the 29th Nov., one day early. The *Japan Herald* contains the following items of news:—

It is said that Fuoca Kutchi, Acting Minister of War, has resigned, and that three companies of Satsuma troops have, without leave, taken themselves off. Much agitation and dissatisfaction prevail in consequence it is said, of the abandonment of the project of the Korean campaign. Many Satsuma officials have also resigned their employments under the Government. From these indications it would appear that this powerful clan is disaffected towards the Government.

On Nov. 20, Viscount San Januario, Envoy Extraordinary and Minister Plenipotentiary of Portugal to Japan, was presented to the Mikado by the Japanese Minister for Foreign Affairs, his Excellency being the first Portuguese Representative that has ever been presented here. An address was delivered by the Viscount, who subsequently presented his letter of credence in a neat silver box, surmounted by the Royal arms of Portugal. When the Minister delivered the letter to his Majesty, the Secretary of Legation, Mr. Mesnier, handed the box to one of the Japanese Ministers. His Majesty replied to the address in a short speech expressive of his desire that the friendship between Portugal and Japan may be long continued. The Minister afterwards presented separately to his Majesty the gentlemen of his staff:—Mr. P. G. Mesnier, Secretary of Legation, Mr. A. C. Moraes da Carvalho, Attache, and Mr. E. Loureiro, Consul for Portugal. (Mr. Loureiro has since been promoted to the rank of Consul General in Japan). In the evening the Japanese Minister for Foreign Affairs entertained the members of the Portuguese Legation at dinner.

A meeting of the Asiatic Society of Japan was held on the 26th November at the Grand Hotel—the Rev. Dr. Brown, V.P., in the chair. The following gentlemen were announced as new

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members :—Messrs. M. von Brandt, T. Walsh, H. Wilkinson, G. Wauchope, J. Stransome, W. C. Ayrton, and the Rev. J. Summers. On a motion, it was resolved that a committee be appointed to revise the constitution and bye-laws, and report to the next meeting of the Society, the committee to consist of Sir Harry S. Parkes, Messrs. Howell, Syle, Satow, and R. B. Baker. A paper prepared by Mr. T. R. H. M'Clatchie, of H. B. M. Legation, on "The Sword of Japan : its History and Traditions," was then read, in the absence of the writer, by Sir Harry S. Parkes.

The directors of the railway have issued the subjoined statement of passenger and goods traffic for the week ending the 23rd November :—Passengers, 26,625, $7,951.59 ; goods, parcels, &c., $606.36 ; total, $8,557.95 ; average per mile per week, $475.44. Corresponding week, 1872 :—Number of passengers, 25,469 ; amount, $8,652.99. Eighteen miles open.

An amateur dramatic entertainment has been given at the German Club by several of the members. There was a large audience, the theatre being crowded, and the performance was highly successful. The English amateurs have given a performance at the Gaiety, to a very full house.

A foot race has been run between Sergeant Potts and Corporal Pinder, of the Marines. Captain Walsh was the starter, and Dr. Caldwell referee. The distance was 100 yards, for $25 aside. Two false starts were made, when finally the sergeant got away some three yards in advance of his man, winning easily by ten yards. Time, 12 secs.

On the 25th November the Mikado, accompanied by Arisugawa no Mia and Higashi Fushimi no Mia, and attended by the Minister for War and several others, proceeded to the Kai-gun-sho, for the purpose of inspecting the reserve force of seamen quartered on shore, and to witness their evolutions and manœuvres with boats manned and armed. His Majesty was received at the entrance gate by the officials of the Naval Department, and escorted to the place prepared for him, from which to witness the review. On his arrival a battery of Marine Artillery saluted him with twenty-one guns, and a guard of honour of Marine Infantry presented arms. A division of boats, consisting of two launches and four cutters, were drawn up in line, in the basin recently made at the Kai-gun-sho, and tossed oars to his Majesty as he approached. They then formed column of sub-divisions and prepared to attack the enemy. A brisk fire was kept up and a series of evolutions were performed, acting by signal from the senior officer's boat ; after which they formed into line, and the signal to land was made. The landing was effected with great rapidity and activity. A supposed enemy's fort was stormed and captured, and the men re-embarked. The review then wound up with an exciting boat race, the boats being manned and armed. His Majesty then proceeded to the Naval College, where he partook of luncheon, after which he proceeded to inspect the College. He was received by the cadets, who were drawn up in two lines, and was saluted by them with twenty-one guns from their field battery.

The English Naval Officers, at present lent as Instructors from the British Navy, were presented to his Majesty, who warmly complimented Commander Douglas and the other officers upon the diligence and efficiency which they had displayed in carrying out their duties at the College. His Majesty then minutely inspected all the classes, and the Cadets at their seamanship and gunnery instructions, expressing himself much pleased with the progress they seemed to be making, particularly at gun-drill. The day's proceedings concluded with a review in the large drill ground opposite the Naval College of the Imperial Marine Forces.

The College at present has under instruction 130 cadets, of whom 64 are being educated as lieutenants, 17 for navigating Lieutenants, 36 for engineers, and 13 in ship-building. There is attached to the College a training-ship and small steamer for the instruction of engineers, who also have the use of a factory in the dockyard.

The *Japan Gazette* has the following :—It appears that at a meeting of the creditors of the estate of Glover and Co., held on the 1st ult., the sum offered by the Gaimusho, or department of Foreign Affairs, was accepted. This would transfer the share of Glover and Co. in the mine, together with all the machinery thereon, to the Japanese for $400,000. A lease of half of the mine was given to Glover and Co. in June, 1868 ; the other half, owned by Hizen, is now held by the Kobusho, or department of Public Works. It is rumoured that the creditors will not realise more than from 30 to 35 per cent. by this sale.

NAGASAKI.

The *Nagasaki Gazette* mentions a visit by the P.M.S. *Oregonian* to Kagosima, to land a number of Satsuma soldiers. The passengers were not allowed to go ashore, none but the captain having the privilege, as it is not an open port. The harbour is said to be very spacious and beautiful. Smoke was observed to be issuing from a couple of volcanoes near by. It is rumoured that this important place, which is much larger than Nagasaki, will soon be opened to direct foreign intercourse and commerce between Kagosima and Nagasaki. The *Express* refers to the frequent discoveries of new rocks, and advocates a re-survey of the Japanese coast, reference being made for information to the fishermen, who have several times been found aware of dangers on which foreign ships have come to grief.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 5th Dec. ; the P. and O. mail from London Oct. 17 arrived out on the 2nd Dec. The following items of news are from the *North China Herald* :—

As we anticipated, the electors on the French Concession decline to allow their Bund to be spoiled. A memorial has been presented to the Consul-General, asking him to call a meeting at the earliest possible moment, to discuss the question. The document bears 105 signatures, constituting a majority. We are glad to see that the English Municipal Council are also moving in the matter, but hear that some hesitation is felt by the Treaty Consuls about taking collective action. The opinion seems to be entertained that the Council should address the Consul of the party offending. We cannot agree ; it seems to us that a representative body should naturally take action in a matter affecting common interests. However, if the contrary view is held, it remains of course for the Council to act in accordance with the suggestion made. And while attention is being given to these official niceties, the erection of the wharf goes on. It is a pity someone cannot see a way to interfere.

Some valuable reports have been collected by Mr. Barnes, and handed in to the Chamber of Commerce, regarding the condition of the river. While some of the contributors differ on points of detail, all agree that the channel is deteriorating—except Captain Russell, who only notes a less depth on the bar, which, he says, "may or not be permanent."

The following document is posted outside the offices of the Chinese Merchants Steam Navigation Company :—

"A Proclamation by Li, Viceroy of Chihli, &c., for general information. Whereas, under the cognizance of the Throne, at my instance, a Board has been established to invite merchants to run steamers, as an experiment, for the transport of the Grain Tribute, and at the same time for freight and passenger traffic between the ports—the head office being at Shanghai, with branches for the furtherance of these objects at Tientsin, Canton, Hong Kong, Foochow, Hankow, Kiukiang, Chinkiang, Ningpo, Yen-tae, and Newchang. And whereas Chinese merchant craft should properly pay dues at the old established Maritime Custom-houses, but license has been obtained from the superintendents of those custom-houses to allow steamers and sailing vessels of foreign build, on changing to the Chinese flag, for greater convenience and economy to pass their goods through the New Maritime Customs, and pay according to the foreign scale, which system has been communicated to the Tsungli Yamen and carried into effect by the said Board. And whereas Chinese merchants, living as they do at various distances from the ports, may not all be acquainted with the facts.

This Proclamation is issued to let all merchants know that, as to merchandise shipped by the C.M.S.N. Co.—if the shipper carries on business within the Concession, the duties must be paid at the New Maritime Customs, if without the Concession, the duties demanded at every Imperial Barrier and Lekin Station must as heretofore be paid. Any wilful infringement of this, with the intention of evading duties, will subject the goods to confiscation and the trader to rigorous punishment according to law. Let all obey with trembling."

In the case of the Agra Bank *v.* Olyphant and Co. judgment has been delivered in the U.S. Consular Court in favour of the defendants. Notice of appeal was given on their behalf.

A Kiukiang correspondent writes that neither foreigners nor natives have yet heard or seen anything of the proclamation supposed to have been issued by the Taoutai, at the instance of Mr. Mayers. We may, therefore, reasonably conclude that it has not been issued, or if issued at all, in such a way that it will not become generally known. Proclamations relative to commerce or concerning merchants generally, if intended to have effect, are usually posted at the old Custom-house (Native) and at the Foreign Customs, but nothing of the kind has made its appearance yet. The correspondent continues—

"As regards inward transit traffic in foreign hands, I don't see what local merchants have to complain of, as none have hitherto done any transit business, nor have they attempted it since the visit. Chinese have not ventured to apply for passes covering goods paying by weight to Kiangsi, nor are they likely to until they see that such foreign-owned goods go by Wu-cheng safely. Until some British merchant tries to send inland Straits produce or metals, it is impossible to say whether the visit has done any good. I think had this been tried even prior to the visit the goods would not have been stopped ; but it was never once attempted, or if it was, and the goods were stopped, the merchants were too indifferent to supply Consuls with data to lodge a claim."

A letter has been sent from the Chairman of the Great Northern Telegraph Company at Copenhagen to the Shanghai Chamber of Commerce, which holds out a prospect of measures being taken to prevent the constant interruptions that now occur on the Coast. What these changes are to be is not indicated, but we presume increasing the weight of the cable in exposed parts will be a prominent feature.

A fact worthy of note is that a dredging machine is now at work in the Hwangpoo. It was built by Messrs. Boyd and Co., Pootung, and is destined for use on the Grand Canal, but preparatory to being sent there it is being successfully tried in the neighbourhood of the C. M. S. N. Co.'s Wharf, on the Pootung shore.

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We have been chiefly intent on amusements since the last mail left. The first paper hunt of the season came off on the 30th December, and was won by Mr. Dunn; Mr. Oxlade coming in first of the heavies. The same evening the Scottish residents held their annual Saint Andrew's dinner, with all the usual circumstances of speech, song and toddy. The 1st and 2nd of December were devoted to athletic sports, which went off successfully. The weather was fine, sport good, and spectators numerous. The bands of the *Iron Duke* and *Hartford* each contributed a quota towards the proceedings. The committee are to be congratulated on having arranged a successful meeting. In the evening M. Remusat gave a concert in the Masonic-hall, with the aid of several amateur musicians.

The prizes won at the late Volunteer Rifle Meeting were presented by Admiral Shadwell on Dec. 1st. There was a fair muster of Volunteers at the parade ordered for the occasion; and a number of ladies shed the light of their countenance on the proceedings. The presentation took place on the cricket ground during an interval between the sports.

It will be remembered that in October last a murder was committed in the Settlement, the victim being a Mrs. Amelia Harris, a native of the Cape de Verde Islands, and the wife of John Harris, a West Indian, employed at the gasworks. The husband and wife lived apart, the former in a house in the Peking-road, and the wife renting a small Chinese house in Tiendong-road, Hongkew, where he occasionally visited her. On the night of Oct. 24th the Chinese residents of the next houses on either side heard a disturbance going on in Mrs. Harris's. It did not seem to attract special notice, but next morning the body of the murdered woman was found lying beneath the staircase. The room in which the murder was committed was quite unfurnished, containing nothing but a large empty bath. The upper apartment, which deceased usually occupied, was well furnished, and it did not appear to have been at all disarranged. On the table was found some crochet work and a needle, and the bed was undisturbed. The husband of the deceased was apprehended on suspicion, and on Nov. 28th he was tried in the Supreme Court before Sir E. Hornby for wilful murder. The evidence against him was, however, purely circumstantial, and the jury under the direction of the judge returned a verdict of "not guilty."

HONG KONG.

Our advices by the present mail extend to the 11th Dec.; the French mail from London Oct. 24 arrived out on Dec. 6, and the following P. and O. mail of Oct. 31 was expected to arrive on the day this mail left. The *China Mail* supplies the following items of intelligence:—

We regret to record the death of Captain Toppin, late of the s.s. *Douglas*, and one of the oldest of the new generation of commanders on this coast. He died at Amoy a day or two since, after suffering for some time from disease of the lungs.

The premises, plant, stock, &c., of the Hong Kong Distillery Company were put up to public auction, and were eventually bought in by Mr. G. B. Falconer, on behalf of the mortgagee, for the sum of $51,500.

We understand that the sale of Mr. Pirkis's porcelain went off remarkably well. There was a very large attendance of the leading residents, and some of the pieces went at high prices. A pair of "pilgrim bottles" went for $20, a centre vase fetched over $60, and a small bottle, blue and white, about 9 inches high, obtained $12. Some of the plates fetched $8, and other prices were in proportion.

Saturday's *Gazette* invites tenders for farming the stone quarries for 1874, contains a notification of a newly-discovered danger at the entrance of the Straits of Bab-el-mandeb, notes the conditions of applications for passage brokers' licenses, and states that the rates for the ensuing year will be as follows:—Police, 7¾ per cent.; Fire Brigade, ¾ per cent.; Lighting, 1½ per cent.; and Water, 2 per cent., making a total of 12 per cent. on the house property in the colony.

A godown, converted into a theatre, has been opened in Amoy, and a successful opening performance of the *Area Belle* and *Turn Him Out* has been presented.

We note the arrival by the P. M. S. S. *Colorado* of Rear-Admiral Parrott, the new U. S. Naval Commander-in-Chief, and of Viscount Januario, Governor of Macao, and suite.

In the case of the Agra Bank *v.* Olyphant and Co., which arose out of the frauds of Mr. Stoddard in connection with the Union Steam Wharf, judgment has been given in favour of the defendant. The judgment is based upon the principle set forth in "Storey on Agency" that a master of a ship, or other agent, has no power to bind by a receipt for goods as delivered, *which, in fact, never were delivered*, and the fact that it was not shown in the case that any question as to the conclusive nature of Stoddard's representation was ever raised to or before the defendants held out Stoddard to the world in any other way, so far as his power to sign for goods was concerned, that the shipowner holds out the shipmaster, or the ordinary wharfinger, his clerk.

We regret to note the death of Mr. E. J. Sage, which occurred on the 1st Dec. He was Acting Consul for the United States at this port for a portion of the year 1865, a position which he filled with dignity and ability. He was an old resident of China, having resided in the East for more than twenty years. He was universally respected for his courteous and dignified deportment, for his integrity and manly bearing in all the relations of life. By prudence and sagacity he had amassed a handsome fortune. The Flags of the American and Russian Consulates, of the American shipping in port, and of the Canton and Macao Steamboat Company, of which he was a director, were at half-mast during the day.

The s.s. *United Service* arrived from Hainan. It would therefore seem that the interest at one time felt in the possible opening of a port in that island has not altogether died out, as her Chinese consignees are not likely to have let her call there unless some business was to be done.

PHILIPPINES.

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MANILA.

We have received the following items by the present mail:—The subscriptions collected at Manila for the relief of the sufferers from the hurricanes in October last amounted to $3,519, so far as was known at that date; the number of vessels lost amount to fourteen, and those damaged to seventeen, all of which, judging from their names, are Spanish. There are many other vessels, including a steamer, the *Pasig*. The Manila Jockey Club are making preparations for the races there, which are to come off at the end of February or the beginning of March next, and are to last three days. The Manila *Comercio* states that there is great animation amongst the members of the Jockey Club and racing amateurs there, and that the spring races of 1874 will be the most animated ones that have come off yet.

An extraordinary lottery drawing will take place at Manila, for which, says the local *Diario*, 15,000 tickets at $20 each, and divided into tenths, have been distributed. The largest prize will be for $50,000, and the next largest for $25,000. The same journal says that the second largest prize obtainable during the November drawing fell to an artillery lieutenant serving in the Philippines. Up to the 23rd November 1,200 tickets for the December drawing had been forwarded to China.

An Italian opera company is successfully performing at Manila.

Slight shocks of earthquake were felt on the 14th and 15th, accompanied by subterraneous rumblings.

The official reports from the provinces are of but little interest to the general reader. The ravages of small-pox, outbreaks of fevers, and damage caused by rain, flood, and storm, are duly chronicled. Remarkable offences and casualties are drily mentioned, with circumstance, name, date, and place, circumstantially given, but seldom with full particulars, as may be seen from the following extracts:—

Isabela, Oct. 31.—The Under Governor of Cabagan reports, under date the 30th inst., that an alligator has devoured a woman in the Cagayan river.

Isabela, Nov. 7.—The Under Governor of Hagan reports, under date the 29th ultimo, that at about one P.M. eleven buffaloes, male and female, have been killed by a thunderbolt, no accidents to persons having happened.

Zambales, Oct. 31.—The Under Governor of Alaminos reports to his superiors, under date the 26th instant, that one Nicholas de Castro, when playing at games of chance at Polit in that district, killed a lame man with whom he was gambling; the magistrate of the province is making inquiries into the matter.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail extend to the 18th Dec.; the P. and O. mail from London Nov. 14 arrived out on the 16th Dec. The following items are from the *Straits Times*:—

The topic of principal public interest in this part of the world just now is the war with Atchin. We are unable, however, to give any information regarding it, the only news that has reached here being that the Dutch forces landed on the 9th Dec., after but slight resistance, and had established themselves on shore. The point selected for landing was, we understand, where they were least expected, and consequently the Atchinese were, so far, taken by surprise. News of further operations of the opposing armies is anxiously expected; but as no British man-of-war accompanies the expedition, the public are dependent entirely upon Dutch official sources for information, and can, therefore, learn only what it suits the invaders to make public. The reports of the ravages of cholera among the expeditionary force were much overdrawn, as only seventy-seven cases occurred in the entire force, from the time of leaving Batavia until reaching Atchin.

The case of the *Glenlyon*, reported by last P. and O. mail, has raised the question of the propriety of allowing passengers to be carried on deck at all. The Court of Inquiry into the matter at Hong Kong drew attention to the deck-passenger question in a mild way, but it has been taken up here in earnest, and we understand the result will be the passing of a local Ordinance

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prohibiting the passenger traffic altogether in vessels not having available accommodation below in case of bad weather. This is not only desirable, but is rendered absolutely necessary for the safety of the passengers, if not of ship and cargo, on many of the vessels now carrying Chinese deck passengers; and now that, instead of the clumsy, slow-sailing junks that a few years ago did the greater part of the Chinese passenger trade, and the quicker sailing but scarcely less comfortable European sailing ships that superseded them, the coolies now go by steamers running almost daily, some of which are fitted especially for the traffic—there is little fear that such an Ordinance will seriously affect the labour supply, while it will be sure to benefit the coolies by providing them with a safer and more comfortable means of transit.

The cattle murrain, which appears to be a mild form of the foot and mouth disease, still prevails here, and in consequence all the carts used in the town are drawn by coolies—even to the heavy water-carts—and beef and milk are almost unobtainable, and even when procurable are looked upon with great suspicion. Owing to this there has been an unusual demand for mutton and poultry—dealers in which are reaping a harvest—and coolie labour is at a high premium. It is considered by no means extravagant just now for a Singapore street coolie—at no time over modest—to demand fifty or sixty cents for a couple of hours' work. Fortunately for the public, this state of things is not likely to last long; the cattle disease, though it has for the time disabled all the bullocks, has not proved very fatal in its effects, and the majority of them are said to be recovering from it.

The Chinese community have during the past year been remarkably quiet, probably having discovered that they would not enjoy immunity as formerly from the consequences of riots. The Teo Chew, Macao, and Hylam tribes have held their annual religious procession, which this year was a very long and showy one, and a great success. The Hokien tribe hold their triennial procession on the 22nd December, and this, from all accounts, will be a very grand affair, and well worth seeing.

There has been no meeting of the Legislative Council since the arrival in the colony of Sir Andrew Clarke, and, as a private telegram announces that Earl Kimberley has accepted the resignation of the unofficial members, some curiosity is felt as to what will be the result, there being little probability that their places will be readily filled. The estimates for the ensuing year have not yet been passed, but we presume no great harm will result in this instance should they be allowed to lie over a little longer, and we do not imagine the Council will be called together at this late day, at least for business.

Our Java advices report the destruction by fire of another coal ship, the *Nekalennia*, bound to Java. The frequent recurrence of such disasters in the Indian Ocean, which have caused, within the last few months, the total destruction of four or five ships, proves that all the researches of science have as yet failed to satisfactorily account for the causes of these horrors, or to afford the means of prevention. Shipmasters, and many others who have had long experience in the coal carrying trade, entertain serious doubts as to the utility of ventilators, at one time deemed so essential to coal ships, it being said that, by supplying air to the smouldering cargo, they assist in the very destruction they are designed to prevent. It is urgent, in the interests of humanity, that some means should be devised to prevent these disasters, and the exposure to the double perils of fire and flood of all on board of coal ships, especially on long voyages.

Numerous addresses have been presented to his Majesty the King of Siam on the occasion of his coronation. The most interesting are the two sent by Sir Andrew Clarke and the Singapore Chamber of Commerce, and his Majesty's replies thereto. The addresses are couched in most appropriate language, and the terms of the King's replies show that the important and growing trade between this colony and Siam is duly appreciated, and that every care will be taken to foster and encourage it.

There is at last a prospect that the Chindrass Gold Mine will shortly be in a position to prove its capabilities beyond the possibility of further doubt. The quartz crushing machine, so long and anxiously awaited by the shareholders, has at last arrived in Singapore from Australia, and will, without doubt, be shipped off to Malacca and set up at the mine as soon as practicable.

Singapore, after all its excitement about the proposed abolition of the municipality, did not manifest much interest in the late election of a municipal commissioner. Mr. Tan Seng Poh, the retiring member of the board, was elected for the ensuing three years, though the number of votes polled was very small. Malacca was not so fortunate, as out of one hundred and twenty-six qualified voters only thirteen votes were polled, two candidates getting three votes each, three others two votes each, and the sixth one vote; the election was, therefore, a failure.

Batavia papers of the 27th Nov. state that cholera at that date was abating at that city, but was spreading at Tangerang, and had broken out in Bantam and the Preanger. The disease was on the increase at Samarang, and was then still prevailing in the Lampongs. It had been officially announced that out of 1,288 persons attacked by cholera at Palembang 567 died. The reported cases of cholora in Batavia on the 26th Nov., of all classes, under treatment, amounted to twenty-nine, six of whom recovered and eight died, leaving fifteen cases uncertain. This does not include cases at Meester Cornelis, Buitenzorg or Tangerang, at which places it is more prevalent than at Batavia itself.

The *Ichang*, the third of the steamers built at home for the China Navigation Company and brought out *via* Suez Canal, arrived at Tanjong Pagar Wharf on Dec. 7th, having left London on Oct. 18th. She is commanded by Captain Pexton, pretty well known here as former master of the *Cleator*, who also brought out the *Pekin*, the first of the steamers. We understand the *Ichang* may possibly have to remain here some time, as it is considered hazardous for a vessel of her build to attempt the voyage of the China sea against a strong head monsoon.

The contractor for the erection of the North Sands light-house is about to make another essay to carry out the work. The barque *Elizabeth* has been engaged by Government for the use of the contractor's engineer and workmen, and after taking the iron on board at the naval coal depot on Pulo Brani, left for Malacca, being towed down by the Colonial steamer *Pluto*. It is earnestly to be hoped that the present attempt will prove successful, if the erection of a light-house there be at all practicable—which many nautical men seriously doubt.

H.M.S. *Midge*, Captain Grant, has arrived from Penang, where she has been busy for some time past in endeavouring to put a stop to the piracies which have of late made the waters in that neighbourhood so unsafe for native craft. She will very probably be replaced for a time at Penang by H.M.S. *Thalia*.

The British steamer *Cheops*, Captain Jarman, from London 16th October, *via* Suez Canal, has arrived with reinforcements for the regiments stationed here and in China.

The Portuguese corvette *Duc de Palmella*, Captain Da Silva, anchored in the roads, and saluted the British flag, the salute being returned from Fort Canning. The *Duc de Palmella* comes from Macao, and is on her way home *via* Suez Canal.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Cornabé, and Co.'s Circular, dated Dec. 1st, says:—During the month under review we have had an active demand for 8¼ lb. Grey Shirtings, and a large business has been transacted at Tls. 1.94 per piece. As we close, however, the enquiry seems somewhat weaker. Almost nothing has been done in Drills, T-Cloths, or Fancy Cottons. It Woollens we have no change to record. Metals: For Nail Rod Iron we have had a good enquiry; other kinds of Iron have not been so much wanted. For Lead the demand has been trifling, and transactions show no improvement on last rates.

HANKOW.—Only a moderate business had been done. An improved demand for 8¼ lbs. Grey Shirtings, which existed during the earlier part of the fortnight, had of late subsided, and with the exception of Jeans there was no improvement in other kinds of goods. Grey Shirtings: 8¼ lbs. were fairly active for some days after departure of last mail, t but latterly there had been less doing. Prices at the close slightly higher, and a small sale of Eagles reported as high as Tls. 2.1. Of 10 lbs., some 2,000 pieces had found buyers at an advance of from two to three candareens. 7 lbs. in moderate request at former rates, but in 6 lbs. nothing done. White Shirtings · Firm, with an uward tendency. Jeans: A few taken at an advance of some five candareens, but demand limited. Fancy Cottons: Moderate business in Damasks, Dyed Brocades, Gentian Shirtings, and Gentian Drills. Woollens and Worsteds—Long Ells: Inquiry had not been so good, and rates were unchanged, except for Scarlet, which were five candereens higher. Camlets and Spanish Stripes: Larger business doing at fully previous rates. Figured Orleans: Settlements had fallen off considerably, and total sales for the fortnight only 600 pieces; rates unchanged. Metals: No business reported, and prices nominally as last advised.

SHANGHAI.—Cottons: The business of the fortnight had been of a trifling nature, buyers for the Northern markets having supplied their wants for the season, while demand for the river ports had been unusually light. At the annual meeting of the members of the Chamber of Commerce attention was specially drawn to the injurious influence in the importing trade which excessive sizing and mildew in Plain Cottons was causing. The evil was admitted to be very general, and hopes were expressed that remedies might be adopted, to save the trade from the discredit and loss now attending it. The stock of Grey Shirtings had been reduced to a small compass, but there seemed to be no disposition to speculate, and market rates were weak. White Shirtings were also in very small stock and in few hands; holders looked confidently for a rise in value by Chinese New Year. T-Cloths, Drills, Jeans and Sheetings, continued in the same unsatisfactory state as last reported. Fancy Cottons: For the last steamers bound north there had been a good demand for Gentian Shirtings, Cotton Lastings, and some descriptions of Chintzes, but the market at the close was very quiet. Turkey Red Cambrics had been taken to a fair extent for Japan. Woollens.—Scarlet Long Ells continued to attract the attention of the dealers, but they were slow to respond to the advanced demands of the few holders. Other descriptions of Woollen and Worsted Fabrics met with slender inquiry. Metals.—Nail Rod Iron: There was no actual business to report, and the position of importers and dealers, in the absence of transactions, remained unaltered. Lead: A further advance had occurred, the last sale being at Tls. 6.30 per L.B. Holders were firm for still higher rates, which will in all probability be obtained when the natives

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are compelled to make purchases for the next Tea season. It is well known that there are no stocks in the various Tea districts.

FOOCHOW.—The steamer with the advices from this port had not reached Hong Kong when the present mail left.

HONG KONG.—The greatest dulness had prevailed in this market during the interval, and importers found it almost impossible to dispose of their stocks. The dealers were only buying to satisfy their immediate wants, and these were remarkably small, owing to the depression of trade in the interior. Rice: Under the influence of purchases by foreigners for India and Europe, values had advanced and a general rise of 10 to 15 cents per picul was reported. Imported grain had been bought but sparingly by natives, as the yield from their own crops was said to be ample for their wants.

CANTON.—Lead was again slightly lower, on account of the absence of any demand. There had been no sales during the fortnight, and stocks were estimated at 2,000 piculs common, and 200 piculs W.B. Quotations for common, $9 to 9.10, and W.B. $9.20 to 9.40 Quicksilver was quoted at $170 to 172, but at this price was not wanted.

BANGKOK.—The market for Piece Goods had been fairly active, and prices were steady at about former quotations. Best makes of T-Cloths were in good inquiry, while Yarns, both grey and coloured, were out of favour.

BATAVIA.—The market had presented no new feature of interest. Complete stagnation in nearly every description of Cotton manufactures continued to prevail; dealers had given up offering to buy under the current tariff and in the existing dulness they were not desirous to purchase much for delivery under the reduced duties, though some few transactions had already taken place on this condition. The rainy season had fairly set in and this also tended to interrupt business.

SINGAPORE.—Messrs. Boustead and Co.'s circular says:—The arrivals with general cargoes are the steamers Sarpedon and Deucalion from Liverpool, and Cheops, Atalanta, and Braemar Castle from London. A moderate business has been done in Piece Goods during the past fortnight. Stocks are light, and latterly importers have become firmer, and are now asking higher prices for some descriptions of Grey Goods. 39 in. Grey Shirtings: Considerable sales of 8¼ lbs. effected at $2.40 to 2.42½, and the market is now firmer, most importers holding for $2.42½ to 2.45; 7 lbs. saleable at $2 to 2.02½ to a small extent; 6 lbs. neglected and prices nominal at $1.80 to 1.82½. 45 inch have met with no inquiry. 32 inch T-Cloths: 7 lbs. dull at $1.65 to 1.70 for ordinary. Mexicans in better request at $1.87½ to 1.90; 6 lbs. in good inquiry at $1.50 and now scarce. Sales of 5 lbs. at $1.25 to 1.27½. Light weights in rather more inquiry; sales of 4 lbs. at $1.02½ to 1.07½. 40's Grey Yarn in small supply, and moderate clearances effected at $120 to 122. 30's scarce but little wanted; 18/24's in more inquiry for small lots. Coloured Yarn: Favourite chops of T. R. Yarn out of stock. Sales of full weight ordinary quality at $144; 10 lbs. bundles wanted. Dark and Medium Green Yarn saleable to a small extent at $82 to 85, and light Green at $81 to 83. Orange continues in moderate request; Imperial Red and Yellow are dull of sale. Woollens: Camlets in small demand at $19 to 20 for assortments. Lastings in occasional inquiry for both Black and Assorted. Long Ells: Scarlet out of stock and both 9 lbs. and 12 lbs. are wanted. Scarlet Bombazetts neglected. Metals: Iron steady and with a better inquiry for some descriptions, prices rather firmer. Lead continues quite nominal in value, there being none here, and no late sales have transpired; recent China advices have been favourable and prices have rather an upward tendency; L.B. is worth about $7 to 7¼.

PENANG.—The market had been very dull both for staples and other goods. Very few transactions had taken place, and quotations generally were unchanged.

EXPORTS.

—o—

TEA.

HANKOW.—Arrivals had been small, and the few settlements reported were again by Russian firms. Settlements for the fortnight, 1,946 chests. Shipments on native account 534 chests.

KIUKIANG.—All arrivals had gone to Shanghai on native account. Export from the commencement of the season to Nov. 29th, 1873, 19,765,937; 1872, 19,628,791 lbs.

SHANGHAI.—Black: Only an unimportant business had been transacted. Prices, however, remained much as then quoted. Common and low descriptions continued out of favour; the demand having run on the better qualities on offer. Supplies had been small, and the stock was decreasing:—Settlements for the fortnight, 4,800; re-shipments on owners' account, 100 chests; stock, 16,000 chests. Quotations:—Duty paid; Hohow, common to fair, 9½d. to 1s. ½d.; Oonam and Oanfa, common to fair, 9d. to 1s.: Ningchow, fair to good, 10d. to 1s. 1½d.; Oopack, fair to good, 10½d. to 1s. ¾d. Green: Settlements during the past fortnight had again been on a liberal scale. Finest grades were getting into small compass, and continued to command full rates; but the great bulk of medium Teas had tended downwards, and in such kinds better value had been obtainable. Arrivals had latterly been more moderate, and the stock was considerably reduced. The further receipts of Teenkais and Fychows were expected to be very unimportant, and whatever deficiency may exist in the total supply for the season would mainly consist of Teas from these districts. The following had been about the prices paid:—For Teenkai, Tls. 35 to 59; Moyunes, 32 to 64; Fychows, 23½ to 48; Taipings, 27½ to 28; Pingsueys, [illegible] to 36½ Tls. per picul; total settlements, 48,222 half-chests; stock, 84,2[illegible] half-chests.

AMOY AND [illegible].—Since the 24th November buying of Oolongs had been fairly active, [illegible] half-chests having been taken at rates a shade dearer for common to go[illegible] grades. The market has been entirely cleared for all kinds above [illegible] very desirable quality. A further [illegible] and there was nothing on offer of it is thought would complete the season's [illegible] a few hundred half-chests ceed 152,000 half-chests. Quotations:—[illegible] which would not exto 16 per picul; common, $17 to 17.50; fair, $[illegible] inferior cargo, $14 23: superior and fine, $25 to 30. Arrivals to date 19[illegible]od, $21 to and stock 2,148 half-chests. The British barque John C. [illegible]hests, on the 6th December for New York, and the German barque Obero[illegible] had been chartered for the same destination at £2 12s. 6d. per ton. At Tamsui the season was nearly closed, the few parcels which had come down from the country having been bought as soon as shown, at full rates for Teas possessing any quality. There was still a small quantity of packed teas to arrive, which would complete the season's supply. The British barque Yarra had nearly completed her loading, and was expected to sail in two or three days.

CANTON.—Messrs. Deacon and Co.'s Report says:—We have again had but a small business during the fortnight. Settlements show a reduction on previous prices, and Teamen are far more willing sellers than they were a month ago, buyers, however, are only supplying themselves for special wants, and evince no desire to operate largely. Canton District Congous: A few hundred boxes have been taken, which clears our stock of anything desirable. Scented Teas: Transactions in Scented Orange Pekoes have been of no importance, although we can quote a reduction of quite Tls. 2 per picul on the few sales made. Fine and finest descriptions are not to be had, and it is said that at present natives cannot remuneratively prepare them for this market. In the absence of desirable quality there is hardly anything doing in Scented Capers. Stock is composed chiefly of glazed description, which is so much out of favour in the London market. Canton Greens: Some business has been passing in Gunpowders for the American and Australian markets. We summarise sales, with prices, as follows:—Canton District Congous, 600 boxes, at Tls. 18 to 22¼; Scented Orange Pekoe, 3,000 boxes, at Tls. 14 to 22; Scented Caper, 600 boxes, at Tls. 18; Canton Greens, Gunpowder, 1,400 boxes at Tls. 15 to 25.

SILK.

SHANGHAI.—Important settlements by several continental firms early in the fortnight gave a stimulus to business, causing an advance in values generally at Tls. 5 to 10, prior to the despatch of last mail. Since then, however, the demand had subsided, only small settlements of irregular descriptions, aggregating 800 bales, having been made. Holders continued to show much firmness, and for anything with a known chop were asking still higher rates. Settlements for the past fortnight, Chinas, 3,200 bales. Total settlements since 1st June, 44,700 bales; against 1872, 44,800 bales; 1871, 40,000 bales. Comparative unsold stock on this market 4th December, 1873, 5,000 bales; 1872, 4,000 to 4,500 bales; 1871, 4,500 bales.

CANTON.—The fortnight had again been one of inactivity, and there was no change to report in the position of this article. With so small a business doing a decline in prices ought to result; but so far native dealers continued wonderfully firm, and the fact that really good Silk of the different classes was short in stock, both here and in the country, tended to strengthen them in their demands. Stock computed at 1,200 bales Tsatlee, 200 bales Loongkong, 150 bales Cumchuck and Lacklow, 200 bales Kowkong, and 300 bales of inferior sorts.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅛d.	4s. 2⅛d. to 4s. 3d.	4s. 3⅛d.
Shanghai ,, ...	5s. 8⅛d.	5s. 9d.	5s. 9⅛d.
Canton ,, ...	4s. 2⅛d.	4s. 3d.	
Hong Kong ,, ...			4s. 3⅛d.
Macao ,, ...			
Singapore ,, ...	4s. 3d. to 4s. 3⅛d.	4s. 3⅛d.	
Manila ,, ...	4s. 1d.		4s. 3⅛d. to 4s. 3⅝d.

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305 to 306	227½
,, Hong Kong	26 to 26¼ dis.	—
Bar silver	Tls. 111.3.0	8 prem.
Mexican dollars	,, 74.0.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 47 per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance Company, $900 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 30 per cent. premium
Hong Kong Fire Insurance Company, $355 premium.
Union Insurance Society, $500 premium.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $38 premium.
Victoria Fire Insurance Company, $21 premium.
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 11 per cent. prem.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd.
Shanghai Dock Company ...	500 ...	500 ...	205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	138 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	112 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	500 ...	12 p.c.
French Gas Company	50 ...	50 ...	62 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$550 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	40 ...	
Union S.N. Company	100 ...	100 ...	60 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	725 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,850 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,950	$250.p.sh
Hong Kong and China Gas Co.	£10 ...	£10 ...	£65 ...	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.95 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	133 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls.135 ...	12p.c.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Jan. 11, Walton.

At SHANGHAI.—From London, Dec. 2, Tartar (str.); Jan. 12, Whimfell; from Liverpool, 29, Achilles (str.); Jan. 12, Menelaus (str.).

At HONG KONG and CANTON.—From London, Dec. 7, Glenroy (str.); 9, Banian, Ningpo (str.).

At SINGAPORE.—From London, Dec. 17, Braemar Castle (str.), Ben Nevis; from Liverpool, 12, Deucalion (str.); from Southampton, 16, Behar (str.); from Cardiff, 12, Lavarello; 13, Venti Septembre; from London, &c., Jan. 12, Tom Morton (str.), Egeria (str.), Leon.

At PENANG.—From London, Dec. 18, Alice; from Liverpool, 8, Sarpedon (str.); 10, Deucalion (str.).

At BATAVIA.—Fram Newcastle, Dec. 3, A.M.E.; from Cardiff, 10, A. E. Vidal; from Bordeaux, 8, Asie Mineure; from Holland, 1, Celebes.

DEPARTURES.

From SHANGHAI.—For New York, Dec. 1, Mary Whitridge.

From HONG KONG and CANTON.—None.

From SINGAPORE.—For London, Dec. 12, Hong Kong (str.); for Merseilles, 8, Witch.

From PENANG.—For London, Dec. 11, Glaucus (str.); 15, Hong Kong (str.).

From BATAVIA.—For Channel, f.o., Dec. 3, Schiedam; 4, Bonnie Dunkeld; 6, Marys; for Holland, 11, Koningder Ned, Maibit, Friesland.

From BANGKOK.—For Marseilles, Nov. 20, Clementine.

VESSELS LOADING.

At YOKOHAMA.—For London, Shalimar; for New York, James S. Stone.

At SHANGHAI.—For London, Achilles (str.); for New York, Oberon, Sea Serpent, Black Prince, C. R. Bishop, Silver Eagle.

At FOOCHOW.—For London, Melbrek.

At HONG KONG and CANTON.—For London, Glenisla, Lothair; for New York, Kinfans Castle, Tamesa.

At SINGAPORE.—For London, Timolcomte, George Shotton; for Liverpool, Duncraig; for Channel, Auguste; for New York, Gratitude.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, per steamer, £3 per ton of 40 feet; to New York, £2 10s. per ton of 40 feet.

At HONG KONG AND CANTON.—To London, per sailing vessel, £3 per ton of 50 feet, per steamer, £3 5s. per ton of 40 feet; to New York, £2 17s. 6d.

At SINGAPORE.—To London and Liverpool, per sailing vessel, £2 17s. 6d. to £3 7s. 6d.

At PENANG.—To London, per steamer, £4 5s. to £4 10s. measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Nov. 25	Fairy	Zebu	Liverpool
„ —	Sharpenton	Do.	Do.
„ 26	Profetta	Cardiff	Singapore
„ —	Marine Adolfina	Samarang	Amsterdam
„ 27	Liberaal	Batavia	Do.
„ —	Dordrecht II.	Do.	Rotterdam
„ 28	Archos	Manila	Liverpool
„ —	Sacramento	Do.	New York
Dec. 2	Old Dominion	Do.	Do.
„ —	Catharina	London	Singapore
„ —	Black Adder	Ilo Ilo	Boston
„ —	Vera Cruz	Do.	Falmouth
„ 4	Hopewell	Shanghai	New York
„ —	Flying Cloud	Hong Kong	Callao
„ 6	Guinevere	Manila	New York
„ —	Schiedam	Batavia	Falmouth
„ —	Bonnie Dunkeld	Do.	Channel
„ —	Clausina	Yokohama	New York
„ —	Invincible	Singapore	Do.
„ 7	Doriga	Saigon	Havana
„ 8	Fowcomba	Zebu	New York

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 15, at London, from Bassein, Charles Bal; off Deal, from Shanghai, Weymouth; at King Road, from Batavia, Bengal; at Texel, from Batavia, Dahlia (str.); 16, at London, from Akyab, Pellicano; from Ilo Ilo, Janet Holt; from Bassein, Ballestrino; off Deal, from Macao, Arabian; at Falmouth, from Cheribon, Herschel; at Queenstown, from Rangoon, Elizabeth D.; 15, at Newcastle, from Singapore, Duchess; 12, at Naples, from Batavia, for Nieuve Diep, Koning de Nederlanden (str.); 17, at London, from China, Aracan; 18, from Colombo, Avery; 17, at Falmouth, from Singapore, for Havre, Ella; off the Lizard, from Bassein, Royal Family; 16, at Liverpool, from Manila, Amigos; 4, at New York, from Ilo Ilo, Willie Rickmers.

DEPARTURES.—Jan 15, from Liverpool, for Batavia, Ernestine; from Cardiff, for Yokohama, Deogaum; for Singapore, Dugay Trouin; Dec. 21, from Rio Janeiro, for Galle, Belpore; 22, for Java, Gazelle.

SPOKEN.—R.B.N.J.—Java to Falmouth, Dec. 11, 8 N., 30 W.; Cardiganshire, for Penang, Dec. 8, 22 S., 32 W.; Argo, Sunderland, to Singapore, Dec. 18, 17 S., 32 W.

MISCELLANEOUS.—The Eleanor, Patterson, from London to Penang, has been detained in Portland Roads since the 13th Jan., in consequence of five of the crew refusing to go to sea, on the plea of the unseaworthiness of the vessel; the ship has been surveyed and has been declared perfectly fit to proceed, and the refractory men have been senten[illegible] ten weeks' imprisonment.

CASUALTIES.—Sourabaya.—[Penang, 16th Jan., 3.15 P.M.]—The Aeroliet (Dut. ship), hence to Rotterdam, via Panaroekan, with a general cargo, took fire in port here; she broke adrift, and came into collision with the County of Forfar and the Gem, slightly damaging them both; the Aeroliet was destroyed, and was scuttled in 37 feet water. The Willie Rickmers, Walters, which arrived at New York on the 4th Jan., from Ilo Ilo, experienced 26th Dec., off Hatteras, a violent gale, commencing at S.E., veering to W., thence to N., lasting forty-eight hours, during which she stove bulwarks. Glasgow, 15th Jan.—The Contest (barq.), which arrived at the Tail of the Bank, yesterday, from Java, while coming to, fouled H.M.S. Black Prince, and had lower yard and double topsailyards carried away.

LATEST TELEGRAMS.

THE WAR IN SUMATRA.

PENANG, JAN. 10.—Advices received here from an independent reliable source announce that the Dutch troops have captured the Mosque. They have erected twelve large guns and four mortars wherewith they are shelling the Kraton. It is expected that the city will fall shortly. The health of the troops is improving.

PENANG, JAN. 12.—Intelligence received here from Atchin announces that the Dutch troops, before capturing the Mosque, were twice repulsed, with a loss of 240 killed and wounded, including twelve officers. The Atchinese made a most desperate and determined resistance.

THE HAGUE, JAN. 12.—The Government has received an official despatch to-day from General Van Swieten, dated Penang, Jan. 11th, announcing that the Dutch troops have bombarded the Kraton and Missigit, and have taken the latter position by assault. The defence made by the Atchinese was desperate, as they had been excited by absurd reports respecting the intentions of the Dutch. The Dutch losses were seventeen killed and 197 wounded, the greater part slightly. Notwithstanding their losses they gained a great success. The bombardment of the Kraton has only produced an insignificant effect up to the present, as the enemy has good iron-clad defensive works. The Dutch are now approaching this position by sap, and will throw up a breaching battery. Half a brigade of the reserve has been brought from Padang. The health of the troops has improved. In the expedition against Pedier the Dutch only lost nine wounded.

THE HAGUE, JAN. 14.—The Government has received a despatch from Lieutenant-General Van Swieten, dated the 9th inst., in which he says: "Our troops continue strengthening their position at Missigit and constructing batteries."

PENANG, JAN. 16.—According to the latest reports from Atchin the Dutch troops have captured the outer forts of the Kraton, and have cut off the communication between the Atchinese in the Kraton and the interior. The losses sustained by the Dutch in the operations are not yet known.

THE HAGUE, JAN. 17.—The Government has to-day received an official despatch from Penang, dated the 16th inst., announcing that General Van Swieten has taken the important strategical line from the Missigit to Kotapotioct, with a loss of seventeen wounded. All the communications of the Atchinese in the Kraton are now cut off, as the principal gate of the Kraton on the river side is barricaded, and the Dutch command the place from the position of Kotapotioct. The Atchinese display immense energy in their resistance. The Dutch cannot carry on their siege works without frequent engagements. Nevertheless, they are constantly successful, and the early capture of the Kraton is expected, although it will be an undertaking fraught with danger. An emissary, bearing letters to the Sultan, has been assassinated in the Kraton.

PENANG, JAN. 17.—Intelligence received here from Atchin to the 12th inst. announces that the Dutch had commenced bombarding the Kraton, and would storm the place when practicable breaches had been effected. Another native chief had espoused the Atchinese cause, refusing to remain neutral, although the Dutch offered to suspend their blockade of his territory. Two thousand Atchinese had attacked the Dutch head-quarters from the rear, the greater portion of the Dutch troops being absent at the time. The Atchinese were, however, repulsed.

INDIA AND SIAM.

CALCUTTA, JAN. 14.—The Viceroy has just signed a treaty with Siam promoting commerce between Burmah and Zimmoy, with a view of protecting the timber trade and preventing crime.

MARKET REPORT.—CHINA.

HONG KONG, JAN. 16.—Market for Cotton Piece Goods improved, for Woollens quiet, but Long Ells in demand and advancing; Grey Shirtings, 6½ catties, 8¼ lbs., $2.55; Cotton Yarn, 16-24, $118; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2.05. Cotton: Fair medium Bengal, $12½. Exchange on London: Bank bills, six m.s., 4s. 3⅛d. Tea, freights to London, by steamers, £3. Silk: At Canton limited business doing; No. 4 Tsatlee, $405.

SHANGHAI, JAN. 17.—Market for Cotton Piece Goods and for Woollens quiet; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.2 to 2.0.4; T-Cloths, 6lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.4.7. Cotton; Fair medium China Tls. 8¼. Silk: Market quiet; Tsatlee, No. 3 Koonfoongs, Tls. 455 to 475, No. 4, Tls. 400 to 425; Red Peacock, Ts. 375 to 380; Blue Elephant, Tls. 380 to 385; total settlements from 1st June to date, 48,500 bales; unsold stock, 5,500 bales; [illegible]port (from Shanghai) from 1st June to date to England, 29,000 [illegible]es, to the Continent 15,000 bales. Tea: Total export (from Shanghai) from 1st June to date, black 63,000,000 lbs., gree[illegible] [illegible],000 lbs. Exchange on London: Bank bills, six m.s. [illegible] Mexican Dollars, Tls. 73.7.0.

STRAITS SETTLEMENTS.

SINGAPORE, J[illegible]—Market for Manchester goods quiet; Cotton [illegible] Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7lbs., $2.2½; T-Cloths, ordinary, $1.52½. Gambier, $5.10. Pepper: Black (Sin[illegible]); Yarn, 40's [illegible]15.35; White (Rhio), $19. Tin (Malacca), $31.75. Coffee

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(Bonthyne), $28½. Exchange on London: Bank bills, six m.s., 4s. 3⅛d.

PENANG, JAN. 14.—Tin, $31.05. Pepper: Black, $15.50; White, $23.80 Sugar, No. 1, $6.55; No. 2, $4; No. 1 basket $3. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $120; 30's, $100. Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3⅛d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JAN. 15.—The P. and O Company's steamer Simla arrived at 11 A.M., and the mail left at 1.50 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JAN. 12—The P. and O. Company's steamer Bokhara left here at 11 A.M. to-day, and may be expected at Southampton about the 25th inst. Specie £595,000.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, JAN. 11.—The P. and O. Company's steamer Khedive, from Alexandria 29th ult., arrived this morning. She brings 31 passengers and 151 packages specie, value about £440,000.

INWARD MAIL, DUE FEB. 9.—GALLE, JAN. 14.—The Messageries Maritimes steamer Hooghly, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, JAN. 15.—The P. and O. steamer Mongolia left here to-day with the heavy India and China mails. After delivering the mails, &c., at Alexandria the Mongolia will proceed through the Suez Canal to Galle, Madras, and Calcutta. The corresponding Overland Mail *via* Brindisi will be despatched from London on the 23rd inst.

OUTWARD MAIL OF JAN. 9.—SUEZ, JAN. 16.—The P. and O. steamer Baroda left at 11 A.M., and the Australia at noon, with the outward India and China mail of January 1st-9th, for Bombay and Calcutta respectively.

OUTWARD MAIL OF DEC. 19.—GALLE, JAN. 14.—The Messageries Maritimes steamer Irawaddy, from Marseilles, 19th ult., left here to-day for Singapore.

OUTWARD MAIL OF DEC. 5.—SINGAPORE, JAN. 7.—The French mai from London Dec. 5 arrived here to-day.—Hong Kong, Jan. 16.—The French mail from London Dec. 5 arrived here to-day.

OUTWARD MAIL OF NOV. 28.—SHANGHAI, JAN. 13.—The P. and O. mail from London, Nov. 28, arrived here to-day.

OUTWARD MAIL OF NOV. 21.—SHANGHAI, JAN. 7.—The French mail from London Nov. 21 arrived here to-day.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ATKIN—On the 17th Nov., at the Imperial Mint, Osaka, the wife of E. Atkin, of a son
BROWN—On the 12th Dec., at Glugor, Penang, the wife of David Brown, of a daughter
BYRNE—On the 2nd Dec., at Shanghai, the wife of Edwin Byrne, of a daughter.
CARTMAN—On the 24th Nov., at Yedo, the wife of E. S. Cartman, of a daughter.
EVANS—On the 27th Nov., at Shanghai, the wife of M. P. Evans, of a daughter.
EVANS—On the 15th Jan., at Colchester, the wife of J. H. Evans, of a daughter.
GREEN—On the 10th Dec., at Hong Kong, Mrs. Thomas Green, of a son.
KNECHT—On the 19th Nov., at Bangkok, the wife of E. Knecht, Chancellor of the French Consulate, Siam, of a daughter.
MAPPIN—On the 14th Jan., at Blackheath-park, Kent, the wife of John N. Mappin, jun., of a son.
MORRIS—On the 5th Dec., at Hong Kong, the wife of A. G. Morris, of a daughter.
PEREIRA—On the 3rd Dec., at Hong Kong, Mrs. A. M. Roza Pereira, of a son.

MARRIAGES.

COLLIER—CUPPAGE.—On the 6th Dec., at St. Andrew's Cathedral, Singapore, by the Rev. G. F. Hose, Alfred John Collier, of Margate, to Eliza Jane, eldest daughter of the late W. Cuppage.
HASLAM—HOOPER.—On the 8th Jan., at St. Stephen's, Westbourne-park, by the Rev. T. J. Rowsell, M.A., William Henry Haslam, of Hankow, to Alice Marian, younger daughter of William Thomas Hooper, H.E.I.C.S., of Streatley, Berks.
LOWDER—DUNBAR.—On the 12th Jan., at St. Luke's, Chelsea, George Glass Lowder, Imperial Maritime Customs, China, to Jean, eldest daughter of Thomas Dunbar, of Leamington. No cards.
NEAVE—WALLACE.—On the 13th Dec., at St. Andrew's Cathedral, Singapore, by the Rev. G. F. Hose, John Spink Neave, to Edith Bellenden, daughter of William Wallace, of Dundee.
SHIPMAN—PARKER.—On the 13th Jan., at the parish church, Camden-town, by the Rev. John Fitzgerald, M.A., vicar, William Shipman, of 49, St. Augustine's-road, Camden-square, N.W., to Marian, second daughter of Thomas Parker, of Camden-square. No cards.

DEATHS.

CLARK—On the — Dec., at Labuan, James Stephen Clark, Colonial Secretary, aged 45 years.
COLCHESTER—On the 15th Jan., at Paris, Charlotte, the beloved wife of Valentine D. Colchester, and widow of the late Henry A. Allen, M.D., of Singapore.
COWLEY—On the 3rd Jan., Mary Priscilla, widow of George Phillips Cowley, Lieut. R.N., aged 79 years.
KNECHT—On the 23rd Nov., at Bangkok, Siam, the infant daughter of E. Knecht, Chancellor of the French Consulate of Bangkok.
PFAFF—On the 28th Nov., at Canton-road, Shanghai, F. Isidor Pfaff, in the 36th year of his age.
SIMMONDS—On the 9th Dec., at Lagos, West Africa, of fever, E. J. Lund Simmonds, aged 29, second son of Peter Lund Simmonds, 85, Finborough-road, West Brompton.
STEPHEN—On the 19th Jan., having fallen overboard in the Channel, Samuel Stephen, master of the s.s. *Cyphrenes*, and youngest son of Alexander Stephen, of Dundee, owner of the vessel, deeply regretted.
TOPPIN—On the [illegible]th Nov., at Amoy, Captain J. E. Toppin.

The bullion by the P. and O. steamer *Mongolia*, from Southampton on the 15th inst., [illegible] gold, to Galle, £125; to Singapore (Batavia), £2,620; [illegible] to Galle, £25,000; to Hong Kong, £2,800; to Singapore, [illegible]00; total in gold, £2,745; in silver, £37,900.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 6.

Last year a great deal was said about the impending revision of the Treaty of Commerce and Navigation between Prussia and China, but the negotiations were delayed by the expediency of giving the German Chambers of Commerce an opportunity of expressing their wishes on the subject, and making suggestions with regard to the instructions to be sent out to the Plenipotentiary at Peking. Then came the Audience question, and it was deemed desirable to postpone the negotiations for the new treaty till its settlement. That having now been happily accomplished to the satisfaction of the European Powers, there are no more difficulties in the way; and the Foreign-office at Berlin have been turning their serious attention to the subject with a view to lose no more time, but commence the negotiations as speedily as possible. The instructions for the Plenipotentiary at Peking have been drawn up by the Prince-Chancellor, and would have been sent out by the last mail had not the late illness of the Emperor prevented him from attending to business for some time; but now that his health is improving daily, it is understood that the instructions are to go out either by this or the next mail. All these new treaties with Asiatic countries are of course concluded in the name of the Empire of Germany, and supersede those made by Prussia in 1862 and 1863. Thus the commercial and political regeneration of Germany will be felt and acknowledged by the most distant countries in the world.

The standing committees of the Federal Council for trade, public communications and monetary matters have been deliberating on the next steps to be taken for the further introduction of the new currency, and have come to the conclusion: 1, that it is expedient to furnish the South German States immediately with as large a quantity as possible of the new silver coins of one mark, to enable them to call in the old coins now in circulation; 2, to supply preferentially the South German States and the two Grand Duchies of Mecklenburg with the twenty-pfennig pieces now ready for distribution, reserving, however, what is wanted for the requirements of the kingdom of Saxony and the city of Lubeck; 3, to admit the preferential claims of Lubeck and Mecklenburg in the distribution of the five and ten-pfennig pieces; and 4, to include among the coin to be first put out of circulation the half-florin and six-kreuzer pieces current in South Germany, and also the Mecklenburg schillings.

Amongst the new measures that came into operation on the 1st inst. is the law of the 28th June last year for the registration and nomination of vessels belonging to the German mercantile navy, and entitled to sail under the national flag. Fifty cubic metres of gross tonnage are to be taken in sailing ships to be equal to twenty-two tons of 1,000 kilogrammes each, and in steamers fifteen tons, according to their certificates of measurement and the register. The alteration of the name of a once registered vessel can only be permitted in special cases, and under the most exceptional circumstances. All applications must be made to the Chancellor of the Empire, who will decide if the circumstances justify him in making an exception. Hamburg shipowners may apply to the Department of Trade and Navigation in this city, who will forward the petition to the Chancellor. Every vessel entered in the register must have its name conspicuously painted on each of her bows, and also on her stern, with the port she hails from. They must be painted in Roman letters of a light colour on a dark ground; the height of the letters for vessels under 300 cubic metres is fixed at 5 centimers at the least, 7 centim. for vessels from 300 to 1,000 cub. met., and above 1,000 metres at least 10 centim. The width of the letters must be in proportion, and at least one-fifth of the height. The captains of vessels not complying with these regulations are liable to a fine of 150 reichs marks, and the harbour-master in every German port is bound to give notice of such cases of contravention. Vessels fitted out for whaling and other deep-sea and distant fisheries, as well as tugs, are all included in the above regulations. Steam tugs employed exclusively on the Elbe are, however, exempted from the necessity of being entered in the register, either as having a tonnage of less than 50 cub. met. or as not coming under the denomination of sea-going vessels; but for the sake of a proper control, they must be reported to the harbour-master, who will furnish them with a special number, which must be fastened in a conspicuous part of the deck according to his directions. Contraventions are punishable by a fine of 18 imperial marks.

The capture of two German vessels in the Soo Loo Islands by Spanish gunboats on the charge of breaking a blockade that nobody had ever heard of has not been satisfactorily explained. Whether the *Maria Louise* and *Gazelle* were really taken in the act of landing arms and gunpowder, as alleged to have been the case, is not even proved; but the vessels were seized and condemned. If the story has any tangible foundation we shall, no doubt, hear more about it, for Prince Bismark is not the man to pass over quietly such an insult to the national flag. One thing is, however, certain, and that is the proof it affords of the necessity of having a respectable squadron permanently stationed in the Eastern seas, where at the present moment there is not a single ship of war to protect the German interests and vindicate the honour of the flag.

Visitors from the Far East are scarce here at this season of the year, and I only find the following names amongst the arrivals:—Consul Bauermann, from Macassar; Consul Spanier, from Manila; J. Alabor, from Hong Kong; Siegfried, from Shanghai; Wasserklevitz, for Batavia; Deetjen, from Hong Kong; F. Rodewald, from Shanghai; Maak, from Batavia; G. Niederbeger, from Saigon; and F. A. Kotboon, from Java.

Herr Christian Hagen is appointed to be German Vice-Consul at Chefoo.

COMMERCIAL.

The Tea market opens firm after the holidays, but there have been no sales of consequence. Only fine Java table Rice is in demand. Cassia Lignea is in favour at 75 to 76, and Flores firm at 118 to 119. No alteration to report in Pepper. Terra Japonica firm; the 500,000 lbs.

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to hand per Esperanza from Singapore were sold before arrival, but the 300,000 lbs. per steamer Sylvia are in the market, the price asked being 27 marks. Of Pearl Sago 3,000 bags per Esperanza have been sold at 20 and 21 marks. 500 centners of Spelter realised 25.70.

SHIPPING.

ARRIVALS.—Sylvia (str.), from China; Solo from Hong Kong; Esperanza from Singapore; Wandrahm from Apia; Caroline from Hong Kong.

SAILED.—Batavia to Hong Kong; Godeffroy to Apia.

The German Steamship Company give notice that the Cassandra will sail on the 22nd inst. for Singapore and China, to be followed by the Sylvia on Feb. 24, and the Bellona on March 31; and further that at the end of May, June, and July, steamer's will be despatched to Japan *via* China.

We have had no winter yet; the air is very mild, and there are no indications of approaching frost to interrupt the navigation.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JAN. 14.

The result of the election of a member of the Second Chamber at Gonda was a great surprise to the Liberal party. It seemed that there was not the least chance of beating the Conservative party in this ultra-Tory district, but nevertheless the Liberal—or, rather, Radical—candidate, Mr. Van der Loeff, received an equal share of votes with the Protestant orthodox, Dr. A. Kuyper, so that another poll must take place. The now very weak Radical party in the Second Chamber will be enormously strengthened if Mr. v. d. Loeff should be returned. This election is the one political item of news. The First Chamber have met, it is true, but their discussions have not been in the least interesting. The members have already told their grievances in the "section reports," and of course they have nothing to add to them, and, moreover, the favourable news which has been received about the operations of our army in Atchin will stifle opposition in the debate upon the Estimates. The papers publish some curious correspondence between Commander Van Swieten and the Sultan of Atchin, by which the General sought, but in vain, to win the confidence of the Sultan. Great conplaints are made in the papers about the very cruel manner in which our troops carry on their warfare. It is stated that General Van Swieten is himself in favour of humane principles, but nevertheless it seem that some of our officers find pleasure in burning Kampong and in shooting natives.

The newspapers are still freely discussing the "decoration" of the Radja Boerha Noedien. The *Handelsblad* defends the Government on the plea that the Radja had made the condition that he should receive the Cross of the Military Order if he succeeded in his mission. The leading Opposition paper, however, tells the story that he had to abscond from Batavia because it was proved that the information which he gave the Java Government turned out to be totally false. The public is very anxious to know whether this statement is true. The same paper assures us that the Ministry will recall the Governor-General, Mr. Loudon, and substitute Mr. Van Bosse, whilst Mr. Fransen Van de Putte will take the post of lieutenant-governor. I give these rumours for what they are worth, and it is quite possible that they may be pure inventions.

The First Chamber have finished the general discussion upon the estimates for 1874, and Chapters II. and III. of the Budget have been carried. To-day the debate upon the department of justice was opened. The discussion has been anything but interesting, and contained nothing new except the statement of the Minister of the Financial Department that the actual receipts showed a favourable balance of eight millions over the estimated revenue for 1873.

According to the statistical returns of the Department of Home Affairs the total population of the Netherlands amounted, on the 31st of December, 1872, to 3,674,402.

News of any kind is very scanty, and I have no items of any interest to report. Our financial condition remains unaltered; there is plenty of money ready for investment, but a great lack of confidence on the part of the public.

I regret to record the death of Professor Suringar, G.C.B. He died at Leiden at the age of seventy-one years.

PRODUCE MARKETS.

COFFEE has again advanced to the extent of 1½c., and good ord. has realised 68c., and at the closing of the market cannot be bought under 69c. Some important parcels have changed hands.

SUGAR is somewhat more animated, but prices remain unaltered. There is, however, some higher tendency.

TEA is dull, and there are no transactions to report.

RICE is very quiet, notwithstanding that our papers published the announcement that the English Government wished to buy 900,000 tons for Bengal.

SPICES.—There is a good demand for cloves, and, consequently, prices have gone up from 105c. to 110c. for Amboina No. 2. Small parcels of Nutmegs and Mace have changed hands at unaltered prices.

COTTON has met with little demand, and prices are lower. Great quantities are offered for public sale.

HIDES.—Some small lots found buyers, but the prices have not transpired.

DRUGS.—A considerable lot of Borneo Gum Copal ex Zeenimph from Macassar found buyers.

INDIGO.—The market is dull.

TIN.—The Trading Company advertise that the forthcoming auction will only comprise 20,800 slabs. This had a very good influence, and an enormous business has been done. The price has gone up from f.70 to f.74, and it is now impossible to buy under f.75.

COCOA-NUT OIL.—The stock is quite exhausted, and Ceylon is nominally quoted f.21½.

CAMPHOR.—There is a want of stock, and high prices could be obtained.

TEA ADULTERATION.

(THE TIMES.)

An interesting correspondence which was communicated last week by the Home Office to the Vestry of Marylebone shows, that there is another aspect of the matter which cannot be left out of consideration. The Vestry, like many other bodies of the same class, had memorialised the Board of Trade, suggesting the propriety of taking measures for preventing the importation of adulterated food. In reply, the Home Office forwards two reports from the Commissioners of Customs to the Treasury on the subject—the one sent in something more than two years ago, and the other about three weeks since. The tone of these reports is strongly adverse to the assumption of any such responsibility by the Government as had been demanded by the aggrieved retailers. Sir Thomas Fremantle and his colleagues expressed a very strong opinion that the existing staff of the Customs was neither adequate in point of numbers nor competent in point of knowledge to make such an examination of imported Tea and similar articles as would with a certainty detect and exclude spurious products. This cannot be denied; but it is urged on the other hand that the staff may be increased and supplemented by a body of professional analysts; and, if the duty of the Government to guarantee the purity of imported articles be conceded, the expense will not be allowed to stand in the way. A more serious objection is that the necessary interference with the trade consequent on the establishment of any system of inspection in bond would deal a blow at British commerce by diverting from our ports the large quantity of Tea, amounting on the average to more than 30,000,000 lb. per annum, which is intended to be re-exported, and which, if delayed or exposed to the risk of confiscation, would be certainly warehoused by preference in foreign countries. We confess we do not think much of the difficulty of deciding what is and what is not adulterated Tea; a few simple rules could be easily drawn up for the guidance of inspectors or analysts, which would protect "gunpowder," green Teas, or "orange-scented Pekoe" against the penalties which would rightly attach to "Lie Tea." In fact, it appears to us that the commercial argument against inspection is the only one which deserves consideration. The Commissioners of Customs, in their second Report, evidently feel that the extensive powers for the suppression of adulteration now intrusted to the Local Government Board relieve them from a very onerous reponsibility; and, doubtless, if the inspection of imported Teas and similar articles of food should be made compulsory, it will be most effectively conducted by officers trained in the art of analysis, and subject to the rule of Mr. Stansfeld's department. We find little difficulty in agreeing with the Marylebone Vestry in the suggestion that "the Government might frame regulations which would protect the public to a very great extent and prevent in a great measure the delivery from the Customs of adulterated Tea and other produce." Only, when such regulations are being considered, their effect on the import trade must be taken into account. In the meantime we may hint that the retail dealers, however innocent of the offences for which they have been prosecuted and punished, may easily clear their characters by declining to deal with wholesale tea-merchants who will not guarantee the purity of the article they supply. The wholesale merchants have both in China and at home abundant opportunities of ascertaining whether the produce they sell is genuine or not. If they sell adulterated produce, they do so knowingly, or with that crass negligence which the law considers equally culpable with wilful wrong. The public, too, may protect themselves by insisting, wherever it is possible, on a guarantee, and by exacting without flinching the penalties that have been enacted for the repression of this wicked sort of dishonesty.

MR. BABER'S REPORT ON CAMPHOR.

In a report from Acting Vice-Consul Baber on foreign trade at Tamsuy, Formosa, in China, for the year 1872, speaking of camphor, he mentions that the trees which produce this valuable article are not found within the district marked on maps of Formosa as Chinese territory. They occur only within the country of the aborigines, or upon the immediate border. The manufacture of camphor necessitates the destruction of the trees, which are never replanted; as the country becomes denuded the aborigines recede, and the Chinese effect a corresponding encroachment. As a consequence the border country is in a continual state of disturbance, and fearful outrages are committed by both sides on every opportunity. A naval officer, who lately returned from an expedition into the interior, informed the Vice-Consul that on entering the hut of one of the aborigines he was shown six Chinese queues hanging behind the door (the possession of a queue indicating the previous capture of a head), and in another place he passed a party who were feasting in honour of a newly-taken head. On the few occasions when they have been visited by foreigners the aborigines have shown a disposition to be friendly, but with the Chinese it is a veritable "war to the knife." The system which produced this state of things may be judged of by the following incident:—A member of a local foreign hong lately paid a visit to the camphor district near San-koh-ying, and on entering a hut belonging to one of the large dealers found two aborigines confined in the interior. He was informed, in answer to his inquiries, that the captives had been induced to meet a body of camphor-dealers, with the object of coming to an agreement about the purchase of certain trees, and as they had refused to agree to the terms proposed by the Chinese, they had been plied with sam-shu and then seized and bound. If they did not yield they would certainly be killed; but it was expected they would yield. This is a good example of Chinese views on the subject of "opening up a country." It is not generally known that the authority of the native officials is scarcely recognised by the Chinese in these districts. The Emperor's "writ does not run on the border." One of that particularly obnoxious class of officers known as "lekin" collectors lately ventured as far as the town of To-ho-kam, about [illegible] miles from the border, but was immediately put to flight by the people of the place. No Chinese official would ever dream of venturing upon the debatable ground itself. A semblance of jurisdiction is, however, maintained in the border towns by means of the "headman" system. Under these circumstances the production of camphor succeeds itself at about the same annual rate, without much in main[illegible] retrogression.

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THE ANTHROPOLOGICAL SOCIETY.

At the last meeting of the Anthropological Society, Prof. Busk, President, in the chair, a paper was read entitled, "Ethnological Data from the Annals of the Elder Han," Part I., translated by Mr. A. Wylie, of Shanghai, with an Introduction by Mr. H. H. Howorth. It was stated that the Imperial Chinese annals of the various dynasties, which are as yet almost untouched, are distinguished by the extreme accuracy of their details, and in them is to be found a minute account of the intercourse of China with its neighbours, reaching back in contemporary annals to at least the second century B.C. The series of Chinese annals begins properly with those of the Han dynasty, which reigned from about 202 B.C. to about 220 A.D. That was the golden prime of Chinese history, when the empire reached its furthest limits, when Buddhism was introduced, and when a great literature flourished. During the dynasty of Cheou, the old Imperial unity had been invaded by the creation of various feudatories, who became almost independent. It was the aim of the immediate predecessors of the Han dynasty to destroy those feudatories, and to restore the unity of the Empire; and to effect that purpose, all the ancient books and histories were ordered to be burnt. The annals in the present communication contain an account of the numerous conquests from the date of the Elder Han, and embrace the history and migrations of a large portion of the peoples of central and eastern Asia.

THE RECALL OF THE JAPANESE STUDENTS.

In a letter addressed to *The Times* a "Recent Resident in Yedo" replies to a "Japanese Student" upon the subject of the Japanese Government, and their recent orders with reference to the students. This correspondent says that the circumstances may perhaps be explained by the fact that the Japanese Government is desirous of centralising the education of the rising generation in Japan. He goes on to say, "In Yedo there are now several educational institutions under the management of the Japanese Government, and to these are attached a staff of highly paid professors, chiefly young Englishmen, who have been for the most part selected for their proficiency in different branches of the science and learning of the West. It is, therefore, one may imagine, thought hardly worth while to keep up this expensive staff of professors, and at the same time send those whom they are engaged to teach out of the country to receive an education abroad, when it could be as well done at home. This motive has, I suppose, led to the recall of a large number of Japanese students by their Government. It is a pity, as, though the substitution of one system of education for another is plausible, the result will not be the same. The Japanese in his own country is very quick and apt at acquiring a smattering of sciences, and, quite satisfied with this, a few months, in his opinion, sufficing for what requires years of hard labour and study. Abroad, he sees how deficient he is, and strives hard, often with success, to overcome his deficiency. At home he knows his acquirements are far ahead of most of his fellows, sufficient to entitle him to Government employment, and he is satisfied. The Japanese should from experience know the advantage of a European education, as some of the best men they have are those who, under extreme difficulty and discouragement, spent several years in acquiring a knowledge of European government, manners, and science. But Japan is a country in which the experience of ages has suddenly become next to useless, and it is found difficult, in education as in everything else, to acquire new. It is, therefore, constantly trying new things, systems, or persons, hoping to find the right. It may eventually do so; but as long as its institutious remain so unstable, it must not expect to excel."

MURDER OF M. GARNIER.

The *XIX e. Siecle* announces that one of the most distinguished officers of the French Navy, M. F. Garnier, has been assassinated by the Chinese of Tonquin. He was accompanied by Lieutenant Balmy, who appears to have met with the same fate. This melancholy intelligence was transmitted to the Geographical Society of France by Admiral de la Ronciere Le Noury, who received it by telegraph from Admiral Dupré. In the absence of circumstantial details, Admiral de la Ronciere read a letter dated previously to the sad event, which had been addressed to him by one of his correspondents in Indo-China. From this letter it would appear that M. Garnier was in the month of November last engaged in an expedition in Tonquin, his object being to enforce the Treaties by expelling from the country a Frenchman who had supplied arms to the people of Yunan. M. Garnier had captured a town and made prisoners, who are now on their way to France. It is possible that he fell in a subsequent engagement, but the telegram distinctly states that he was assassinated. On this point full details are expected to arrive on the 18th or 20th inst. M. Garnier was only thirty-five years of age, having been born at St. Etienne on the 25th of July, 1839. Appointed a midshipman in 1860, he was attached in the same year to the staff of Admiral Charner, and in that capacity he made the campaigns of China and Cochin-China. Three years later he was appointed Inspector of Native Affairs, and soon after he published a pamphlet in which he propounded an elaborate scheme for an exploring expedition into the interior of Indo-China, with a view to the opening up of commercial communications between Southern China and the French possessions. M. de Chasseloup, at that time Minister of Marine, nominated a scientific commission to carry out this expedition, the importance of which he fully appreciated. On the 5th of June, 1866, an expedition, under the command of Captain de Lagrée, and comprising among other officers Lieutenant Garnier, left Sai-Gon, went up the river Me-Kong, explored Indo-China, and proceeded as far as Yunan. After the death of his chief, Lieutenant Garnier assumed the command of the expedition, which he brought back to Saigon, along the Blue River. This voyage of exploration, one of the most important which has been accomplished in the present century, occupied two years and a few days. The death of this young and intrepid traveller is an irreparable loss for France and for the whole scientific world.

MARRIAGES OF CHINA RESIDENTS.—Two marriages of interest to our China readers have been celebrated during the last week, and, strange to say, both took place on the same day, at the same church, and with ladies bearing the same name, being, indeed sisters, and both daughters of Colonel Francis Burdett, of Richmond. The bridegrooms are both well-known in China society, the one being Mr. Duncan Davidson, late of Amoy, and formerly of Hong Kong, and the other gentleman being Mr. Houston, recently of the firm of Messrs. Jardine, Matheson and Co., Hong Kong and Canton. The marriages were celebrated with great *eclat*, the wedding presents were very numerous and costly, and Richmond was hung with flags in honour of the event. Mr. and Mrs. Davidson left to spend the honeymoon in Italy, and Mr. and Mrs. Houston in the North of England. The brides are cousins, we believe, of the Baroness Burdett Coutts, from whom each received a handsome gift.

AT a meeting of the Vestry of St. Marylebone the importation of food, especially tea, was discussed in connexion with a correspondence between that body, the Treasury, the Board of Trade, and the Commissioner of Customs. Copies of reports addressed to the Lords of the Treasury by the Customs Commission upon the subject of the proposed appointment of analysts to examine all produce brought to the Customs were read, after which a vote of thanks to the Secretary of State, by whom the reports were furnished, was passed.

THE VIENNA EXHIBITION BUILDINGS.—The Exhibition buildings at Vienna will not be removed for the present, as it is believed that the expense of demolition would exceed the price likely to be obtained from the sale of the material. The buildings will probably be used for other exhibitions or public entertainments, while the machinery hall, it is said, will be taken over by a large industrial firm.

THE CHOLERA IN JAVA.—The Board of Trade have received, through the Secretary of State for the Colonies, the copy of a despatch from the Governor of the Straits Settlements, stating that, owing to the prevalence of cholera in a malignant form in Batavia, ships arriving from that port were detained subject to quarantine, by an Order of the Governor in Council, dated 7th of Nov. last.

CAPTAIN STEPHEN, of the steamship *Cyphrenes*, of Dundee, has been washed overboard and drowned during a gale in the Channel. Captain Stephen was the son of Mr. Alexander Stephen, shipbuilder, Dundee, and was only recently married.

THE Right Rev. Bishop P. C. Claughton, D.D., will read a paper on "Buddhism" this evening before the Victoria (Philosophical) Institute, which meets for the occasion at the house of the Society of Arts in John-street, Adelphi.

THE Eastern Telegraph Company (Limited) have announced the opening of their new lines from Otranto, Italy, to Zante, Greece, and from Zante to the Island of Candia.

A TELEGRAM from Constantinople says that the Order of the Osmanlié will be conferred upon the members of the International Tonnage Commission.

Literature.

New Japan, the Land of the Rising Sun; its Annals during the Past Twenty Years (Recording the Remarkable Progress of the Japanese in Western Civilisation). By Samuel Mossman. (With Map.) John Murray.

Under the above title, in thirty very valuable chapters, we have an account of what has passed in Japan from 1853, the year when Commodore Perry cast anchor before Yedo, up to the present time. When we call to mind what that kingdom was some twenty years ago, when we remember that her commerce with Western Powers was then limited to the handful of Hollanders who resided on an artificial islet in the Bay of Nagasaki; whereas, now she has an ironclad navy, a representative Chamber, and a public debt quoted at more than the issue-price on the Stock Exchange in London, we must admit that never, probably, since the world began, has a nation developed so rapidly or for two consecutive decades had so eventful a history to show. The story clearly is full of interest, crowded with episodes, and from the circumstance that we see in it how an ancient and complex feudalism crumbled at the touch of modern civilisation, the historical student and the devotees of progress, science, or trade, all will linger with equal curiosity over its pages. To treat such a subject well required ability, scholarship, and care. We are glad to be able to say of Mr. Mossman that he has proved himself equal to his task.

"The Land of the Rising Sun" is the poetic designation which the Japanese themselves apply to their group of islands (there are 3,850 of them, islets and rocks included). For this reason, as well as because a rising sun is the emblem of the national flag, the term has been selected by Mr. Mossman as the alternative title of his book. In the five opening chapters we have presented to us a very lucid and accurate history of the negotiations which terminated by bringing the Shiogoon into definite treaty relations with the United States, Russia, Great Britain, and France. Then we come upon a few pages where a parallel is drawn between mediæval England and Japan, while her great Daimios were still unsubdued, the origin and hereditary rank of the Shiogoons are discussed, and the real status of the Mikado, as well as the position and power of the feudal nobility before the recent changes, are briefly examined and defined. Resuming his historical narrative in Chapter VII., the author gives us a complete and singularly impartial account of the various outrages, reprisals, and negotiations, which ended, after a great deal of bloodshed and a protracted insurrection, in the overthrow of the power of the Shiogoons, and the centralisation of the supreme control in the person of the Mikado at Yedo. If, along with the present work, we read the account of the usages and customs of

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Japan, published some three or four years ago by Mr. Dickson, we shall really obtain a knowledge of that country which would leave very little to be desired. Extremely interesting, for example, it is to trace the real causes which excited disgust in the Daimios against the Shiogoon's power, provoking those struggles which only finally closed when the executive administration had passed for ever from the hands of the Shiogoon. The fact is that the latter, and his retainers, between them monopolised the whole of the trade with foreigners, and the other Daimios could get no share. On page 271 we have a *résumé* of the unfortunate desecration of aboriginal graves by three Englishmen at Hakodadi, and of the punishment which overtook their offence. We have always thought that these men were somewhat too severely dealt with, and we see nothing in Mr. Mossman's version which inclines us to alter our view. What they did they did for scientific objects, and not for any personal gain. It was a most ill-judged proceeding, and most serious in its consequences, but the wrong-doers ought not to have been treated quite so harshly as was actually the case.

The Japanese retainers of a Daimio, when any serious affront is put upon their lord or his family, will band themselves together, to the number perhaps of twenty, sometimes 100—as *fratres pirati*, solemnly pledged, even at the sacrifice of their own lives, to take vengeance on the offender. They are very determined and very courageous, and this sort of blood-feud once established, the association one by one, or together, as the case may be, will seek to slay their victim. It was under a system of this sort that various desperate onslaughts have been made upon Europeans in Japan, and among the accounts of such enterprises which Mr. Mossman has inserted in his book there are some as thrilling as anything to be met with in romance. Thus, in July, 1861, an attempt was made to massacre the inmates of the British Legation, and on the body of one of the assailants killed on the spot a paper was found declaring the object of the attack, and signed by fourteen names. The contents were as follows :—

"I, though I am a person of low degree, have not patience to stand by and see the Sacred Empire defiled by the foreigner. This time I have determined in my heart to follow out my master's will. Though, being altogether humble myself, I cannot make the might of the country to shine in foreign nations, yet, with a little faith and a bold warrior's power, I wish in my heart, though I am a person of low degree, to bestow upon my country one out of a great many benefits. If this thing from time to time may cause the foreigner to retire, and partly tranquillise both the minds of the Mikado and Shiogoon, I shall take to myself the highest praise. Regardless of my own life, I am determined to set out."

This man's master, who lived far away in Tsu-sima, an outlying island, having been insulted by a Russian naval captain, despatched his myrmidons to take vengeance thus on the British Legation.

We wish that we had greater space at our command to do justice to this entertaining book. It is of necessity more or less a compilation, based on documents which for the most part we all remember fairly well, and describing many events familiar to us already because they are within our own recollection. But to say this is not to disparage Mr. Mossman's useful labours ; useful we may truly call them, for they furnish us in a handy convenient form with all the particulars which merchants and others who are connected with Japan require to keep themselves informed about. It will, too, be most valuable in years to come as a trustworthy contemporary record of how the Japanese passed from despotism to government in a constitutional pattern.

We cannot close this notice without complimenting the author on the clearness of his well-printed text, and also for his good sense in dividing his work into numbered consecutive paragraphs summarised at the opening of every chapter. This plan is in some respects more convenient than an index, but unfortunately it is so rarely adopted that we doubt whether we have seen it since we laid our school-room manuals of history aside.

"What Chinese is it you want to learn, Sir?" was the question asked of Mr. Wade, now H.M. Minister at Peking, and an accomplished sinologue, when more than a quarter of a century ago he presented himself as an aspiring and ambitious student to one of the then revered masters of the language, who, in the pride of his exceptional eminence was by no means averse to mystification of the uninitiated. "There is the language of the ancient classics, and the language of more modern books, and the language of official documents, and the epistolary language, and the spoken language, of which there are numerous dialects ; now, which Chinese is it that you wish to begin with?"*

Overlooking the exaggerated character of the statement, there can be no doubt that this question, as Mr. Wade rightly says in the preface to his laborious, accurate and scholarly compilation, is the first that must be answered by anyone who aspires to learn Chinese. The experience of the past twenty years has demonstrated pretty clearly that for all ordinary practical purposes the most useful style or class of Chinese for the merchant, the Consular officer, or the Custom-house employé, is the dialect known as Kuan-hua, commonly called the mandarin dialect, the colloquial medium of the official and educated classes throughout the length and breadth of the Empire, and the everyday-talk of perhaps four-fifths of the entire Chinese people. It is, therefore, not surprising that while handbooks on local dialects are published at but rare intervals and appeal to limited circles, while philological discourses on the classics appear more frequently in Europe than in the Middle Kingdom, dictionaries, vocabularies, grammars, handbooks, exercises in mandarin dialect are constantly being issued from the local presses in China, until one may say with Byron, when in search of a hero

> Every month and year sends forth a new one
> Till after cloying the gazettes with cant,
> The age discovers this is not the true one.

The unpretending little Handbook recently published at Shanghai by Mr. Herbert A. Giles, of H.B.M.'s Consular Service, merely professes to be a collection (Dictionary is a somewhat ambitious phrase) of colloquial idioms in the mandarin dialect, and does not presume to offer itself as supplying a public want. To students of the official colloquial it is likely to be of some service, though we confess that we are somewhat puzzled to see a new candidate for public favour professing the same aim and occupying the same ground, *sed longo intervallo*, as Mr. Wade's admirable, idiomatic and amusing "Eighteen Sections." That Mr. Giles's collection contains any valuable or useful idioms not to be found in Mr. Wade's course we think is very doubtful, but as the book is modest, unambitious, neatly printed, and of handy size and shape, we are inclined to welcome it, though we cannot but regard its issue as somewhat supererogatory. Mr. Giles professes to confine his collection of idioms to Kuan-hua, the mandarin dialect, but we fancy that, possibly through inadvertence, possibly through reluctance to exclude phrases which seemed expressive and useful, many idioms have crept in which cannot be classed otherwise than as Peking patois, intelligible only in the northern capital and to northern men. It is ungracious to seek out these phrases and drag them to the light of day, and we will merely content ourselves with pointing as examples to two phrases which occur on the first page of the manual and under the second word employed, *i.e.*, *add*. The phrase "add it all up together" is translated by "ni yi kung hao yi ko ma 'rh," the latter half of which is as pure a bit of Peking slang as ever came from the lips of a Tartar gutter *gamin*. So also, in the succeeding sentence, "add it up first," the word "sha" is used in a sense familiar only to those accustomed to the peculiarities of Pekingese. As a collection of colloquialisms, selected with fair judgment, and arranged with creditable care, this little book may be of service to omnivorous students, and to such we recommend it, in the hope that by perusing it they may add to their vocabulary and pick up something new.

The Mishmee Hills ; An Account of a Journey made in an Attempt to Penetrate Thibet from Assam, to Open New Routes for Commerce. By T. T. Cooper, F.R.G.S. (Acting Political Agent at Bhamo). Illustrated. (Henry S. King and Co.)—In the new volume of travels which Mr. Cooper has issued under the above title he furnishes a pleasantly written account of Assam and the Assam tea trade, as well as of the manners and customs of the hill tribes which dwell thereabouts between the British frontier and Thibet. But there is also a good deal of matter to be found in the volume which will be attractive to the European community in China, and, indeed, to everyone who takes an interest in the question of an overland trade-route between British possessions and the western provinces of the Celestial Empire. Thus, the author, in describing the objects of his present journey, reminds us that on a previous occasion, after getting through China, he managed to reach Bathang, some 200 miles from Sudiya, the frontier post of northern Assam. Here he was stopped and turned back, owing partly to the jealousy of the Chinese, and partly to the intolerance of the Lamas ; but not before he had come to the conclusion that the snow-clad mountains were so rugged that his projected trade-route would, under the most favourable circumstances, be impracticable. No long time after this failure Mr. Cooper formed the design of endeavouring to penetrate Thibet *via* Assam, hoping to evade the espionage of the Chinese, and to prepare the way for an extensive trade between our Indian tea-garden and Thibet. "China," he tells us, "for many centuries has supplied Thibet with six or eight millions pounds of brick tea annually. This article being a necessary of life to the Thibetans, the Chinese Government, who hold the wholesale monopoly of the export tea-trade, have granted the retail monopoly to the Lama priests, who by this means hold the lay population of Thibet at their mercy. Thus the Chinese protect their tea trade, and the Lama priests their religious and political influence over the Thibetans." Elsewhere in the book we find it pointed out that "there is little doubt but that our Assam tea-gardens could supply the whole of Thibet with brick tea. The whole aim in life of the Thibetans seems to be to secure a sufficiency of tea ; and it is no wonder they make them pay for it in yaks, cheap luxury, for the Lamas. . . . "The whole of the brick tea horses, labour, and sbwn in the western part of the province of sent from China has to be carried on men's backs nearly 200 Tze-Chu-

* See Wade's Tzu Erh Chi III., Preface.

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miles to Tatsianloo, the first Thibetan frontier town, and thence sixty days' journey on yaks to Bathang, where it is sold at rupees one-and-a-half per pound." Whereas tea from Assam could be laid down anywhere in Thibet at a price which would entirely shut out the Chinese article. Mr. Cooper's project was, therefore, to get, if possible, into Thibet, and by introducing Assam tea there, to break down the monopolies of the Chinese and the Lamas. He struggled hard to succeed, but, as might be expected, he was not allowed to get further than one day's journey from the South frontier of Thibet. At that point he was met by an emissary from the Thibetan authorities, who brought him orders to turn back, "with a dog and a knife as an amicable present if he consented, but if he persevered in advancing it would be at the risk of encountering many such knives and watch-dogs." Sick, crippled, and unbefriended, he was therefore compelled to retrace his steps.

There is one chapter in the narrative, of which an outline has thus been given, which contains the experiences of the writer, by no means inconsiderable, on the opium traffic and the effects of smoking opium. His remarks are of such a length that we can do no more than just touch upon them here, but Mr. Cooper clearly expresses his opinion that "there is some wisdom in a Government taking upon itself the monopoly of an article which is an actual necessary of life to its subjects (the Assamese)." He cannot agree that the indulgence in the drug should be put down with a strong hand; and he says that if this were to be done in China, where one-half (?) the population are opium-smokers, "they would die of inanition, having no stimulants or medicines to supply its place." While he thus urges that it would be impossible suddenly to put a stop to the consumption, he contends that a confirmed opium smoker, if his supply is regular, is little affected by the indulgence unless it be carried to excess. He can bear a much greater amount of fatigue than a man who does not smoke; and while smoking he can talk as rationally as a man who smokes a cigar. This latter assertion he grounds on his own personal experience, for he assures us that he has frequently smoked opium himself. These are views which are somewhat opposed to our generally accepted notions on this subject, and they are not such as we can endorse without a more full discussion than we have space for here. But they are at any rate very interesting, and for that reason we have thought them worthy of reproduction.

There is also another page in Mr. Cooper's narrative to which we must needs refer, as it merits the attention of our *laissez-faire* Foreign Minister, and his representative at the Court of Peking. When pointing out the policy proper to be pursued towards the hill tribes on our Indian frontiers, Mr. Cooper explains what he found to be the system followed by the Chinese Government for securing peace along their own borders. China with a western boundary of more than 600 miles yet manages to secure in the mountain clans along it complete protection against aggression from the west. This she effects by taking each chieftain into her pay; that is, conditionally on the good behaviour of himself and his men, she confers on him a nominal rank, to which a trifling yearly stipend is attached. The chief is also furnished with an official dress, which he wears in the presence of all Chinese authorities, and he is allowed to visit the Court of Peking once in five years, at his own expense, if he chooses, as a mark of homage to the Emperor. Such visits are, however, properly discouraged by the Chinese officials, though the nominal privilege of being allowed to go to Peking is grateful to the pride of the barbarians, and makes them feel that, although subjects paying tribute, they are still persons of consequence, and allies of a powerful Empire. Mr. Cooper, when he penned the above remarks, perhaps hardly knew their real significance. But those who have watched the so-called "settlement" of the Audience Question may fittingly exclaim to Mr. Wade—

——— mutato nomine dete,
Fabula narratur.

Chapter III. opens with an account of a discussion at a meeting of the Calcutta Chamber of Commerce on the subject of overland trade with Western China, and the inference we draw from it is that there is a jealousy between Bengal and British Burmah, which, each of them, want to secure the prize, and while this antagonism prevails nothing is done to promote the real object in view. We congratulate Mr. Cooper on the efforts which he has made to advance British commerce, and we also gladly welcome the new information with which his well-described expedition has supplied us.

In the January number of *Ocean Highways* there appears, under the head of "Aboriginal Savages of Formosa," a sketch of the inhabitants of that island, which deserves more than a passing notice. The writer of the paper in question is Mr. W. Campbell, a missionary of the English Presbyterian Church. He describes Po-sia, or Po-li-sa, as a large, beautiful, and well-watered plain lying in the heart of the great mountain range, which, running through the island, divides it into an eastern and western portion. There are two ways by which this place can be reached, but the route used by the writer was the one which is generally chosen. Proceeding directly north from Ka-gi to Toa-sia it was found necessary to take an armed escort, as the territory of the Chay-hoan, or uncivilised aborogines, had to be passed. Upon arrival at the Posia villages the traveller endeavoured to arrive at some estimate of the population, and from the results of enquiries made at twenty-nine villages he thinks that their numbers may be set down at about 6,000. On entering a village a visit was always paid to the school, where the foreigner soon became an object of curiosity, and of (in nearly every case) kindly treatment. Mr. Campbell was enabled, through having a store of quinine, to establish a reputation as a doctor, and he describes a visit paid to a chief, Arek, who, although at a distance, had heard of the fame of the foreign doctor, and sent messengers who were commissioned to bring the stranger with them. On arrival Arek was found to be suffering from fever, and a good dose of quinine, together with some Liebeg's extract of meat, was administered, which had a beneficial effect. The impression conveyed by this visit to Arek's house does not appear to have been a very pleasing one, for on rising early the next morning Mr. Campbell says the first thing that arrested his attention was a string of skulls fastened up against the end of the chief's house, and a similar style of ornamentation seemed to be the prevailing fashion. These skulls were the trophies of victorious clan fights and of raids made on the inhabitants of the western side of the mountain. Speaking of the natives or Chey-hoan the writer says they are in many respects a fine race, but encroachments of the Chinese cause them to feel that their fall is ultimately certain, and although they are truthful, chaste, and honest, yet murder is the most common of their sins. It is the writer's belief that many of the Chey-hoan are also cannibals. In returning from Posia the traveller came by a new way, in order to visit the Chin-hoan, or water savages, who live by the shores of a large fresh-water lake. This lake was found to be four or five miles long and about three broad, and the tribes near there subsist by fishing in its waters. The scenery near Posia is represented as being wild and magnificent.

The last number of the *Academy*—which now appears, according to previous announcement, in a popularised form, a substantial three-columned journal of some thirty pages—contains a reference to and contradiction of a curious story which has found its way from a Chinese journal into the English newspapers. The story relates to a remarkable, and to say the truth incredible, scene which was said to have taken place at the reception of the European ambassadors by the Emperor of China. Foremost among the twelve envoys, the account states, was the representative of Great Britain :—

> When he had read a few sentences of his credentials, he began to tremble from head to foot, and was incapable of completing the perusal. The Emperor asked, "Is the Prince of your country well?" but he could utter no reply. The Emperor again asked, "You have besought permission to see me time and again. What is it you have to say to me?" But again he was unable to answer. The next proceeding was to hand in the credentials; but in doing this he fell down on the ground time after time, and not a syllable could he articulate. Upon this Prince Khun laughed loud at him before the entire Court, exclaiming, "Chicken-feather!" and gave orders to have him assisted down the steps. He was unable to move of his own accord, and sat down on the floor perspiring and panting for breath.

The correspondent of the *Academy* observes, with some justice, that "this statement is so absurd as to be hardly worthy of notice," and feels justified from personal intimate knowledge of our envoy, Mr. Wade, "in emphatically contradicting the whole story." Mr. Wade, who, he says, was made Companion of the Bath for his services during the last war, is the last person to be likely to "tremble from head to foot" before the youthful Emperor of China; and if he were not, Prince Kung, or more correctly Kung, is, we are assured, far too well-bred a man to have remarked, "Chicken-feather!" As to Mr. Wade being at a loss for words, "his linguistic attainments are of the highest order, and there can be no doubt that he is a far abler Chinese scholar than the Emperor of China himself."

The January number of *Art* contains three illustrations of excellence. The first of these, "The New Raphael," is a representation of the Graces, from a picture which was discovered a few years ago in a squalid shop in Drury-lane. The picture is undoubtedly of the RaphaelSchool, and connoisseurs are inclined to attribute the work to the great master himself. In the "Spanish Belles" we have a reproduction of a picture by M. Vuillefroy, while the work of the Belgian artist Verheyden is reproduced in a heliotype entitled "The Flitting."

In Portugal, as well as elsewhere, the study of the Science of Language and of Sanskrit begins to take root. The "Bibliographia Critica," published by F. Adolpho Coelho, which has reached its tenth *fasciculus*, contains some excellent articles on Comparative Philology; and in the first *fasciculus* of his "Litteratura da India," Candido de Figueiredo has just published a very successful translation of the "Death of Yajnadatta," an episode of the Ramayana.

Under the title of "Blackstone Economised," Mr. David Mitchell Aird, of the Middle Temple, has given a most valuable compendium of the Laws of England, which as an elementary work is of essential service to law students. Messrs. Longmann, Green and Co. are now publishing a second edition, and we shall refer to it again in our next issue.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 19, 1874.

TRADE REPORTS FROM JAPAN.

THE commercial reports of Her MAJESTY'S Consuls in Japan for the year 1872-73 give the reverse of a flourishing account of the prospects of trade in that country. From all quarters the same complaint of overstocked import markets and of excessive purchases of native produce is to be heard. The establishment of telegraphic communication with Europe and the opening of the Suez Canal, so far from affording relief to the markets, have materially added to the difficulties of the merchants. For no sooner does an article afford a margin of profit to the importer than the news is flashed along the wires to Manchester or elsewhere, and immediately shipments are made which flood the markets and turn the profit into a loss. The fact is that the population of Japan is comparatively small, and is far from being rich, and the consequence is that legitimate demand for foreign goods is very circumscribed. Small quantities of articles in request in any given district may for the moment fetch prices far in excess of the average market value, but the arrival of a few shiploads of the same will affect the prices to an equal extent the other way. The people do not as yet feel the general want for foreign goods which in time they will acquire, nor are they rich enough to become good customers. No doubt one other cause of this disordered state of the market is to be found in the existence of the native guilds, which exercise a most depressing effect on the foreign trade. These companies are so largely supported by Government, conduct their affairs with such secrecy, and are so well informed as to the condition of the markets in the interior that they are able to regulate to a nicety the supply at the ports of any given article, and they thus possess a complete control over the current prices. Virtually this system is an infringement of our treaty rights, since by thus creating a monopoly of foreign trade in its own hands the Government acts in opposition to the article which declares that Japanese merchants shall be allowed to enter into trading relations with foreigners without any official interference. It should therefore be made the subject of a diplomatic remonstrance. But something also might be done by the foreign merchants themselves. There is no sort of reason why they should not be as well informed as to the state of supply and demand in the interior of the country as are the members of the guilds themselves. The practice of leaving the management of the actual sales and purchases in the hands of the compradores may possibly, in the present state of affairs, be found to answer, but it cannot but be a great mistake to place themselves so unreservedly as they do in the hands of these go-betweens for all information on the subjects of the crops, and of the wants and capabilities of the inland districts. This remark applies to China as well as to Japan. If merchants would only insist on their clerks making themselves acquainted with the language in either country in which they may be trading, they might be sure of getting trustworthy information on matters of vast importance to themselves commercially, and for which they are at present dependent on the accounts furnished by their native *employés*.

DEATH OF M. GARNIER.

M. GARNIER, whose death is referred to in another column, was a lieutenant de vaisseau in the French navy, and was one of the six members of that expedition which started from Saigon in 1866 to ascend the Mekong, and which emerged, *via* the Yangtsze-kiang, at Shanghai. When Captain de LAGREE, the head of the party, died on the Chinese borders, GARNIER took the command. He revisited France in 1869, and was employed for the three following years in preparing the official report of the expedition, which appeared in Paris at the beginning of 1873. The department in that publication which it was M. GARNIER'S special province to superintend relates to the geographical researches of the expedition, and to the history, languages, and antiquities of Indo-China. He also kept a meteorological journal, which forms a valuable accessary to his narratives. M. GARNIER, on the conclusion of his literary undertaking, returned once more to Saigon, where, indeed, he seems to have held a Government appointment as "inspecteur des affaires Indigenes;" but before quitting France he promised to renew his investigations, and more particularly to attempt the solution of that most interesting and yet most puzzling of problems, the channels through which the great rivers of South-Eastern Asia flow in the Himalayan ranges, or even Thibet. M. GARNIER had been decorated with medals by the Geographical Societies both in this country and at Antwerp, and his untimely end is indeed much to be deplored. We shall soon obtain full particulars of the disaster; meanwhile we will say no more than this, that the recent treaty which the French imposed upon the Emperor of TONGQUIN, followed up as it was by the arrival soon after of a gunboat with explorers, or rather "exploiterers," on board is quite sufficient to account for a revengeful native hostility which finds its melancholy exponent in an assassin's cowardly cris. We must not, however, leave off without adding that an instance has before now occurred, where a popular and well-known botanist, curator of the Gardens at Saigon, having gone on a trip up-country, was cruelly murdered by the natives. The indignation of his fellow-countrymen was intense, and their grief profound. Fortunately, however, two days afterwards the victim turned up with an unbroken skin, and presented himself unexpectedly to an assembly of his friends who had met to deplore his fate, and concert means for avenging the outrage. We can only hope that the report of M. GARNIER'S death may be found also to rest on one of those *on dits* which form such wholesome mental stimulants for Frenchmen.

THE new edition of the "Almanach de Gotha (1874)" contains, we observe, among the Commanders Grand Cross of the Order of Francis Joseph, the name of Mr. HART, Director-General of Chinese Customs; and among the Knights of the Iron Crown are enumerated RUDOLF VON SCHLIEK, Austrian Consul at Shanghai, and Chevaliers VON BOWRA and VON HANNEN, Commissioners of Customs. Messrs. DREW, DETRING, and CARTWRIGHT are also included among the members of the Francis Joseph.

WE note the arrival, by last mail, of Mr. BRENAN, of H.M.'s Consular Service, who recently accompanied Mr. W. F. MAYERS (Chinese Secretary of Legation) on his mission to Kiangse to demand redress for the ill-treatment of Mr. BABER, and who more recently still visited the little known Loochow Islands to convey the thanks of the Foreign-office to the authorities for acts of kindness shown to shipwrecked sailors.

THE telegrams on the Atchin war continue to be very contradictory and unsatisfactory. The daily papers have been very reticent on the subject, and simply publish the telegrams, without comment.

MR. J. R. COULTHARD and Mr. L. C. HOPKINS have been appointed student interpreters, China Consular Service; Mr. E. H. FRENCH, student interpreter, Siam.

THE Consulate of Japan has been transferred from Venice to Milan. Mr. Consul NACAYAMA is in charge.

THE Chinese class at King's College, under Professor DOUGLAS, we observe commences on the 27th January.

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CONSULAR REPORTS ON THE CHINA TRADE.

The Consular Reports on the trade of Chinkiang, Shanghai, Takow and Taiwan for 1872, which were not included in the Blue-book issued in September, have now been published, and we subjoin a summary :—

CHINKIANG.

The report gives the total value of the trade of the port in foreign vessels (excluding treasure) at £5,021,462, while the imports and exports of treasure amount to £596,081. The total value of the direct trade with Great Britain and British dependencies (excluding treasure) under any flag was £4,905, and the return of trade under British flag, with other Treaty ports, is put down at £1,205,646. The trade in imports has shown on the whole a continuance of that steady increase which the Trade Reports for the last three years have disclosed. The report says :—

The general aspect of the circumstances of the port calls for congratulation. As a consumer of foreign manufactures, Chinkiang still holds the fourth rank among the Treaty ports. It now treads close on the heels of Shanghai in this respect, only falling short by £180,000. The highest consuming port only exceeds it by about £450,000 in value of foreign goods, that is, by about 12 per cent. The marks of progress in material comfort in the surrounding district are very conspicuous. Farmhouses of substantial brick are replacing the mud-plastered reed-hovels at first erected by the cultivators on their return to their ancestral soil. The suburbs of Chinkiang are still spreading, especially in the direction of the British Concession. Land in favourable situations brings £600 an acre, and even £800 has been refused in one instance. The improvement has every prospect of being progressive. A slight lull has taken place in business, owing to the discovery of an abortive attempt to organise a rebellion, and to the consequent measures taken by the local authorities. The personal responsibility of Chinese officers for the peace of their districts is sufficient to account for their nervous precautions after a fright of this kind.

SHANGHAI.

There has been a slight falling off in the total aggregate of foreign goods imported into Shanghai during this year as compared with the previous year, but the imports with Great Britain show an increase, and of the whole import trade of Shanghai this country contributes 93 per cent. A large increase in the value of exports is observable, the total for 1872 being Tls. 66,934,353, against Tls. 58,756,874 in 1871. The export of tea from Shanghai shows an increase over that of the previous year of 37,202 piculs, of which Great Britain contributes 3,744 piculs. The increase in the number and tonnage of vessels is very marked, the figures showing an increase over 1872 of 463 vessels entered and cleared, representing a tonnage of 313,818 tons.

The direct trade between this port and the United Kingdom has, on the whole, considerably increased. Although in numbers, as compared with 1870, that year had the advantage by two ships inwards, the tonnage being nevertheless greater by 40,000 tons ; the number outwards has increased by three ships with a tonnage of 17,000 over that of 1870. Mr. Medhurst remarks :—

The statistical statements of the trade of Shanghai for the year 1872 taken by themselves are suggestive of progress and prosperity. A marked increase over the values of preceding years is observable in every branch of business. Of the two principal products which China sends abroad, tea has been exported to Great Britain in larger quantities than has ever been known, and the shipments of silk have exceeded those of any year since the rebellion ; while in the two years, 1871 and 1872, unprecedentedly large quantities of English manufactured goods have been brought into the country. The elements of a thriving trade seem to be present in full measure. There is, however, unfortunately, another side to the picture which is not shown in the Tables. The extent of business has been in excess of the requirements of consumption ; goods which figure in the statistical Returns remain unsold in undue proportion at the close of the year ; consequently markets are depressed both in the east and the west, and cumulative losses stare merchants in the face. Without any political or financial crisis to derange the course of markets, with money plentiful, with an increasing consumption of goods and produce, and a well ascertained power of production, we, nevertheless, witness heavier aggregate losses to the British merchant than usually falls to his lot, and this is traceable to the one source—over-trading. Although the amount of foreign goods imported into Shanghai is on the increase, the re-exportation of such goods to other ports grows at a more than corresponding rate, so that the amount actually left in Shanghai, or what may be called the local consumption, has this year diminished considerably.

In the case of silk, both the power of production and the capacity of consumption are more open to speculation, China being only one of several silk-growing countries, and the demand for the article depending somewhat on the caprice of Western fashions. Still, even within the limits of what was known in regard to silk, the same unsoundness seems to have characterised the operations in the article as has been remarked in connection with piece goods and tea. The silk season was commenced with the probability, amounting almost to certainty, that the year's supply from Shanghai would exceed 55,000 bales, against 49,000 bales the previous season ; and there was no manner of doubt about the production of Canton sorts for the European markets showing a large increase over that of any previous year. Nor was the European crop expected to be less than formerly. The materially increased quantity was, nevertheless, sent forward from China at a higher average cost than the smaller quantity of 1871.

FORMOSA—TAKOW AND TAIWAN.

The value of the imports is less by 11 or 12 per cent. than for 1871, and the exports show a slight increase, probably due to the presence of an exceptional item, namely, salt, which is the subject of a Government monopoly. The sugar export is expected to show a considerable decrease, resulting from last year's drought.

Mr. Acting Consul Gregory remarks that the year 1872 was not a very prosperous year for this part of Formosa. The country suffered from want of rain. The drought, which had perhaps commenced in 1871, prevailed through 1872, notwithstanding one or more short periods of even heavy rain. Rice was dear.

FORMOSA—TAMSUI.

There is a steady rise exhibited in the imports for the year, the trade in cotton goods having decreased, while that of opium has advanced. In the exports there is a marked increase in the tea and coal accounts, which, it is believed, will continue. The import of opium forms more than four-fifths of the entire import trade, though the Aborigines, who occupy the greater part of the island to the exclusion of the Chinese, have not so far acquired a taste for the drug.

The total value of the imports for the year is set down by Mr. Baber at £274,641, exclusive of treasure, which was imported to the value of £73,928. The foreign imports he values at £262,482, and the native imports at £12,159. The exports in foreign vessels amounted in value to £294,738, and the export of treasure to £8,160. The staple exports, viz., camphor, coal, tea, and timber, all showed a considerable increase upon previous years.

CUSTOMS REPORTS ON THE TRADE OF CHINA.

We have received the *Customs Gazette* for the quarter ending September, 1873, and from the statistics given by the Commissioners at the various ports we gather the following :—

TIENTSIN.

There is no change worth recording in the tonnage statistics, nor do the import or export figures present any marked alteration. The revenue shows an increase, however, the amount for this quarter being Tls. 112,785, against Tls. 91,821 for the same quarter in 1872.

NEWCHWANG.

There is a slight falling off in the tonnage of vessels entered and cleared as compared with the figures in 1872. In imports there is an increase in Grey Shirtings, English Drills, and Opium, while there is a decrease in Sugar. The exports of Pearl Barley are below that of last year. The revenue is less than that of the corresponding quarter in 1873, the figures being Tls. 66,656 this year, against Tls. 87,813 last year.

CHEFOO.

The tonnage is nearly the same as in 1872. The importation of most descriptions of Cotton Goods shows a decrease, while that of other goods remains much about the same. The export figures show no considerable fluctuation. The revenue is slightly in excess of that of the same period in 1872.

HANKOW.

The tonnage entered and cleared was slightly higher in 1872, as were most of the imports, with the exception of Sugar. In the exports Tea shows a slight falling off. The revenue is lower than that of 1872.

KIUKIANG.

The tonnage figures are about the same. The import of Cotton Goods is rather in excess of last year, and this is the case with Sugar also. In the exports there is no marked alteration. The revenue for 1873 is less than in the same quarter last year.

CHINKIANG.

There is a considerable falling off in the importation of Cotton Goods. This is also observable in nearly all the other descriptions of goods. The export of wheat was in excess of that of 1872. The revenue for this quarter shows a falling off.

SHANGHAI.

The tonnage figures show very little alteration. In Cotton Goods the importation is less this quarter, while there is an increase in Malwa Opium, Sugar, and Straw Hats. Rice has been exported in larger quantities this quarter. The revenue is very slightly lower than in 1872.

NINGPO.

There is a decline in the importation of Cotton Goods, and in the exportation of Tea. The revenue is lower than that of 1872.

FOOCHOW.

The tonnage figures are less than in 1872. The import of Cotton Goods is higher. In the exports there is an increase in Tea. The revenue is considerably in excess of 1872.

TAMSUI (FORMOSA).

In the tonnage of vessels entered and cleared there is a decided increase. This increase is also to be noticed in nearly all descriptions of imports, as well as in the export of Coal. The revenue is higher than that of the corresponding quarter in the three preceding years.

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TAKOW (FORMOSA).

The imports generally are higher this quarter than in 1872, but below the standard of the two previous years. The export of Sugar is about the same. The revenue is slightly in excess of the same quarter in the previous year.

AMOY.

In the tonnage of vessels entered and cleared there is a decrease this quarter. There is a falling off in the import of Rice, otherwise the fluctuations are unimportant. The exports are about the same, but the revenue shows a decrease.

SWATOW.

There is a slight decrease in the tonnage figures, and an increase in the import of Cotton Goods. The export of Sugar to Chinese ports is a little in excess of the previous year. The revenue is higher for this quarter.

CANTON.

In the September quarter, 1872, there were 256 vessels, representing a tonnage of 93,957 tons, entered this port, while during the same period in 1873 the number was 226, representing a tonnage of 10,596,463 tons. The imports, as a rule, are higher than the corresponding quarter in 1872; Rice however showing an exception. The exports, except in a few instances, are lower; Straw Hats, Fans, and Canes being especially so. The revenue is not so high, the figures being Tls. 353,895 for 1872, against Tls. 329,932 in 1873.

THE MACAO COOLIE TRADE.

(FROM A SHANGHAI CORRESPONDENT.)

The atrocities connected with this trade as carried on between Macao and Peru with the consent, if not the connivance, of the Portuguese Government, have lately attracted much attention in England. The Macao coolie trade is a disgrace to the age we live in, and its horrors, as revealed by the cases of the *Nouvelle Penelope*, the *Maria Luz*, and a dozen others not so well known at home as these two, are something awful. The accounts, too, of the condition of the coolie in Cuba, the Central American Republics, and especially in Peru, are little less so, and I am glad to inform your readers authoritatively that the Chinese Government have been so moved by the reports they have received of the treatment of their subjects in these localities that they have voluntarily moved the Emperor to allow a special Commission to be sent thither to find out the exact truth. The Emperor has given his consent, and the members of the Commission have been already fixed on. The chief will be a member of the Tsungli Yamen, called Chên Lan-pin, and with him will be associated two members of the Imperial Maritime Customs Service, Messrs. MacPherson and Huber, and several Chinese *attachés*. They are to proceed to Cuba in the first place, and as they have no experience of either the country or its people, the Chinese Government hope that Western nations in treaty relations with China will instruct their representatives in these countries to do everything they can to further the objects of the mission. The good people in England must not, however, show them other honour than is due to their rank, for all the fuss that is made in European countries over a fifth rate mandarin only tends to confirm the really able and high class mandarins here in their ideas of the superiority of China.

(LATER ACCOUNTS OF THE COMMISSION.)

The official selected to be the head of the Chinese mission turns out to be one of the chief clerks on the Board of Punishments. Why the staff of this board should have been drawn upon for an envoy does not appear, except on the very Chinese supposition that a large experience in administering ingenious forms of torture in the vilest gaol in the world tends to develop the philanthropic side of human nature, and to increase one's power of detecting the evidences of cruelty and the marks of cruel treatment in others. It was not to be expected that the Chinese Government would have selected an officer of any rank for a post like this, the duties of which necessitate an abandonment of the society and civilisation of the flowery land, and a sojourn of some duration amongst the outer barbarians, not to speak of those perils by land and water which the Chinese mandarin, more than any other class of living men, abhors; but they need not have gone so far down the official ladder as they have done in choosing the chief of a special mission. On referring to the Civil Service List for this quarter I see that the officer in question, Chên Lan-pin, is put down as a chief clerk of the fifth grade, and as there are only eight grades of mandarins in all, it will be seen that he is a very small man indeed. To make him a little more palatable to our Spanish friends, and to make him of equal rank with the resident Consuls of other countries in Cuba, the Emperor has bestowed on him a brevet rank of the fourth grade, a transparent blue button and a peacock's feather to wear in his hat. With these simple, but tasteful decorations, the Cubans are sure to be delighted, and it is some comfort to think that this time at least a Chinese mission starts in an honest way for a good purpose. They will be neither wolves in sheep's clothing, nor petty Chinese officers masquerading as ambassadors, so every one here wishes the mission success.

Peru has been trying to anticipate this invasion by sending her Ambassador Extraordinary in Japan, Garcia y Garcia, on to China to arrange a Treaty similar to those existing between China and European countries. In the meantime Peruvians are not encouraged in China, for a gentleman from that county supposed to be connected with the embassy, who was on his way to Peking from Tientsin, with a passport issued to him by the French Consul, was stopped *en route*, told that his honourable countrymen had no right to travel in China, and rather unceremoniously taken back to Tientsin. The Shanghai newspapers had of course high toned paragraphs on the discourtesy shown by the Chinese to a Peruvian official, with a moral appended, which was not only lost on the Chinese Government, but actually on the official himself, for he wrote some days after in a very indignant strain to the leading paper here, complaining that he had been stigmatised as a Peruvian official, whereas he was really a Peruvian gentleman, and threatening the editor in very bad English with unpleasant consequences for minding other people's business instead of his own.

(PALL MALL GAZETTE.)

A few days ago a brief telegram announced that the Portuguese Government had at length yielded to the urgency of all civilised opinion, and to the repeated remonstrances of our Government in particular, by consenting to the suppression of the coolie traffic that has heretofore made Macao its great mart and *entrepôt*. Few people will understand immediately how great a gain to the cause of humanity this resolution of the authorities at Lisbon represents, or with how much pains and difficulty it has been won. It is necessary, however, to draw attention to the facts in order that the voice of English opinion, and, if necessary, the intervention of our Government, may sustain Portugal in the novel and humane policy on which she has somewhat tardily entered. Such support may be needed; for the abolition of a disguised slave trade like the coolie traffic between Macao and the South American coast involves loss of profit to many individuals who have lived and thrived on the infamous trade. We hear already from Hong Kong that "the measure causes great excitement, as it will have the effect of depriving a large number of Portuguese and Chinese of employment." It is probable that the interests affected by the suppression of the traffic will do their best to procure a repeal of the recently issued decree; and, as we know that the concession was made reluctantly and after prolonged negotiations by the Portuguese Government, it would not be safe to calculate on its maintenance if the matter be permitted to sink into obscurity. The credit of this country is directly as well as indirectly concerned in the abolition of the Macao coolie trade, for all the efforts of the English officials at Hong Kong had not up to a very recent date been successful in preventing vessels being fitted out at that port which were notoriously intended for employment in the "labour traffic" between Macao and the ports of South America. The Foreign-office has been sufficiently urgent with the Portuguese Government for the mitigation of the worst evils of the trade. But we must own we scarcely dared to hope for its entire abolition. It is an increasing lucrative business, and the 800 brokers of Macao will not be content to see it extinguished. Yet the Portuguese Government must be firm in resisting interested clamour. No regulations will make the Macao coolie traffic anything better than a very cruel and hypocritical form of slave trade. It will always be fed so long as it is allowed to exist by kidnapping; its vessels will be crammed with hundreds of wretched Chinese battened down under hatches, desperate in their impotent rage, which sometimes they find a chance of satiating by setting a ship on fire, and burning themselves and their masters together. Nor is such a fate much more miserable, or even less miserable, than that to which they are doomed if they reach their destination in Peru or Cuba. The life of a labourer in the guano fields of the Chincha Islands is a living death from which it is no wonder that hundreds of Chinese seek an escape every year by suicide. The supply of labour for this business will be checked by the stoppage of the coolie shipments from Macao, but the Peruvian Government have only themselves to blame. They might have continued to obtain labourers as abundantly as they pleased if they had not provoked protest against the abominable cruelties they allowed to be perpetrated on the immigrant workmen.

THE ANNAMESE TRIBUTE BEARERS.

(FROM A SHANGHAI CORRESPONDENT.)

Another embassy of a different nature is now appearing on the horizon in the shape of the Annamese tribute bearers, who are reported as having crossed the frontier and passed through the province of Kuang-si on their way to Peking. They appear to be more than usually ragamuffin, and the Governor of Kuang-si, evidently a witty man, tells the story of their reception by him to his august master the Emperor in a quaint amusing way. I cannot do better than translate his own language from the *Peking Gazette*:—

Your servant, Liu, Governor of Kuang-si, on his knees addresses the Throne. Looking upward he implores the sacred glance on a memorial reverently prepared, reporting the arrival in his province of the Annamese Envoys, and their departure from it for Peking after a few days' sojourn. The Prince of Annam having deputed certain envoys to carry this year's tribute to Peking, your servant, in obedience to your Majesty's instructions, sent civil and military officers to conduct them across the frontier and through the province of Kuang-si to my city Kuei-lin-foo. They reported the mission to consist of three envoys, eight secretaries, and nine attendants, twenty persons in all, and brought them on to Kuei-lin-foo in safety. Your servant ordered them to rest a few days, feasted them, as Chinese law directs, and supplied them with any quantity of provisions during their stay. The mission did not bring a very large stock of clothing with them; in fact, they had not a change for the whole of this long journey to Peking and back; so, according to the old custom on such occasions, your servant got up a subscription list on their behalf, and having made a collection of Court robes, silk and pongee garments, single, lined, wadded, and

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furred clothes, I gave them a taste of Imperial benevolence by making a present, on the day of the banquet, in their honour, of a bundle (of old clothes) to each member of the mission.

Your servant has now ordered them to be off for Peking with their tribute, and they have started by water, accompanied by the escort I sent to protect them. I have requested all the high authorities of the various provinces through which they will pass to see that they are conducted in safety, so that they may get to Peking by October, and the cherished desires of your Majesty be carried out. Your servant, as in duty bound, reverently presents this memorial, and on it he implores the Sacred Glance. Rescript appended in the vermilion pencil:—"We are informed."

The expression used for "envoys" in the above memorial is identical with that which was applied to the foreign ministers in the audience edict, so there is little doubt that there, as here, it was meant to convey the idea of "tribute bearers," and that the objections made to it at the time by our local sinologues were well founded. Be that as it may, nothing wilder in the way of extravagant fun has ever been placed on the boards of a London theatre than this scene of twenty ragged plenipotentiaries, a benevolent Governor, and a subscription list headed by all the leading old clothes men in the provincial capital of Kuei Linfoo. The Governor must at one time or other of his life have heard about Aunt Trotwood's reception of David Copperfield, and Uncle Dick's triumphant solution of the problem comprised in the words, "Wash him," for it is precisely what he did with the Annamese envoys.

THE ATCHIN WAR.

(THE STANDARD.)

The Dutch find that in their Sumatran war they have a serious affair upon their hands. Although their successes have already been considerable, and the enemy loses ground at each advance of the invader, they are compelled to employ, perhaps, the largest force in men and materials that ever was brought into the field in one of these insular expeditions. After passing up the river of Atchin, and accomplishing two or three desultory enterprises by the way, they found it necessary to disembark a park of artillery before occupying an offensive position opposite the Kraton, a citadel of the capital city. In actual fighting their losses do not appear to have been serious, but the deaths from cholera had been numerous, and although a telegram we publish this morning says that the city is expected to fall shortly, and that the health of the troops is improving, it may be assumed that they have still a heavy task before them. Their fleet of twenty vessels has not reconnoitred along the coast without being fired at from a number of small fortresses, and in Holland it is said that these ships, if engaged in a close bombardment with heavy batteries, could not stand the shock.

It will be remembered that a few weeks ago the Minister of Marine at the Hague resigned, and that there ensued a great scandal with reference to the condition of the national navy; the wooden ships it was declared were utterly rotten, and the iron ones eaten through with rust; and Dutch journals went so far as to affirm that they were only fit for the protection of rivers. Nevertheless the East India squadron has generally been regarded as superior to that which is kept at home. The fleet in the Indian waters, however, is said to have carried from Batavia an army of twelve thousand men, upwards of a fourth of whom are Europeans, possessing that kind of stolid courage for which the Dutch are famous. This force has been directed upon the Kraton, but not through the ordinary route, though the change in the plan of landing necessitates a difficult passage across a large and little known river, of which the banks are excessively steep, the fords only familiar to natives, who may prove treacherous, as they have often done before, and on the other side, possibly, a horde of from fifty to seventy thousand men belonging to the most military race in the Archipelago, and by no means contemptibly armed. Their resistance, however, might be expected to be more effective did they rely less upon the imported weapons of Europe, in the handling of which they are not adepts, because the annals of former struggles in Sumatra have shown that the fighting has been infinitely more fierce when it has been hand to hand, the Dutch cannon having frequently been assailed and carried off through a rush of men armed with those frightful implements which, in modern times, are only known in Asiatic warfare. It may be assumed, should the Dutch either ford or bridge the river, and compel the enemy to retire within his walls, there would be a desperate resistance still. For this citadel, admirably situated and girdled by a triple rampart, besides outworks with immensely deep fosses, such as are represented by the illustrations—better than all modern maps—in Churchill's "Voyages," may be expected, in the hands of so warlike a garrison, to impose upon its assailants a very difficult task. This, supposing that the war is not concluded upon some conciliatory terms, will not be the first time that the Dutch have bled by hundreds beneath the walls of the Kraton; and although their breech-loaders and bayonets will, of course, prevail in the long run, the Atchinese, if they are so disposed, have a vast interior to fall back upon, and in truth may, as Napoleon said, walk the invaders off their feet. The principal chance in favour of the Dutch is that the cupidity and jealousy of the surrounding tribes, acted upon by menaces, promises and bribes, may hem in the Sultan's army, in which case it will be forced to take up a stand somewhere, and there be overcome as certainly as Europe is superior to Asia in the art and the weapons of war. In this manner was the great empire of Mataram, with its superb capital of Mogapahit, in Java, once called the Cyrene of the East, enveloped and destroyed; and here we have the secret of Dutch triumphs among the islands. They have followed the old law of dividing and conquering.

Legal.

COURT OF CHANCERY.

IN RE THE BANK OF HINDUSTAN, CHINA, AND JAPAN.

This was in effect an adjourned summons. It will be remembered that in the winding up of this company the full Court of Appeal, consisting of the Lord Chancellor and Lords Justices, decided that a Mr. Campbell and a Mr. Hippisley were contributories of the company——thereby reversing the decision of the late Vice-Chancellor Wickens; and that a Mr. Allison was not a contributory—thereby affirming decisions of the Lord Justice James, sitting as Vice-Chancellor during the illness of Vice-Chancellor Wickens, and the Court of Exchequer Chamber. The Chief Clerk, following the decision of the full Court in the cases of Campbell and Hippisley, had placed Mr. Bulmer on the list of contributories, and against that proceeding he desired to appeal to the House of Lords. As he could not appeal for that purpose from the certificate of the Chief Clerk, he now applied formally to this Court for an order upon the certificate, with the view of appealing therefrom to the House of Lords, or, as it was stated at the Bar, to such other tribunal as might, when the appeal should come on to be heard, be substituted for their Lordships' House.

Vice-Chancellor Hall made an order affirming the certificate of the Chief Clerk.

LATHAM V. THE CHARTERED BANK OF INDIA, CHINA, AND AUSTRALIA.

The plaintiffs in this suit were the partners in the firm of Messrs. Finlay, Scott, and Co., of Banbury. They sued for payment of a sum of about £470, balance out of £1,700 of money paid on a policy, after deducting the amount due on certain bills of exchange held by the Chartered Bank of India, China, and Australia. In April, 1870, the bank bought certain bills of one Jaitha Vullabjee, of Bombay, drawn by him on Messrs. Coupland Brothers, of Liverpool, and at the same time a bill of lading of 100 bales of cotton, per ship *Aurora*, shipped by Jaitha Vullabjee, and a policy of insurance on the cotton was handed to the bank, accompanied by an agreement of hypothecation, which contained a clause to the effect that in case of default being made in acceptance or presentment, or in payment at maturity of any of the above bills the manager or agent of the bank was authorised to sell the goods and apply the proceeds in payment of such bills. Both Messrs. Coupland and Jaitha Vullabjee failed. The ship *Aurora* was burnt soon after leaving Bombay, and the British and Foreign Marine Insurance Company, with whom the policy in the hands of the bank had been effected, paid them £1,700, the amount insured on the cotton per *Aurora*. After satisfying these claims in respect of the bills above mentioned, there remained in the hands of the bank a balance of about £470. It was in respect of the balance that the present suit was brought. The bank bought other bills drawn by Jaitha Vullabjee on Messrs. Haigh, Wilson and Co., which were drawn against cotton sent by the ships *Western Belle* and *Canute*, and consigned to Messrs. Haigh, Wilson and Co. Messrs. Haigh, Wilson and Co. also became insolvent, and on selling the cotton consigned to this latter firm the bank did not realise sufficient to cover what was due to them on the bills accepted by Messrs Haigh, Wilson and Co. There are two principal points in the case—one, whether on the construction of the agreement between Jaitha Vullabjee and the bank they had any right to apply the policy moneys to any claim beyond that in respect of the bills drawn on Messrs. Coupland. The other whether they had given time to Messrs. Haigh, Wilson and Co. for value, and thus released the drawer, Jaitha Vullabjee, from all liability on the bill accepted by Messrs. Haigh, Wilson and Co.

Vice-Chancellor Bacon said the dispute arose out of one of the most ordinary mercantile transactions, and it surprised him that it had occupied so much time in argument. The case was clear in itself. Upon the construction of the so-called hypothecation of the defendants, they had no right to apply the proceeds of the policy to anything but the payment of what was due on the bills of exchange drawn on Messrs. Coupland, and on this point alone the plaintiffs were entitled to a decree. But the matter did not stop there. The bank had given time to the acceptors of the other bills. By so doing they had prejudiced the drawer, who had a right to know whether the bills were paid. If by some arrangement between the bank and Messrs. Haigh, Wilson, and Co. they chose not to protest the non-payment of the bills, it was a matter between them, and for their convenience only; and this would not be allowed to prejudice the drawer. It was a rule, and a very salutary rule, of the law merchant that such an act released the drawer. It had been argued that the remedy on the bills alone would be taken away and any collateral remedy would subsist; but Jaitha Vullabjee was liable to the bank merely on the bills as drawers. He therefore made a decree in favour of the plaintiff and gave them interest at £4 per cent.

Monetary and Commercial.

The Japanese Loans have been inactive at the recent advance. The Nine per Cent. Loan is quoted 110 to 112, and the Seven per Cent. 100 to 102. Notice is given that the half-yearly interest due on the 1st prox. on these loans will be paid on and after that date at the counting-house of Messrs. J. Henry Schroder and Co.

The directors of the Eastern Telegraph Company (Limited) have issued their report for the half-year ending 30th September last. The total revenue in that period was £178,828 18s. 4d., and the net profits £122,826 3s. 9d., leaving, after payment of the two interim dividends, a balance of £22,893 13s. 5d. to be carried forward. The several sections of the company's lines are reported to be in good working order, and a joint-purse

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traffic arrangement has been concluded with the Indo-European Telegraph Company, the terms of which will be explained at the approaching meeting.

A voluminous correspondence has passed between the Vestry Clerk of Marylebone, the Home Secretary, the Board of Trade, and the Commissioners of Customs, on the subject of testing tea in bond. The Marylebone vestry seem to be acting on behalf of the retail dealers, for whose hardship in being made a scapegoat for offenders who escape it feels special sympathy.

The suspension has been announced of Messrs. E. B. and A. T. Pitchford, lead merchants, a firm of about twenty-four years' standing, and until recently in the enjoyment of good credit. The liabilities are believed to be nearly £170,000, of which about £120,000 or £130,000 is unsecured, and the prospects of liquidation are reported to be unfavourable. It is also apprehended that this suspension will lead to other difficulties.

The following further announcements of dividends have been made by banking and other companies :—

The Imperial Bank, a dividend at the rate of 8 per cent. per annum, placing £5,000 to reserve, and carrying forward £8,683.

The Central Bank of London, a dividend at the rate of 8 per cent. per annum, adding the sum of £4,500 to reserve, raising that fund to £15,000.

The City and County Bank, a dividend at the rate of 7 per cent., being an increase of 1 per cent. upon the former half year.

The London and Provincial Marine Insurance Company a dividend for the half-year ended 31st Dec. at the rate of 10 per cent. per annum, together with a bonus of 5 per cent., being, with the dividend paid in July, a distribution of 15 per cent. per annum. In the previous year the distribution was 20 per cent.

The Norwich Union Fire-office a dividend at the rate of £20 per share (£30 paid up), representing a return upon the original paid up capital at the rate of 66 per cent. per annum. The shares are now worth about £250 each.

The Lancashire Fire and Life Insurance Company, a dividend of 5 per cent., and 5 per cent. bonus, making the amount for the year equal to 15 per cent.

The Manchester Fire Assurance Company, a dividend of 6¼ per cent. for the half-year, making, with 3¾ paid in July, 10 per cent. for the year.

The Home and Colonial Marine Insurance Company (Limited), a dividend at the rate of 6 per cent. per annum.

The Imperial Marine Insurance Company (Limited), a dividend of 3s. per share, being equal to 5 per cent. per annum.

The Anglo-American Telegraph Company, a dividend of 2 per cent., being a final dividend for the eight months ending 31st Dec. last, and at the rate of 6 per cent. per annum.

The Globe Telegraph and Trust Company a dividend of 3s. per share, being at the rate of 6 per cent. per annum upon the Preference shares.

The Fore Street Warehouse Company (Limited), a dividend making 15 per cent. for the year, leaving £10,000 for the reserve fund.

A telegram from Hong Kong announces the departure of the *Vasco de Gama* on her first trip for San Francisco, with a full cargo and passengers.

Subjoined is an account of the quantities of Coffee, Sugar, and Tea remaining in the bonded warehouses of the United Kingdom on the 31st of December, 1873, as compared with the quantities in warehouse on the 31st of December, 1872 :—

	1872.	1873.
Coffee, cwts.	295,307 ...	264,304
Sugar, unrefined, cwts. ...	2,791,353 ...	3,349,685
Tea, lbs.	98,902,811 ...	95,470,811

Bar silver, which had been firm during the week, experienced a sudden rise on the 15th inst. to 59d. per oz. standard, in consequence of orders for the East. Mexican dollars have also improved in value, and have realised 57d. per oz. The receipts from America comprise £110,000, chiefly Doré, and £16,000 from the West Indies.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 15th January, 1874, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1874, 15,153,029 yards ; for the twelve months, 102,501,817 yards ; for the twelve months, 1873, 79,776,113 yards ; for the twelve months, 1872, 106,369,727 yards. Increase for 1874 against 1873, 22,725,704 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1874, 675,482 yards ; for the twelve months, 5,091,346 yards ; for the twelve months, 1873, 2,350,173 yards ; for the twelve months, 1872, 7,027,193 yards. Increase for 1874 against 1873, 2,741,173 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1874, 84,824 yards ; for the twelve months, 1,218,134 yards ; for the twelve months, 1873, 2,334,418 yards ; for the twelve months, 1872, 2,754,990 yards. Decrease for 1874 against 1873, 1,116,284 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1874, 1,044,250 lbs. ; for the twelve months, 9,788,435 lbs. ; for the twelve months, 1873, 6,933,820 lbs. ; for the twelve months, 1872, 9,888,021 lbs. Increase for 1874 against 1873, 2,854,615 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1874, 25,129,443 yards ; for the twelve months, 247,253,043 yards ; for the twelve months 1873, 294,623,360 yards ; for the twelve months 1872, 376,713,721 yards. Decrease for 1874 against 1873, 47,370,317 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1874, 1,808,278 yards ; for the twelve months, 16,836,333 yards ; for the twelve months 1873, 11,144,850 yards ; for the twelve months 1872, 8,781,165 yards. Increase for 1874 against 1873, 5,691,483 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1874, 461,531 yards ; for the twelve months 7,133,324 yards ; for the twelve months 1873, 7,200,757 yards ; for the twelve months 1872, 7,443,523 yards. Increase for 1874 against 1873, 1,288,614 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1874, 5,400 lbs. ; for the twelve months, 898,803 lbs. ; for the twelve months 1873, 1,599,940 lbs. ; for the twelve months 1871, 594,940 lbs. Increase for 1874 against 1873, 62,283 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1874, 5,053,163 yards ; for the twelve months, 32,538,543 yards ; for the twelve months 1873, 32,653,378 yards ; for the twelve months 1872, 37,900,950 yards. Decrease for 1874 against 1873, 114,835 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1874, 264,177 yards ; for the twelve months, 4,785,821 yards ; for the twelve months 1873, 4,191,684 yards ; for the twelve months 1872, 2,142,797 yards. Increase for 1874 against 1873, 594,137 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1874, nil ; for the twelve months, 2,143,661 yards ; for the twelve months 1873, 2,045,170 yards ; for the twelve months 1872, 1,250,634 yards. Increase for 1874 against 1873, 98,491 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1874, 1,076,000 lbs. ; for the twelve months, 10,466,368 lbs. ; for the twelve months 1873, 14,022,559 lbs. ; for the twelve months 1872, 10,687,484 lbs. Decrease for 1874 against 1873, 3,556,191 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1874, 5,421,144 yards ; for the twelve months, 61,091,158 yards ; for the twelve months 1873, 72,517,709 yards ; for the twelve months 1872, 61,352,145 yards. Decrease for 1874 against 1873, 11,426,551 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1874, 485,140 yards ; for the twelve months, 4,656,647 yards ; for the twelve months 1872, 6,051,924 yards ; for the twelve months 1872, 5,448,135 yards. Decrease for 1874 against 1873, 1,395,277 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1874, 236,511 yards ; for the twelve months, 2,407,928 yards ; for the twelve months 1873, 3,932,919 yards ; for the twelve months 1872, 4,771,648 yards. Decrease for 1874 against 1873, 1,524,991 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1874, 61,900 lbs. ; for the twelve months, 1,866,215 lbs. ; for the twelve months 1873, 1,831,788 lbs. ; for the twelve months 1872, 2,493,728 lbs. Increase for 1874 against 1873, 34,427 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1874, 2,414,612 yards ; for the twelve months, 20,612,598 yards ; for the twelve months, 1873, 22,656,917 yards ; for the twelve months, 1872, 18,530,174 yards. Decrease for 1874 against 1873, 2,044,319 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1874, 774,486 yards ; for the twelve months, 7,338,130 yards ; for the twelve months 1873, 11,075,704 yards ; for the twelve months 1872, 11,589,458 yards. Decrease for 1874 against 1873, 3,737,574 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1874, 533,079 yards ; for the twelve months, 6,182,702 yards ; for the twelve months 1873, 11,434,391 yards ; for the twelve months 1872, 13,007,568 yards. Decrease for 1874 against 1873, 5,251,689 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1874, 66,040 lbs. ; for the twelve months, 642,854 lbs. ; for the twelve months 1873, 419,300 lbs. ; for the twelve months 1872, 808,948 lbs. Increase for 1874 against 1873, 223,554 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1874, 1,091,654 yards ; for the twelve months, 19,181,966 yards ; for the twelve months 1873, 13,424,911 yards ; for the twelve months 1872, 6,529,931 yards. Increase for 1874 against 1873, 5,757,055 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1874, 943,217 yards ; for the twelve months, 14,639,204 yards ; for the twelve months 1873, 10,717,928 yards ; for the twelve months 1872, 7,860,321 yards. Increase for 1874 against 1873, 3,921,276 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1874 358,105 yards ; for the twelve months, 2,664,154 yards ; for the twelve months 1873, 737,157 yards ; for the twelve months 1872, 374,723 yards. Increase for 1874 against 1873, 1,926,997 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1874, 64,700 lbs. ; for the twelve months, 773,468 lbs. ; for the twelve months 1873, 518,961 lbs. ; for the twelve months 1872, 350,928 lbs. Increase for 1874, against 1873, 254,507 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1874, 1,146,935 yards ; for the twelve months, 32,359,079 yards ; for the twelve months, 1873, 28,622,202 yards ; for the twelve months 1872, 25,178,480 yards. Increase for 1874 against 1873, 3,736,877 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1874, 72,881 yards ; for the twelve months, 1,915,931 yards ; for the twelve months 1873, 1,600,646 yards ; for the twelve months, 1872, 2,588,820 yards. Increase for 1874 against 1873, 315,285 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1874, 83,177 yards ; for the twelve months, 2,959,681 yards ; for the twelve months 1873, 4,250,968 yards ; for the twelve months, 1872, 2,726,981 yards. Decrease for 1874 against 1873, 1,291,287 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1874, 28,900 lbs. ; for the twelve months, 170,887 lbs. ; for the twelve months 1873, 313,517 lbs. ; for the twelve months 1872, 301,727 lbs. Decrease for 1874 against 1873, 142,630 lbs.

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BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	7 to 7¼
25	Bank of Egypt	All	42 to 44
20	Chartered of India, Aust., and China	All	13½ to 14½
25	Chartered Merc. of India and China ...	All	22½ to 23½
20	City	10	13½ to 14½
100	Colonial	30	56 to 58
500fr.	Comptoir D'Escompte de Paris ...	All	560 fr.
Th.200	Deutsche	All	Th.166
£38½	Hong Kong and Shanghai	All	37 to 39
50	Imperial	15	17½ to 18½
50	London and County	20	60 to 61
50	London Joint-Stock	15	46½ to 47½
100	London and Westminster	20	69 to 70
25	Oriental	All	44½ to 45½
—	Union of London	15	44 to 45
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7¾ to 8¼
10	Eastern Telegraph	All	7¾ to 8¼
10	Great Northern	All	9¾ to 10
25	Indo-European	All	16 to 17
10	Mediterranean Extension	All	4½ to 4¾
12	Telegraph Construction Company ...	All	32½ to 33
20	India-rub., Gutta-perc., & Teleg. Works	All	30 to 33
8	Reuter's	All	10¾ to 11¼
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 5
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1¾ to 2¼ pm.
10	Merchants' Marine	2	1 to 0½ dis.
50	North British and Mercantile	6¼	26½ to 27
25	Ocean Marine	5	7 to 9
20	Thames and Mersey	2	4 to 4½
20	Thetis Marine	5	4 to 2 dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine...	5	4¾ to 5¼ pm.
	TEA COMPANIES.		
50	Assam	20	37 to 39
20	British Indian	All	4½ to 4¾
20	Darjeeling	All	19 to 21
10	Eastern Assam	All	
20	Iorehaut, Limited...	All	40 to 45
20	Do.	14	14 to 15 pm.
10	Lelong	All	9½ to 10½
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4¼ to 4¾ dis.
20	Do.	5	3½ to 2¾ dis.
50	Colonial	20	8 to 6 dis.
5	Credit Foncier of England	All	3 9-16 to 3 11-16
10	General Credit and Discount	7½	¼ to ½ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2½ to 2¾ dis.
25	National Discount	5	10¾ to 11¼
500fr.	Messageries Maritimes of France ...	All	542½ fr.
£50	P. and O. Steam	All	55 to 57
50	Do. Do. 1867	10	par to 1 pm.
100	Royal Mail Steam...	60	91 to 93
402fr.	Suez Canal	—	440 fr.
£98	Japan Loan, 9 per cent.	All	111 to 113
93½	Do. 7 per cent....	All	100 to 102

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 80, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-treet, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

** *Companies omitted in the above list will be included if the particulars are forwarded.*

ARTICLES OF IMPORT.

TEA.

The market has been very firm during the week, with a good amount of business, the Trade showing some disposition to get into Stock, but Exporters are doing very little. Prices show no material alteration in the week, but the tendency is to harden in fair to good medium black-leaf Congous from 1s. 1d. to 1s. 6d. per lb. Red-leaf kinds were readily saleable early in the week, but the demand has since become more quiet. Public sales have been very small, amounting only to 2,000 packages, 1,775 packages of which were sold without reserve. The deliveries for the week amount to 3,589,905 lbs., against 3,297,026 lbs. last year.

Congous.—Red-leaf kinds: There has been rather more done in siftings, of old import, from 5d. to 5¾d. per lb., new also selling steadily. Broken-leaf kinds have only been in moderate request. Fair to good common has been saleable from 1s. to 1s 0½d. per lb.; fair kinds from 1s. 1d. to 1s. 3d. have sold steadily at fully previous rates; good from 1s. 4d. to 1s. 6d. have also been saleable. There has been rather more enquiry for fine kinds, but as yet without leading to much business. Pak Lin kinds remain very firm. Black-leaf kinds: The low to common kinds have been rather more in request. Good common has sold at previous prices. Fair to good medium from 1s. 1½d. to 1s. 6d. have sold readily, prices ruling rather higher; fine have sold to a small extent at previous prices, finest being exceptionally firm. New-make Canton kinds: Some large sales have been made of common at 10¾d. per lb., other kinds being only in limited demand. Oolongs maintain the improved prices last quoted. Souchongs have been dull of sale at about former rates, except a few finest, which have realised full prices. In flowery Pekoes and uncoloured Japans there has been nothing of interest to report. *Scented Teas:* Canton Capers have been rather more wanted, the low prices ruling calling attention to them; the olive-coloured kinds sell freely at extreme prices. Foochow kinds have sold at full rates. Canton Orange Pekoes show no improvement. Foochow kinds have been difficult of sale; common at 1s. 1½d. to 1s. 2d., fair 1s. 3d. to 1s. 4d., good 1s. 5d. to 1s. 7d., per lb. *Green Teas:* The improved feeling has continued, and prices for the finer grades have been well maintained, especially for Moyune kinds. Ping Sueys of common to medium kinds show no alteration. An invoice of Java green, about 860 packages, was mostly bought in, the few sold however realised full prices.

Messrs. J. C. Sillar and Co.'s annual review of the market says:—The year 1873 has again proved an unsatisfactory one to importers of Tea; at one time the prospects appeared brighter than we ever remember to have witnessed, and when the first cargo of New Season's Tea arrived during the first fortnight of July there was little more than the equivalent of three months' deliveries of Congou and Souchong Tea in the whole bonded warehouses in the kingdom. In former years such a state of matters would have led to great excitement, and the New Season's crop would have been eagerly sought for and rapidly sold upon arrival at extreme prices. The opening of the Suez Canal, and the completion of the electric wire to China, however, have brought about such a revolution, that three months' stock is now regarded as ample for our wants, and the first arrivals of the new season's crop were received with comparative indifference by the trade, who only bought from hand to mouth. The accounts from China showed great recklessness on the part of buyers, which led to disastrous losses throughout the remainder of the year. The terms of sale—three months' prompt, with interest to the buyer, are still adhered to by the largest brokers, and so long as this injustice is allowed, losses to importers must continue to be the rule. The total imports last year show a decrease of 24,000,000 lbs. from those of 1872; being, according to the Board of Trade Returns, 162,344,000 lbs., against 185,939,000 lbs. in 1872. The deliveries, according to the same returns, are nearly the same, being 165,259,000 lbs., against 166,289,000 lbs., and the quantity exported showing a decrease of 5,000,000 lbs., while the home consumption, on the other hand, has increased about 4,000,000 lbs. The quantity of New Season's Tea received by steamers through the Suez Canal up to the 31st December was 70,000,000 lbs., against 60,000,000 lbs. last year; 48,000,000 lbs. in 1871, and 22,000,000 lbs. in 1870. From Foochow the quantity last year was 26,000,000 lbs., against 20,000,000 lbs. in 1872; and from Shanghai and Canton 44,000,000 lbs., against 40,000,000 lbs. The following table shows the shipments from China and Japan to Great Britain for the last seven seasons, also the Imports of Indian Teas and total quantity delivered for home consumption and export, and the United Kingdom stock on the 31st December, for the last seven years.

Export from China and Japan to Great Britain.		Import of Indian Teas.		Total delivered United Kingdom.
1866-67	122,682,000 ...	1867...	7,084,000 ...	143,000,000*
1867-68	118,480,000 ...	1868...	8,132,000 ...	142,430,000*
1868-69	145,472,000† ...	1869...	10,522,000 ...	146,000,000
1869-70	141,500,000 ...	1870 ..	13,149,000 ...	147,977,000
1870-71	132,000,000 ...	1871...	15,500,000 ...	164,722,000
1871-72	147,000,000 ...	1872..	17,164,000 ...	166,289,000
1872-73	149,000,000 ...	1873...	18,000,000 ...	165,259,000

* Nearly 1,000,000 lbs. were exported under the head of stores.

† Of this about 4,000,000 lbs. went to the continent of Europe, having sailed to Falmouth for orders.

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	Home Consumption.	Export.	Stock on the 31st December.
1867	111,058,000	31,131,000	85,007,000
1868	106,918,000	34,632,000	96,510,000
1869	112,100,000	33,900,000	88,500,000
1870	117,623,000	30,354,000	80,374,000
1871	123,530,000	41,192,000	83,866,000
1872	127,792,000	38,497,000	100,774,000
1873	132,022,000	33,237,000	95,471,000

SILK.

The market is without improvement, very little business is doing, and prices are about the same, but, if anything, rather weaker. Returns are good, being from 1st to 14th inst. :—1,596 bales China ; 328 Canton ; 358 Japan ; 149 Bengal ; total, 2,431 bales.

COFFEE.—A slight depression was observable in the market at the beginning of the week, but Thursday the supply of Plantation Ceylon at public sale presented a good assortment, and a renewal of the previous active competition ensued, the whole being disposed of at an irregular advance, viz., chips 85s., garblings 69s. to 87s., triage and ordinary 110s. 6d. to 126s., small 127s. to 131s., low middling 131s. 6d. to 132s. 6d., middling coloury 133s. to 135s., good middling to fine middling bold 135s. 6d. to 137s., fine bold 137s. 6d. to 138s. 6d., pea-berry 131s. 6d. to 134s. 6d. ; 505 bags of Java bought at 124s. There has been an active demand for arrival, and Plantation Ceylon has been sold at 124s. to 125s. No change has occurred in the market for Native Ceylon.

CAMPHOR.—In auction 50 cases China sold without reserve at 90s. to 90s. 6d. per cwt., being firmer.

CUTCH.—The market continues quiet, and the only sale has been 200 boxes good Pegu, at 20s. per cwt.

COCOANUT OIL is steady ; Cochin is quoted £39 to £40, Ceylon £36 ; 100 tons April-June shipment sold at £37.

GAMBIER.—There has been a fair demand at 24s. per cwt. ex quay and ex ship for whole bales, and sales to good extent have been effected.

GALLS.—No transactions reported in China or Japan kinds.

HEMP AND JAPAN WAX.—No business has been done in these imports during the week.

PEPPER.—No change of any importance has occurred in the market since our last report ; Black has been sold at 7d. for fair quality Penang, and White at 10⅞d. for Penang, and 10¾d. to 11⅜d. for common to fine Singapore.

PLUMBAGO.—At auction Thursday 534 barrels Ceylon of new import were offered, but with a slow demand only about 220 barrels were disposed of at easier prices, viz., middling to good bright lump at 20s. to 27s., fair to fine chips at 12s. 6d. to 13s. 6d., fair to good dust, 10s. to 11s. 3d. per cwt.

RICE.—The market has been steady, and the late improvement is sustained. Two cargoes of new crop have been sold on the basis of 12s. for Rangoon.

SPICES are without alteration.

SUGAR.—No alteration can be reported in the market either as regards prices or extent of demand, transactions consisting for the most part of common brown kinds. In auction 5,320 bags unclayed Ilo Ilo Manila (duty 2s.) were bought in at 20s. ; 2,600 bags good Java syrups were bought in at 18s., but 500 bags since sold at 17s. 6d. ; 6,056 bags common sun-dried Manila were placed at 20s. 3d., and 1,036 bags Bankok centrifugal at 18s. 6d. to 21s. Privately 10,000 bags sun-dried Ilo Ilo (duties 2s. and 2s. 5d.) have been sold at 20s. 3d. per cwt.

STICKLAC.—In public sale yesterday 482 boxes fine bold Siam met a dood demand and were all disposed of at dearer rates, commencing at £7 5s., and rising to £7 10s., chiefly at £7 7s. 6d. per cwt.

TIN has continued in fair demand, and rates for foreign are about £2 higher than last week. The current quotations are Straits on the spot £121, afloat £118 to £120 ; Banca, £123 ; Billiton, £120 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

There has been a steady improvement in the tone of this market since the 9th inst. Business was somewhat checked at the close of last week by the full demands of Manufacturers. but increased firmness has since been apparent, both Spinners and Manufacturers asking higher prices. Buyers, however, though willing to operate at the full rates accepted during the week, will not agree to any advance. At closing there is a steady feeling. Producers of both Yarns and Goods will make no concession on the full quotations. The transactions have been limited in both yarns and goods.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality ...	No. 4.	6	9	13	15	16	17	19
Weight ...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 10½d. —	6s. 6d. 6s. 7½d.	6s. 10½d. —	7s. 7½d. —	7s. 10½d. —	8s. 3d. —	9s. 0d. —	9s. 1½d. —

Width ...	39 in.	...	...	...	...	...	...	44/45 in.	...
Quality ...	No. 21	22	24	26	25	28	31	34	
Weight ...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0	
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12	
Price	9s. 6d. —	9s. 9d. —	10s. 6d. —	11s. 1½d. —	10s. 7½d. —	11s. 9d. —	6s. 10½d. —	7s. 10½d. —	

Width ...	...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality ...	35	36	40	45	46	49	56	59	
Weight ...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0	
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15	
Price	8s. 0d. —	8s. 10½d. —	10s. 6d. 10s. 9d.	12s. 6d. —	10s. 7½d. —	12s. 0d. —	13s. 0d. —	14s. 9d —	

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 4½d. 5s. 6d.	5s. 6d. 5s. 7½d.	6s. 4½d. 6s. 7½d.	6s. 7½d. 7s. 3d.	7s. 1½d 7s. 6d.	8s. 1½d. 8s. 6d.	8s. 4½ 8s. 9d

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 9	—
Maddapollams	3 4½	—
Long Cloths	9 0	—
White Spot Shirtings (nominal)	10 9	—
,, Brocade do.	11 0	—
,, Damasks do.	19 3	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	1 0¼ to	1
,, do. Nos. 28-32	1 1 to	1 2
,, do. No. 40 (mock)	1 1½ to	1 2¾
,, (Mule Twist), No. 40	1 1 to	1 2½
,, do. No. 30	0 11½ to	1 1

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 7	Redbreast	Walsh	Ilo Ilo	Falmouth
14	Capiolana	Woodbridge	Batavia	Off Deal
6	Architecte Renaud	Weens	Hong Kong	Hamburg
Dec.30	Janet Holt	Munro	Ilo Ilo	Lisbon
	Talbot	Simons	Canton	New York
	Hazard	Karstens	Batavia	Boston
Jan. 8	Ulysses (s.)	Bryne	China, Singapore, &c.	London
6	Angelo Padre	Mezzoro	Padang	Brouwershaven
	Argonaut	Sanderson	Shanghai	New York
8	Zambesi (s.) (P. & O.)	Cates	Hg. Kg., via S'hamptn	London
8	J. R. Worcester	Cawse	Shanghai	New York
10	J. C. Stevenson (s.)	Beal	Galle, &c.	London
9	Francisco Pate	Magnano	Akyab	Havre
	Alvington	Adams	Batavia	New York
9	Contest	Owen	Maulmain	Queenstown
12	Sourabaya Packet	Rolff	Sourabaya	Texel
12	Lord of the Isles (s.)	Blow	China, Singapore, &c.	London
10	Prof. Simon Thomas	Pot	Java, for Holland	Deal
9	Copernicus	Husselman	Macassar	Texel
9	Jan Pieterszoon Koen	Ouwehand	Batavia	Do.
10	Lemnos	Oudiette	Colombo	Havre
13	Amore	Castello	Rangoon	Falmouth
13	Maiden Queen	Forsyth	Zebu	Liverpool
	Johannes Willem	Schroder	Singapore	Boston
14	Nuova Abile	Sanguinette	Rangoon	London
14	Marionopoli	Benvenuto	Do.	Off the Lizard
14	Contest	Jamieson	Java	Clyde
14	Royal Family	Hogg	Bassein	Queenstown
2	Pegasus	Ellis	Manila	New York
15	Teviot	—	Ceylon, &c.	Off Deal
15	Ambassador (s.)	Gray	China, &c.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 7	Windermere	—	Singapore	Liverpool
7	Blair Athol	White	Do.	Sunderland
	St. Thomas	Hjorth	River Amoor	Cronstadt
12	Hindoo (s.)	Cosens	Colombo, &c.	London
1	Buenaventura (s.)	Echevarria	Manila	Cadiz
7	Ruby (s.)	Ragnols	Do.	Marseilles
13	Fenella (s.)	Williams	Colombo, &c.	London
11	Elizabeth Dougall	White	Hong Kong, via Cardiff	Do.
10	Palestine	Snowcroft	Colombo	Do.
13	Harrington	McKenzie	Yokohama and Hiogo	Do.
12	Odion	Nilsson	N'castle & Singapore	Do.
10	Annie Gray	—	Singapore	Liverpool
1	Singapore	—	Batavia	Monte Video
Dec.30	Mary A. Rich	Blanchard	Anjer	New York
Jan.14	Cawdor Castle (s.)	Cowie	Singapore, China, &c.	London
13	Hector (s.)	—	Do.	Liverpool
Nov30	Cato	Vuyk	Batavia	Buenos Ayres

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Jan. — ...	Conrad	... Texel	... Batavia
— ...	Corregidor	... Glasgow	... Manila. &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai : Tchihatchoff. For Singapore, Hong Kong, and Shanghai : Lord of the Isles. For Singapore, Hong Kong, Chefoo, Tientsin, and Newchwang : Yentai. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo : Crocus. For Hong Kong : Zambesi (P. and O.). For Colombo, &c. : El Dorado, Vanessa, J. C. Stevenson.

SAILING VESSELS.—For Yokohama and Hiogo : Ambassador, Mary Ann Wilson. For Hong Kong : Deerhound. For Colombo : Granville, Clymping. For Singapore : Atma.

At LIVERPOOL.—For Yokohama and Hiogo : Chusan. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Diomed (str.), Agamemnon (str.). For Manila (via S.C.) : Emiliano (str.), Aurrera (str.).

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SPOKEN.

KANDANGHAUER, Newcastle to Java, Dec. 3, 5 N., 23 W.
ZUID HOLLAND, Batavia to Rotterdam, Dec. 6, 4 N., 23 W.
ÆOLUS, Batavia to Rotterdam, Dec. 16, 2 N., 34 W.
ADOLPH, Colombo to Havre, Nov. 18, 13 S., 10 W.
JOHANNES (Dutch ship), Sunderland to Java, Jan. 5, 45 N., 8 W.
CHRISTINE, Hamburg to Macassar, Dec. 2, 7 N., 26 W.
OLE BULL (Norw. barq.), Rotterdam to Batavia, Oct. 10, 27 N., 21 W.
WEYMOUTH, Shanghai to London, Nov. 20, 35 S., 17 E.
SARAH WATSON (barq.), Philippines to Boston, Nov. 27, 7 S., 16 W.
ENDEAVOUR, New York to Yokohama, 28 N.

FREIGHTS AND CHARTERS.

There is little or no change to report in berth rates of freight to the Eastern ports since our last report. Coal freights rule firm at the undermentioned quotations.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 55s. weight, 45s. meast. To Foochow: 80s. meast. To Hong Kong: 55s. weight, 45s. meast. To Chefoo: 60s. meast. To Manila: 80s. meast. To Singapore and Penang: 55s. weight, 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Batavia: 60s. weight or meast. To Padang: 80s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight or meast. To Hiogo: 50s. weight, 40s. meast. To Nagasaki: — weight or meast. To Shanghai: — weight, — meast. To Hong Kong: 40s. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 30s. weight, 25s. meast. To Colombo: 25s. weight, 25s. meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £40. To Singapore (f.c.): £35. To Singapore: £34. To Penang: £34 f.c. To Macassar, per ton: 35s. To Batavia: 30s. to 32s. 6d. To Java: 30s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Galle, per keel: £33. To Colombo: £30. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 39s. to 40s. To Manila: 30s. To Macassar: 35s. To Java: 30s. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Singapore: 32s. To Galle: 31s. To Trincomalee: —. To Colombo: 31s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Singapore: —. To Penang: —.

The Admiralty have invited tenders for the conveyance of 125 tons of stores for Hong Kong, and 43 tons for Singapore.

CASUALTIES.

Advices from St. Helena, Dec. 23, state that the Taunton, Chalmers, from Amoy to New York, which arrived there on the 20th Dec., encountered, 27th Nov., in lat. 35 S. lon. 25 E., most severe gales, with heavy seas, and from 4th to 7th Dec., in lat. 36 S. lon. 17 E., a hurricane, with very heavy seas, during which several sails were lost, and the vessel laboured very heavily.

GRIMSBY, JAN. 8.—The Index, Johnson, from Sunderland to Singapore, which was in collision with the Dudgeon lightship, Jan. 3rd, has put in here for repairs.

HAMBURG, JAN. 7.—The Architecte Renaud, Weens, which arrived here yesterday from Whampoa and Hong Kong, encountered a hurricane, Oct. 29th, off the Cape, during which the vessel strained so heavily that it is feared the cargo may be damaged.

MISCELLANEOUS.

RIO JANEIRO, DEC. 13.—The Chica (Spanish ship), Larrega, from Cardiff to Hong Kong, was sold by auction on the 9th for about £1,900.

Off ASCENSION.—Dec. 20, P.N.C.R. (Noordzeekanaal), from Batavia, for Amsterdam.

At ST. HELENA.—Dec. 19, O. F. Roze, from Bangkok, and sailed 20, for Marseilles; 20, Taunton, Chalmers, from Amoy, and sailed for New York; 21, Vrachtzoeker, Vellenga, from Java, and sailed 22, for Rotterdam; 22, Tyburnia, Stephens, from Manila, and sailed for London; 23, Dilpussund, Dray, from Foochow, and sailed for London.

Off ST. HELENA.—Dec. 19, Matchless (American); from Manila, 21, Sliedrecht (Dutch), from Batavia, for Amsterdam.

Advices from St. Helena state as follows:—The Fort Regent sailed for New York, Dec. 13, after repairing.

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Yokohama, Sept. 20, 1873.

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Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

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HOTEL EUROPA, VENICE.

ONE of the best Hotels on the Grand Canal. Passengers per P. and O. steamers will find this a most comfortable House.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,
Importer of Havana and Manila Cigars.
16, GREAT WINCHESTER-STREET, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied

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VIOLET, PARIS.

VIOLET, PARIS.

VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

PARIS, 225, RUE ST. DENIS (FORMERLY 317).

NOTICE.

VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and the beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, the freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness, velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Est. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the skin

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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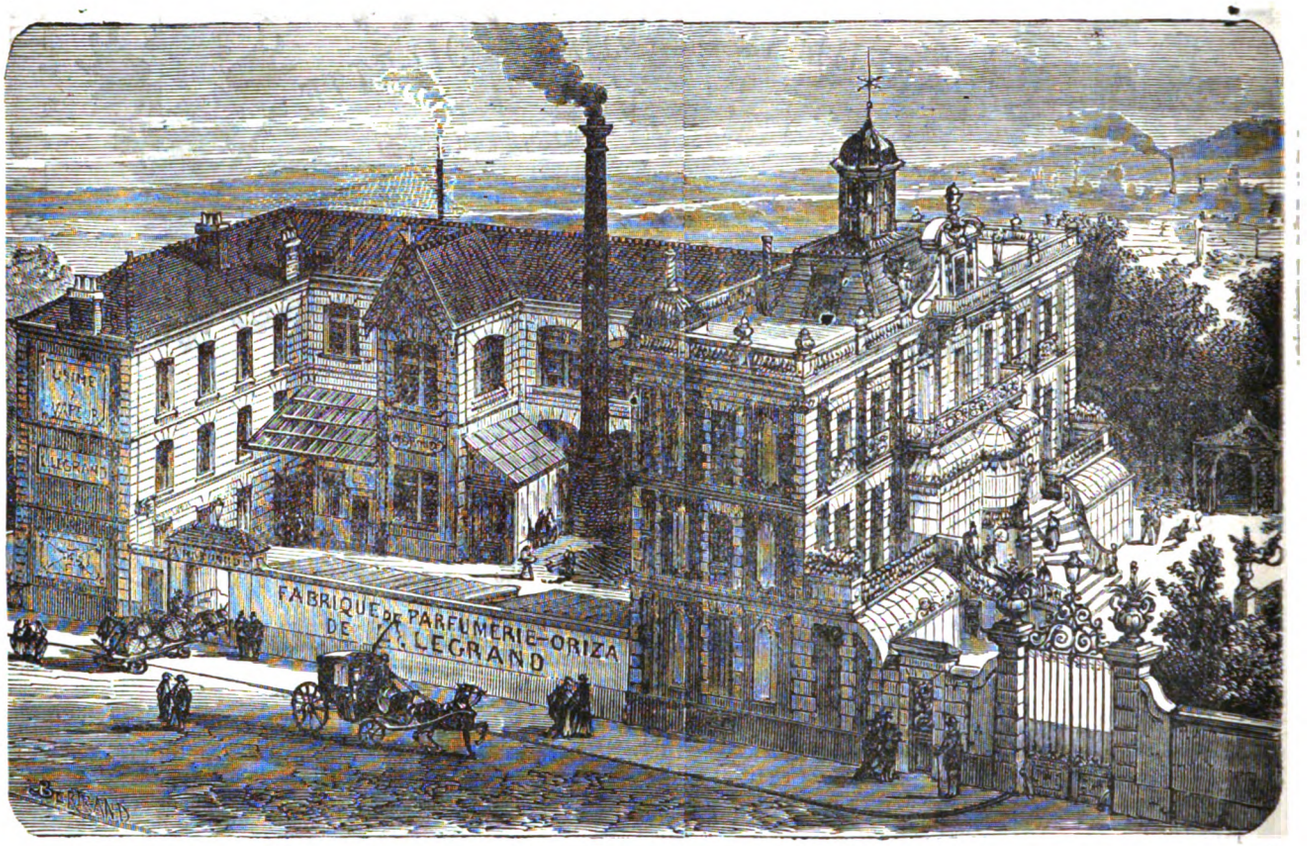
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873.

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS.

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin. In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes, f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchie without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water.

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut. In handsome cases.

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off.
This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. (Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama H. MACARTHUR; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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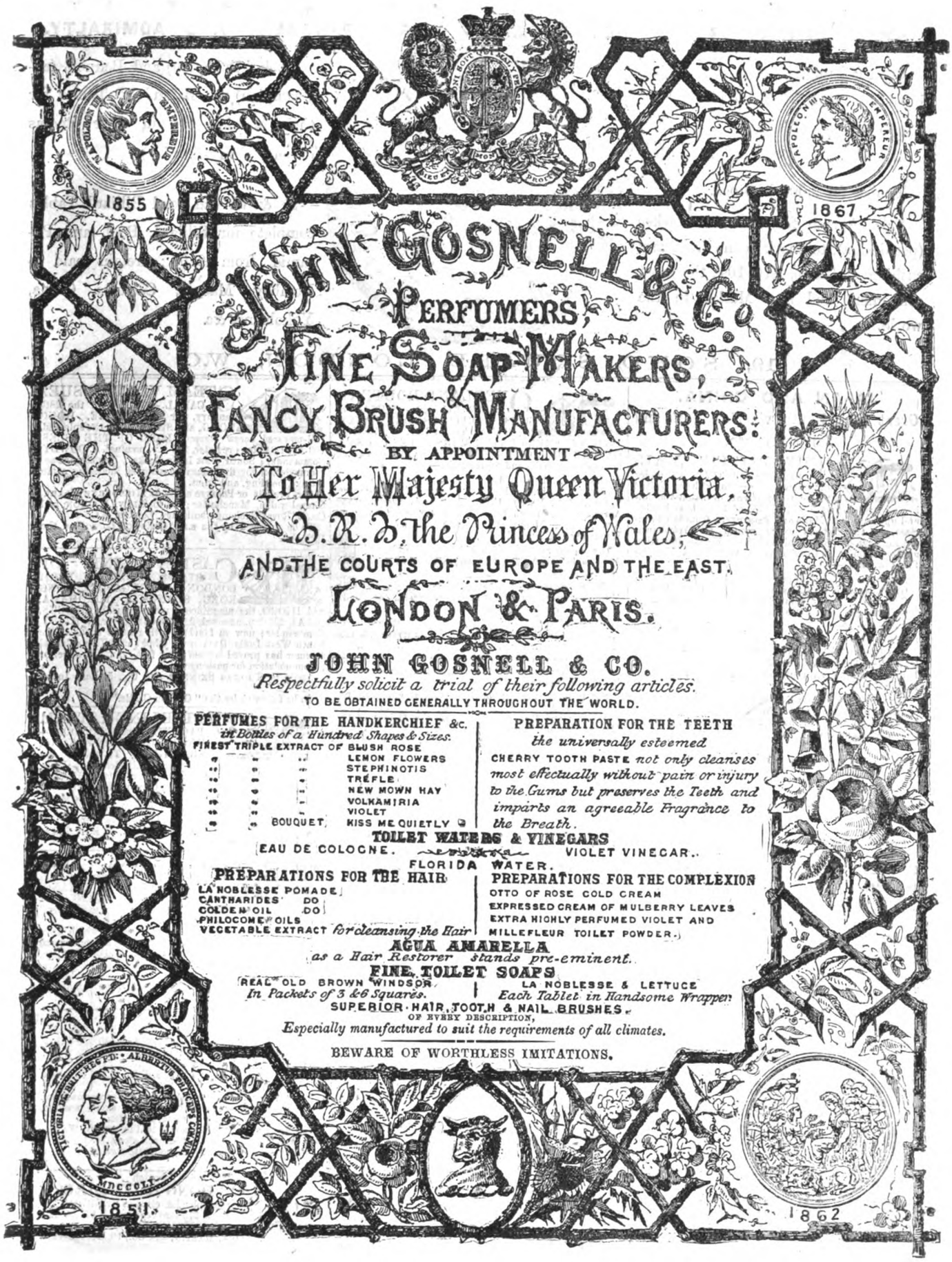

Messrs. J. G. & Co. are willing to make arrangements with any Houses in Countries where Agents are not already appointed.

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PRIZE MEDALS, 1851. **BURROUGHES & WATTS,** PRIZE MEDALS, 1862.

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

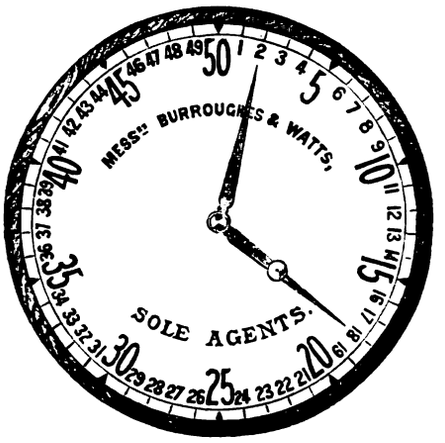
Cook (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for Electric Marker (per design), to mark game from any cushion of Table, £10 10s., the most convenient and best Marker in the world.



Cook (Champion) and Bennett (ex-Champion) use B. and W. Tables for their Matches and in their Rooms (twenty always in play).

B. & W. can send Billiard Tables complete for Billiard, Pool, and Pyramid, from £105; freight paid to Bombay, Madras, Calcutta, China, Yokohama, &c.

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JAPAN AND CHINA.

Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway ransit across the American Continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 ,, ,,
China... ... in 44 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe, or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

Fares, £200 and upwards.

H. STARR and Co., 22, Moorgate-street London. Agents, Union and Central Pacific Railway, Pacific Mail S.S. Company, &c.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAMSHIPS, via Suez Canal.

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., Hong Kong, & Shanghai.	Cassandra, s.s. ..... Russia, s.s.	A1 20 yr. A1	S.W.I.D. S.W.I.D.	Jan. 29 To follow
Yokohama & Hiogo	Coulnakle. ... Devana ...	A1 13 yr. A1 13 yr.	S.W.I.D. S.W.I.D.	With des. To follow

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

YOKOHAMA AND HIOGO DIRECT.—The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Sindh	... Feb. 1	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr	... Feb. 15		
Tigre...	... March 1		
Amazone	... March 15		
Ava ...	... March 29		
Iraouaddy	... April 12		

The Steamers of the 15th Feb., 15th March, and 12th April connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 1st Feb., 1st March, and 29th March connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage, Freight, or information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Feb. 10
Glenearn	100 A1	2,120	330	March 2
Glenlyon	100 A1	2,119	275	March 24
Glenroy	100 A1	2,121	250	April 15
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glenceagles.	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India avenue.

GLEN LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates to JAVA and JAPAN PORTS, the magnificent Clyde-built steamship GLENFALLOCH, 2,126 tons, 100 A1, 275-h.p. nominal; South West India Dock; last shipping day, 9th Feb., to sail positively on 10th Feb. The attention of shippers and passengers is especially directed to this splendid steamer. She has elegant accommodation for a limited nnmber of passengers.

For Freight or Passage apply to McGREGOR, GOW, and Co., 1, East India-avenue, London, E.C.

To be followed by the magnificent new Clyde-built s.s. "Glenearn."

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Atma	523	Wright Bros. & Co.	Jan. 25
Gordon Castle, s.s.	1,930	Thos. Skinner & Co.	Feb. 20
Crocus, s.s.	2,000	,, ,,	Jan. 25
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Feb. 10
Hong Kong, s.s.	1,881	Norris & Joyner ...	Feb. 10
Lord of the Isles, s.s.	1,846	Shaw, Maxton, & Co.	Jan. 28
LIVERPOOL.			
Diomed, s.s.	1,201	Alfred Holt ...	Jan. 27
Agamemnon	1,550	,, ...	Feb. 10

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

STEAM VIA THE SUEZ CANAL.—To sail on the 20th January, for SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer LORD OF THE ISLES, 100 A1, 1,846 tons register, 240-h.p. nominal, J. DOWDY, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

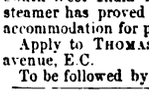
For Freight or Passage apply to MILBOURNE CLARK, Chapel-walks, Manchester; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To be followed by the s.s. "Galley of Lorne" on the 10th Feb.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, the magnificent new steamship CROCUS, 100 A1, 225-h.p. nominal, 2,000 tons register, R. H. JOY, Commander; now in London; will receive goods in the South West India Dock until 22nd Jan. This splendid steamer has proved herself very fast, and has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

To be followed by the "Gordon Castle."



CASTLE LINE of STEAM PACKETS from LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI, To follow the "Crocus," the magnificent Clyde-built steamship GORDON CASTLE, 100 A1, 2,000 tons register, 255-horse power nominal; W. HOLMES, Commander; will load in the South West India Dock. This well-known steamer has elegant accommodation for first-class passengers, including bath rooms, ice house, ladies' cabin, &c.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

THE "CHINA" LINE OF STEAMERS, via the Suez Canal, from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates at shippers' risk for JAVA, JAPAN, &c.).

The following high-classed steam ships, which have been built especially for the China trade by the celebrated builders, Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tnnge	Docks.	H.p.n.	Last shipping day.
Hong Kong ...	100 A1	1,881	S.W.I.	200	Feb. 10
Hankow ...	100 A1	3,500	S.W.I.	500	To follow
Whampoa ...	100 A1	3,500	S.W.I.	500	To follow
Nankin ...	100 A1	2,423	S.W.I.	300	To follow
Canton ...	100 A1	1,881	S.W.I.	200	To follow

These fine steam ships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill), E.C.

With quick despatch

FOR HONG KONG DIRECT, the splendid clipper DEERHOUND, A1 17 years, 573 tons register; J. SHEARER Commander; East India Docks.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With despatch.

FOR YOKOHAMA (JAPAN) DIRECT, the well-known Clyde-built clipper ELIZA SHAW, A1 17 years, 696 tons register; GERRARD GAYE, Commander, East India Docks.

Apply to Messrs. CHARLES SHAW and Co., Owners, or to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 19, 1874.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 543.] LONDON, MONDAY, JAN. 26, 1874. [Price 9d.—Subscription, £3 9s. per annum, Postage included.

As announced in our last issue, the Messageries Maritimes steamer *Provence*, having on board the French mail due in London this day, broke down at Galle. The mails have been transferred to the following (P. and O.) mail steamer, and may be expected on Monday next, the 2nd proximo. The passengers by the *Provence* will be brought on by the *Hooghly*, which left Galle on the 14th inst., and is due at Marseilles on the 7th proximo.

LIST OF PASSENGERS.

PASSENGERS INWARD.

By last mail to Brindisi, per P. and O. steamer *Simla*, arrived Jan. 15.—From Yokohama: Mr. Amano. From Penang: Mr. W. Scots. From Galle: Mr. W. Campbell, Mr. H. A. Wilson, Mr. N. Wilson. To Venice, from Shanghai: Mr. A. L. Philips. From Hong Kong: Mr. F. Leybourne, Mrs. Marshall, Mr. Parte. To Southampton, per P. and O. steamer *Bokhara*, expected to arrive Jan. 26.—From Hong Kong: Sergt. R. E. Jervis, Mr. J. Meyer.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mongolia*, from Southampton, Jan. 15.—To Yokohama: Mr. F. A. Cope, Mr. Yates, Mr. Clayton. To Shanghai: Mr. J. C. Budd, Mr. T. H. Thomas, Mr. Shortland, Mrs. Powell. To Singapore: Mr. H. Newman, Mr. L. Surawongse. To Ceylon: Miss Ogg, Mr. Grindrod, Mr. Burd, Mr. Bowman, and two second-class passengers.

Per P. and O. steamer *Simla*, from Brindisi, Jan. 26.—To Yokohama: Mr. G. Wood To Shanghai: Mr. Bland. To Singapore: Mr. Allchin. To Ceylon: Mr. J. Hamilton, Mr. Brown.

Per P. and O. steamer *Simla*, from Venice, Jan. 23.—To Yokohama (via Bombay): Mr. and Mrs. Strachan and servant. To Hong Kong: Mr. C. Buddi, Mr. F. Schutze, Mr. Bottomley. To Ceylon: Mr. R. B. Carson, Mr. Findlay.

Per P. and O. steamer *Peshawur*, from Southampton, Jan. 22.—To Shanghai (via Bombay): Mr. and Mrs. Haslam.

Per P. and O. steamer *Tanjore*, from Southampton, Jan. 29.—To Yokohama: Mr. Bland. To Hong Kong: Dr. Jones, Asst. Controller Molony. To Ceylon: Mr. Kerr, Mr. Fulton.

Per P. and O. steamer *Ceylon*, from Brindisi, Feb. 9.—To Penang: Mr. Forbes Brown, Mrs. David Brown, and two Misses Brown.

Per P. and O. steamer *Pekin*, from Southampton, Feb. 12.—To Shanghai: Mr. J. Dunn.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 23.—To Shanghai: Hon. H. S. Edwards.

Per French steamer *Sindh*, from Marseilles, Feb. 1 (booked from London).—To Shanghai: Mr. Haas, Mrs. Bishop. Mr. and Mrs. R. Mackenzie, Mr. Bovenschen. To Singapore: Mr. Pouget, Mr. Girard, Mr. Munoz, Mr. Nash. To Saigon: Mr. Chedal, Mr. F. dr. Fourcrow. To Batavia: Mr. G. Van Baerle, Mr. A. Verbrugge, Mr. F. Van de Velde. To Hong Kong: Mr. Evecart. To Galle: Mr. Newman.

Per French steamer *Anadyr*, from Marseilles, Feb. 15 (booked from London).—To Yokohama: Mr. and Mrs. Goodwin and family. To Shanghai: Mr. and Mrs. Dyer, Mr. H. H. Hollins. To Singapore: Mr. Oscar Duri. To Batavia: Mr. Morlanges, Mrs. Sneithen, Mr. Homans and family. To Galle: Mrs. Kelly. To Saigon: Four Sisters of Mercy.

Per French steamer *Tigre*, March 1 (booked from London).—To Shanghai: Mr. and Mrs. Beazley.

Per French steamer *Amazone*, from Marseilles, March 15 (booked from London).—To Shanghai: Mr. C. Lucas.

THE MAILS.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, JAN. 20.—The P. and O. steamer Bokhara, from Alexandria, 12th inst., arrived here this morning, and leaves for Southampton at 4 P.M.

INWARD MAIL, DUE FEB. 16.—GALLE, JAN. 23.—The P. and O. steamer Mooltan, from China, arrived here yesterday, and the Poonah leaves for Suez to-morrow. Australian gold for Europe, £500,000.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—GIBRALTAR, JAN. 20.—The P. and O. steamer Mongolia, with the outward India, China, and Australianheavy mails, fromSouthampton 15th inst., arrived here at 10 A.M., and left at 1 P.M. to-day for Alexandria. She experienced two days' heavy weather.

OUTWARD MAIL OF DEC. 12.—SINGAPORE, JAN. 15.—The P. and O. mail from London Dec. 12 arrived here to-day.

LATEST TELEGRAMS.

THE WAR IN SUMATRA.

THE HAGUE, JAN. 22.—The Government has received a despatch from Penang of yesterday's date, which announces that since the 13th inst., the date of the last Atchin advices, the enemy has attacked the principal Dutch position, but was repulsed with a loss of forty-four killed. The Dutch lost six killed in sending troops to reinforce the position. Since this engagement there has been no hostilities. In order to insure the capture of the Kraton, a complete investment is necessary. The second half of the Padang reserve has been ordered to the front. The people of Atchin wish to continue the war, and the Sultan is powerless.

ATCHIN, JAN. 19.—The Dutch troops are at present inactive in their positions before the Kraton, awaiting reinforcements.

ROME, JAN. 22.—The Association for Promoting International Arbitration has decided to petition the British and Dutch Governments to procure a settlement of the Ashantee and Atchin difficulties by arbitration.

THE LAROOT PIRATES.

SINGAPORE, JAN. 21.—Sir Andrew Clarke, Governor of the Straits Settlements, has formed a Protectorate Government in Laroot. A Political Resident has been provisionally appointed. The natives are being disarmed, and the piratical prows have surrendered.

MARKET AND SHIPPING REPORT.—CHINA AND JAPAN.

YOKOHAMA, JAN. 22.—Cottons and Woollens unsaleable; stocks on hand estimated to be sufficient to last for several years; current prices generally show a loss of fifty per cent. Steamer Vasco de Gama arrived from Hong Kong 16th inst., after a rapid passage of seven days, and left yesterday for San Francisco.

SHANGHAI, JAN. 23.—Grey Shirtings, 8¼ lbs., best Eagle Chop, Tls. 2.0.3, ditto, second quality, Tls. 1.9.3; 7 lbs., best Eagle Chop, Tls. 1.7.3; C.P.H. Scarlet Camlets, Tls. 14.9; C.P.H. Scarlet Long Ells, Tls. 7.4. Stocks: Grey Shirtings, 460,000 pieces; T-Cloths, 1,220,000 pieces; English Camlets, 21,500 pieces; Drills (all kinds), 390,000 pieces; Figured Orleans, 120,000. Silk: No. 4 Tsatlee (Blue Elephant), Tls. 370. Exchange on London, Bank Bills, six m.s., 5s. 10d.

SHANGHAI, JAN. 21.—Market for Cotton Piece Goods and for Woollens quiet; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.1 to 2.0.3; T-Cloths, 6lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.4.7. Cotton; Fair medium China Tls. 8½. Silk: Market very dull; quotations lower; Tsatlee, No. 3 Koonfoongs, Tls. 450 to 470; No. 4, Tls. 395 to 420; Red Peacock, Tls. 370 to 375; Blue Elephant, Tls. 380; total settlements from 1st June to date, 48,625 bales. Exchange on London: Bank bills, six m.s., 5s. 10d. to 5s. 10¼d.; Mexican Dollars, Tls. 73.6.0. Arrivals: Jane Sprott, Mary Mildred, Chieftain. Belted Will.

HONG KONG, JAN. 20.—Exchange on London: Bank bills, six m.s., 4s. 4d.

STRAITS SETTLEMENTS.

SINGAPORE, JAN. 20.—Market for Manchester goods quiet; Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7lbs., $2.2½; T-Cloths, 6 lbs., ordinary, $1.52½. Gambier, $5.10. Pepper: Black (Singapore), $15⅛.; White (Rhio), $18.50. Tin (Malacca), $31.75. Coffee (Bonthyne), $28⅛. Exchange on London: Bank bills, six m.s., 4s. 3¾d.

PENANG, JAN. 22.—Tin, $30.80. Pepper: Black, $15.50; White, $22.75 Sugar, No. 1, $6.50; No. 2, $4; No. 1 basket $3. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3⅝d. Arrivals: Canton, Priam. Departures: Judith, Deucalion.

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OLD AND NEW SIAM.

WITHIN the walls of the old palace at Bangkok there is an isolated upper chamber, where ambassadors in former days were feasted after emerging from the Royal presence. Access to this room is only to be gained by a steep external staircase, so narrow that no more than one person at a time can mount them. The story goes that the building was constructed on this plan in order that, as one by one the well-filled and unsuspecting foreign intruders descended, they might be cut down by guards set there for that purpose, and thus threatening diplomatic difficulties might be got rid of. The news received of the latest doings in Siam present a striking contrast to such old-world, oriental perfidy and obstructiveness. *Tempora mutantur!* So the new Sovereign of the Siamese, having brought the re-coronation ceremonies to a close, and assumed in his own person the full charge of the Royal prerogatives and duties, gives his people at the same time unmistakable and welcome proofs that he means to reform the usages of his country wherever necessary, developing at once the resources of his kingdom, and introducing among his subjects all the best elements of Western civilisation.

But let us here consider first what changes have actually been wrought in that little Asiatic monarchy during the past thirty years. A very few illustrations will make it clear to all that, if Siam has not made quite such broad and rapid strides as the Japanese, she has at any rate achieved remarkable results, and all these unmarked by bloodshed and violence, without any of the social agonies and political convulsions which worked such disasters in the MIKADO'S realms. Thirty years ago the uncle of the present King sat on the throne of Siam; a man of good natural endowments, but who yet confined himself to his own palace, like a lion to be dreaded and shunned. A true Conservative, he strenuously opposed all intercourse with foreigners, even forbidding his own people, under severe penalties, to associate with the hated white-faced tribe. Once a year only did his Majesty appear in public, and that was when he made the obligatory tour round the Royal temples, and bestowed the customary alms on their priests. On these occasions every vessel, no matter what its shape or size, was banished beforehand from the river; the people hid in their houses; not a noise was heard; hardly a man was seen, except the *cortège* of princes and the paddlemen who propelled their boats. This was the monarch who thought himself so mighty, and men-of-war from the West so weak, as to suppose that he could shut the latter from his realm by stretching an iron chain across his river! There were a few missionaries at Bangkok then, but these were continually haunted by spies, as a dangerous and suspected class.

Now we see the King travelling in his own steamer to Singapore and Calcutta, showing himself to the civilised world as a cultivated and polished gentleman; abolishing "prostration ceremonies and crouchings with bowed faces and palm-joined hands," and bidding his subjects stand erect before him, in accordance with the usages of the West. About the same period we find congratulatory memorials to the newly-enthroned King, presented by the foreign Consuls in Bangkok, by the Singapore Chamber of Commerce, and from several other quarters. These documents agree in regarding the monarch whom they address as one really resolved to make the prosperity of his country grow. Thus the British Consul "hails" his Majesty "as anxious to augment foreign intercourse with Siam," the friend of Western nations, and a ruler who takes a genuine interest in the welfare of the dominions committed to his charge. The Singapore Chamber also deals in language to the same purport, going so far even as to particularise some of the reforms which in their opinion would be "most judicious." In reply, the King tells those by whom he has thus been felicitated that he will earnestly endeavour to promote friendly relations between Siam and the West, by improving and developing trade, and removing all that prejudices commercial interests, though he qualifies these assurances by observing that "everything cannot be done at once, and we "must be satisfied to improve by degrees according to "the ability of our country." However, there is one change in the Siamese administration which has long been most urgently required, and with which his Majesty has decided to deal immediately. We refer to the re-adjustment of the finances, the reorganisation of the system by which the revenues are collected, and (as we hope and believe we may add) the reconstruction of the taxation. Everyone who has visited Siam is aware that the taxes there are old-fashioned, often unwise, and press most heavily upon the lower classes.

There is also great corruption among the collectors, and nothing like the sums really due ever find their way into the King's treasury at last. Well, then, it is pleasing to learn, in a Royal Edict which has but just appeared, that the whole of this perplexing question has been re-considered. We have not yet received full details of the reform, but thus much we do know, that his Majesty, announcing his Royal will concerning the farms and taxes, declares that the farmers "have allowed arrearages of the revenue to "accumulate; uninterrupted pressure has been resorted to, "but the money has not been forthcoming, and much has "been irrecoverable." The Chinese who assumed the farms have expended the money in other enterprises, and if great pressure be brought upon the delinquents they must fail and resign, which would be disadvantageous to the State. So henceforth an officer of very high standing is specially empowered "to establish usages, officers, and disinterested accountants," who are to keep their books in a proper form, "that there be no divergence and no basis for future disputes." The public financial office is to be open daily from 10 A.M. to 4 P.M., and the business of the revenues is to be carried on nowhere save in the walls of that establishment. All this is good, and we look with interest for further news.

The causes which really hinder development in Siam are twofold, and such as cannot be dealt with successfully by even the best intentioned Royal proclamations. These are, first, the dearness of labour; the lasting consequences of a but-lately-abolished slave system; and the circumstance that there is no product of special value in the kingdom. No fine silk (we mean, of course, in any quantity), no teas, only rice, and nothing but rice. And thus the direct trade between Siam and Europe must always be limited in amount. Probably something might be gained by Siamese commerce, could the existing treaties be carefully revised, for the duties were fixed long ago, when as yet the trade and resources of the country were imperfectly understood, and perhaps a re-adjustment of the hard and fast three per cent. rates might tend to make commerce thrive. The Singapore merchants press his Majesty to establish telegraphic communication between Bangkok and Singapore; and they do very right to be thus urgent, for the reform is one much needed in the interests of the Siamese people themselves, and it is surprising that those who have taken charge of this subject hitherto should have left the matter so long unsettled. But Siam has not yet even run a wire from the capital to Paknam (twelve miles), a fact more surprising still! Another suggestion made again by Singapore, is that the King should encourage mining. This is not so hopeful a project. Labour is dear, the mining districts are unhealthy, communication and carriage are difficult during certain seasons of the year; facts, which alone should deter Europeans from risking capital in Siamese mining, and without capital the enterprise could not be undertaken. We have good hopes, however, for the general prosperity and progress of Siam, and we wish its enlightened ruler God-speed!

THE DISTURBANCES IN LAROOT.

WE are not disposed to find fault with the action adopted by the Straits Government to restore order in the Laroot river, and to exterminate the pirates who for some time past have been established there. Perak—a title which properly includes the district known as Laroot—is a province immediately contiguous to our own possessions, and is governed by an independent Malay Rajah, in former times a tributary of the Sultan of ATCHIN. The Dutch found it necessary to garrison the country, but were driven out by our forces in 1795. Subsequently the Rajah fell under Siamese influence, and it was not till the conclusion of a Treaty with Siam by Captain BURNEY, in 1827, that the complete independence of Perak was secured. Since that period the province has remained free from disturbances, and a considerable trade in tin between Laroot and

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Penang has been developed. There is also much good land in those districts, which it only needs British skill and British capital to turn to good account. We have not full details to guide our conclusions, but it would appear that the Chinese settlers, tinworkers probably, and men of that class, have been taking advantage of the necessarily-weak native administration; it is a habit among the Chinese organisations so to do wherever they believe the local authorities to be feeble and themselves to be strong, and have been for some months past in a state of revolt, setting all law and order at defiance, and carrying on piracy and brigandage unchecked. Life and property have consequently been extremely insecure; the coasting vessels have been frightened from those waters, and commerce has come almost entirely to a stand. H.M.S. *Thalia* and *Midge* have months ago inflicted punishment on the pirates of a kind which will neither be soon nor easily forgotten; but Chinese freebooters, when their junks have been burnt, are not thereby converted into respectable characters, and if—as in the case of this petty principality—the Ruler is not powerful enough to restrain them, they will betake themselves to gang-robbery and violence ashore. Now, should this state of things be suffered to continue, not only will the country be brought into anarchy, but the population will migrate, the tin mines will be closed, the agriculture stopped, and all along the frontiers of the neighbouring territories disturbances and confusion will occur. This is not all; there are British subjects who have become the legal owners of property in the Perak Provinces, and these men have a claim to our protection, both for their possessions and for their lives. Those who reflect seriously upon the points which we thus briefly bring to their notice will probably agree with us in regarding the steps taken by Sir ANDREW CLARKE—judged at any rate by the telegraphic summary which supplies all that we at present know concerning them—as both prudent and necessary. Some, we know, of no mean authority in Penang and Singapore, favour the actual annexation of Perak to the British dominions; but there are many grave objections against such a course as this. The policy of territorial acquisition we for many years past have abandoned; and the feeling now securely settled in the minds of the timid natives that we are not hankering after their lands is beginning to have a wide and important influence on the development of our trade. This advantage it would be unwise to sacrifice in order to put down a horde of pirates and brigands in Laroot. The more sensible course is to do as Sir ANDREW CLARKE has done, revise our Treaty relations with the Rajah of PERAK, establishing a Protectorate over his country which his people, as well as himself, will probably hail with satisfaction—for to the Malay a dominant mob of turbulent Chinese is as the abomination that maketh desolate—and appoint a British functionary to be Political Resident at the capital town, who will be able both to protect the interests of his fellow-countrymen, and to assist by his counsel and influence in the maintenance of order throughout the land. The alternative to these propositions—the annexation or the protectorate schemes—is to leave the country to settle its own troubles, regarding with equal indifference the murder of a few Malays from Singapore, or the destruction of the possessions of British subjects who may have been so foolish as to purchase property in Perak. Well, if such a policy as this were to be decided on, it is quite certain that the Rajah and his people have no forces sufficient to clear his realms from the disturbers of their peace; pirate-prows will again plant their head-quarters in Laroot river, and again shall we have to incur the cost of naval expeditions to destroy them,—as, for example, we were obliged to do last year at Salangore—so that our course would after all turn out to the most unwise one; for we should ruin our commerce in Perak, and yet year by year have to maintain a naval force ready to keep the irrepressible pirates in check. As protectors of the country, on the other hand, we should save our existing commercial interests, we should avoid future expense, securing Perak from anarchy and the border States from disturbances.

THE Consulate of Japan has been transferred from Venice to Milan. Mr. Consul NAGAYAMA is in charge.

DECK PASSENGERS.

OUR large steam companies as a rule are so well managed that legislation as to what they shall or shall not carry is not called for. Recent cases of deck crowding, however, seem to call for some interference on the part of Government. The steamers of HOLT'S line to the Straits and China have earned a good reputation in the conveyance of cargo and passengers, but it is now jeopardised by the carriage of native deck passengers between Singapore and Hong Kong, and pilgrims from Singapore to Jeddah. The discomfort caused by these passengers to the cabin passengers is certainly a gross injustice, not to say an actual danger. We say danger, as danger there certainly is, with the use of fire for cooking, and smoking, to say nothing of the abominable filth which generally accompanies these emigrants. A letter, which will be found in another column, states that one of these steamers, the *Ulysses*, with a crowded deck, fell into bad weather in the China Seas, and the deck passengers, in their calamity, forced aft into the cabin amongst the first-class passengers. To have a couple of hundred of such men forced in amongst ladies, gentlemen, and children we may leave to the imagination of our readers, who mostly understand the nature of a passage up the China Sea. It is to be hoped that the managers of this line, and all others engaged in the trade, will see the propriety of abstaining from such acts, which so seriously operate against their good name.

IN another column we give an extract from the *New York Shipping List*, to the effect that the steamers of the Pacific Mail Company are to load and discharge at Panama, instead of San Francisco, in order to avoid the transit by rail of their cargoes between San Francisco and New York. We conclude there is a mistake in this statement, and that the intention of the company must be for the steamers to proceed on to Panama, after landing passengers and cargo at San Francisco. As already announced, the service is to be monthly, and the boats to be employed on the service are as follows:—

City of Peking	Iron Screw	...	6,000 tons
City of Yedo	„	...	6,000 „
Colima	„	...	4,000 „
China	Paddle	...	4,000 „
Japan	„	...	4,000 „
Colorado	„	...	4,000 „
Alaska	„	...	4,000 „
Great Republic	„	...	4,000 „

WE have received from Mr. HENRY C. BATCHELOR, Agent for the Chinese Imperial Maritime Customs' Service, the Trade Statistics of the Treaty Ports for the period 1863-1872, which were compiled for the Vienna Exhibition, and to which we have already alluded. The statistics refer to the following ports, viz., Tientsin, Chefoo, Neuchwang, Kiukiang, Chinkiang, Shanghai, Ningpo, Foochow, Takow, Amoy, and Canton.

ACCORDING to advices from Vienna, it appears that arrangements are in progress for the despatch of one of the Austrian Lloyd's steamers from Trieste to Japan, with a general cargo of Austro-Hungarian goods, once every three months.

MR. TAPP, of the Shanghai Consulate, is now engaged with the Registrar-General of Shipping in revising the draft "Order in Council" for the establishment of a port of registry for British shipping at Shanghai.

JAPAN.

A letter upon the subject of the Import Trade of Japan and of the Tea and Silk Season of 1872-73 has been addressed to Earl Granville by Sir H. Parkes. It runs as follows:—

Yedo, July 7, 1873.

MY LORD,—The commercial year in China and Japan, as your lordship may be aware, terminates at the end of June with the close of the tea and silk season. This arrangement admits of the operations of a whole season being passed under review and compared with those of previous seasons, whereas the Consular reports and returns, being made up for the ordinary year, deal, in respect to these staples of the export trade, with two half seasons, and present, therefore, to the merchant a different view of trade than that upon which he is accustomed to base his calculations.

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The silk and tea season of Japan for the last twelve months has just closed, and as reviews of the transactions of the season have appeared in the *Japan Mail*, I think it well to forward copies to your lordship, with the recommendation that they may be printed with the Japan Consular returns for the year 1872, in case those papers shall not have already been published by the time this despatch is received.

The papers I now send consist of a review of the import trade for 1872-73, a review of the tea season and a review of the silk season for the same period. Presenting, as these accounts do, the opinions of merchants on the spot, it is possible that those at home may be disposed to rely upon the discriptions herein given of the condition and prospects of trade, and may deem warnings from such a source to be sound and reliable. All these reviews describe business as overdone. They speak of importations as greatly in excess of demand, and of over eagerness on the part of the foreign merchant in purchasing the tea and silk of the Japan producer, who is consequently enabled to hold for high and (to the buyers) unprofitable prices. This charge of overtrading is not solely attributable to men on the spot, but also to their constituents in England, the Continent, and America, who supply the former with orders. The plan pursued in the period under review, according to these papers, is to "ship and sell much and buy much; at a profit if we ca n, but in any case ship, sell, and buy;—and so trade is in a high fever." If this be true, it is to be hoped that such excessive speculation will not be repeated in the coming year.

I also beg to add to these papers an interesting account of the Japanese Guilds (or Sho-sha), who exercise a very potent influence on the Foreign Commerce of Japan. The connection of these Guilds, and especially the Corporation of Yokohama (which is prominently mentioned in this paper), with the Japanese Government, the power allowed to this Corporation of issuing notes without furnishing any account either of its liabilities or assets, the privileged sale of Government rice, &c., were referred to in my despatch of the 23rd May, forwarding the Consular Returns of Trade for 1872. These circumstances show how disposed the present Japanese Government is to run all trade into the mould of monopoly, to restrict according to the personal views of men who are in office for the moment, and to make commerce subservient to their own purposes. The eagerness which many Japanese officials exhibit to quit their posts—apparently as wealthy men—and to share in the profits of business thus conducted, is also a noteworthy feature in the present aspect of trade in Japan.

Accompanying the letter are inclosures containing a review of the import trade of Japan, and also an extract from the *Japan Mail* of May 31, 1873, on the tea season of 1872-3, as well as extracts from the same journal upon the subjects of the silk season and the Japanese guilds. Sir Harry Parkes also forwards a report by Mr. Watson respecting the resources of the island of Yezo, in which is embodied the observations made by that gentleman in the course of an excursion to Sapôro, by the recently-completed road. Mr. Watson says the road from Hakodate to Sapôro consists of two portions, of thirty and ninety miles' length, respectively. The first of these two connects Hakodate with the village of Mori, on an arm of the Pacific Ocean called Volcano Bay, which takes this name from three volcanic mountains overlooking it. From that place the road sweeps round the sea and enters the hills opposite, at a distance of some fifteen miles. It then passes over a high hill to the east of the village and plain and river of Ono, and descends on the other side, between two small lakes in the woods at the foot of the volcano of Homogataki. Thence it stretches in a straight line through a forest for ten miles further to Mori.

The road has been admirably constructed throughout by Major Warfield, of the American Agricultural Commission. A line of telegraph has been constructed between Hakodate and Mori, and it is being continued round the head of the bay to Shin-Moraran, whence it will be carried on along the road to Sapôro.

Sapôro, the chief, though not the most populous, town of Yezo, the seat of the general Government of the island, dates only from 1871. It covers about a mile square, and is situated on a fine plain, with wooded hills, about two miles from the town, and close to the Toehera, a tributary of the Ishikari, with which latter stream a small canal likewise connects Sapôro—the distance from Sapôro to the Ishikari being about fifteen miles.

The chief of the American Mission, as well as the chief geologist, are represented by Mr. Watson as speaking highly of the mineral productions of Yezo. Its forests are also stated to contain an enormous quantity of timber of the most serviceable varieties. Mr. Watson says in conclusion, "I would beg to point out that a necessary condition for the successful development of the Island of Yezo would seem to be to throw open to foreign shipping the three ports of Endermo (or Shin-Moraran), Iwanai, and Utarûnai, as it would thus be possible to avoid the expense and delay consequent on an extra shipment. At Endermo, with all its obvious advantages, there seemed to be but little trade, but this state of things, it may be fairly anticipated, will be altered when the waggons and public conveyances which have been ordered will have begun to ply along the road between Endermo and Sapôro. The reasons for its being desirable to throw open Iwanai and Utarûnai respectively, are the vicinity of the former place to the coal-fields, and that of the latter to the Ishikari river and to Sapôro. At Iwanai I saw a considerable amount of native shipping, and at Utarûnai I counted upwards of 100 junks. Both of these towns are situated on a well-peopled coast."

DEATH OF THE SIAMESE TWINS.

Among other items of intelligence received this week from the United States we have to record the decease of the celebrated Siamese Twins.

> By foreign hands their dying eyes were closed,
> By foreign hands their decent limbs composed,
> By foreign hands their humble graves adorned,
> By strangers honoured, and by strangers mourned!

They survived the appearance of a hated rival, or rivals, in the shape of the "two-headed Nightingale," made up of Miss Millie and Miss Christine (for whose conveyance the cabman tried, though unsuccessfully, to extract an extra sixpence from their reluctant companion, the Chinese Giant), and they breathed their last simultaneously, or nearly so, at a provincial town in America. Thus, though we cannot say of them that they were "lovely," or even "pleasant" in their lives, yet in death at any rate they have not been divided. These twins were born some sixty-five years ago, or thereabouts, at a fishing village on the banks of the river Mekong, about fifty miles from Bangkok. They are by no means of pure Siamese extraction; on the contrary, their father was a Chinaman, and their mother half a Chinese too. Anyone who is acquainted with the facial types of Siam and China would have discovered this at a glance. Moreover, they were dwarfs, or nearly so. Though they grew up to manhood before they quitted Siam, yet of late years they always *professed* to have lost all recollection of their native tongue. Possibly this was true. They would have little chance of keeping up their acquaintance with it when once they had quitted Siam. There is among all Buddhist races a great disinclination to deliberately inflict on another any wounds that may prove mortal. Life in every shape is devoutly venerated, and bloodshed is shunned. To this sentiment, coupled with the total ignorance of anatomy and surgery which prevails in Siam and China, the twins probably owe their preservation. No doctor here would be likely to hesitate in making use of his lancet were two English babes born connected by a ligament such as that which bound the Siamese pair, and an untimely sepulture in spirits-of-wine would have been the probable fate of those infants had they perished under the operation. The lucky twins were saved from perils such as these, and reserved for a more prosperous destiny.

They were abducted from Siam by a Yankee merchant captain, who went up to the Bangkok bar with a cargo of old cannon, purchased at a condemned stores sale in Calcutta. The Siamese would neither buy his goods nor sell him rice, for at that period no treaties were in force, and the white-faced foreigners were looked upon with mingled hatred and fear. However, in the end the skipper managed to get to windward of the Siamese, inasmuch as he fell in with the twins, inveigled them on board his craft, and then made sail for Singapore. In no long time both the Yankee and his *protégés* realised good fortunes by exhibiting in the States and Europe. This accomplished the twins retired into private life, taking unto themselves wives from among the daughters of men, and of these marriages divers children were in due time born. After the suppression of the Confederate rebellion the twins again appeared in public, because, as was alleged, their estates had been ruined by the emancipation of their slaves. There was at that period also some talk of their being subjected to a surgical operation, for, as was pointed out, they were getting on in years, and, if one brother were to die, the consequences to the other would be uncertain. However, that they ever seriously contemplated incurring any such risk we take leave to doubt; probably they wished to get talked about by the public, that so sight-seers might flock in numbers to inspect them. It will be interesting to learn precisely the cause of their death, whether, for instance, both sunk under the same malady, or whether the one deceased merely and wholly in consequence of his brother's previous death; or was the living body cut perforce from the corpse, and killed by the operation? The next mail from America may supply these details.

AN INQUEST IN SHANGHAI.

(FROM A CORRESPONDENT.)

Our Law Courts have, I regret to say, had a good deal to do lately, although, under ordinary circumstances, criminal cases of magnitude are rare amongst the resident population of Shanghai, either foreign or native. The last case they have been engaged in is one of homicide of a Chinese coolie by a British subject, and Chinamen generally have been greatly exercised over it, besieging their lord and master, the magistrate of the city, in his office, in crowds, and bawling for vengeance for days together. It appears that the accused was wrangling with six coolies about the amount of wages due to them, when he lost his temper, and went for his gun to frighten them off. This he succeeded in doing, but not till after he had fired both barrels and blown off the head of one of them, and for this he has been sentenced to two years' imprisonment.

The preliminary inquest was held by a Chinese coroner, conducted of course on Chinese legal principles, and a more ridiculous and unsatisfactory inquiry it is difficult to imagine. The

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witnesses who gave evidence were four of the coolies present when the man was shot, about twenty relatives of the deceased, who were none of them within miles of the spot when the crime occurred, but who unanimously testified that the case was one of wilful murder, and about five hundred friends from the deceased's native village, who had as much to do with it as the House of Commons, and who kept on "testifying" at the pitch of their voices to the virtues of the deceased, and to the foulness of the crime. The four coolies all spoke at once when they were asked by the coroner the usual string of questions, utterly foreign to the point at issue, which Chinese officials put on such occasions, and their answers were accompanied with a chorus of wailing by the twenty relatives, and of maledictions by the five hundred friends. The hubbub was fearful, and the coroner soon thought he had had enough of it, so ordering the dead body to be sealed up in its coffin and taken away for burial, he began to make for his chair without giving any verdict. Neither relatives nor friends would hear of this, so they kicked the coffin over, pulled down the mat-shed that was doing duty for a court-house, and began to hustle the coroner and his people. His sedan chair was banged against a wall and kept there, and while he was cowering with terror inside, a free fight ensued between his retainers and the deceased's relatives and friends, in which a few enterprising foreigners, who were only too happy to espouse the cause of law and order by punching somebody's head, joined. The aged mother and sisters, who were in the fore front of the battle, fared badly, as the scattered chignons and back hair plentifully scattered on the road betokened, and a few of the more prominent friends' noses bled, but no great harm was done in the scuffle. A sudden rush by the chair-bearers, an extra hard knock or two to the noisiest relative, and the coroner's chair was clear of the crowd. Next day, when he had sufficiently recovered from his terror, he gave a verdict of wilful murder against the man, who, I say, is now sentenced to two years' imprisonment.

This seems a grotesque description, but it is absolute fact, as I was present the whole of the time, and took an active part towards the close of the scuffle. It is to such tribunals as these that the lives of Englishmen in China who may be unfortunate enough to kill a Chinaman by accident are entrusted at present. That they are a mockery of justice it is unnecessary to say, but that they are a shame and a disgrace both to the country which institutes them and to the foreign countries which recognise their verdicts is, I dare say, now made known to the English public for the first time. To make foreign officials attend such proceedings is virtually to sanction the degradation of a serious enquiry to the level of a theatrical farce. If we are powerless to stop them, we can at least refuse to recognise them officially, and to take action on their verdicts. The attention of Her Majesty's Government should be directed to this, to see if it is not possible to get the Chinese to adopt some more civilised form of enquiry than the ridiculous travesty of an inquest at present held in cases where Englishmen are involved.

RAILWAYS IN CHINA.

(FROM A SHANGHAI CORRESPONDENT.)

I have already alluded to the difficulties that will have to be overcome in the construction of railways between the great cities of the provinces of Kiangsu and Chekiang. The country is for the most part a perfectly level plain, and there will be no cuttings, viaducts, or tunnels of any importance. The difficulties that exist are not engineering ones, but certain elements of expense in construction, which, however, will not be very serious. Owing to the soft nature of the ground, and the muddy substratum which it overlies, a great part of the permanent way would have to be piled, or built in some such way as the railways through the swampy parts of the United States. The face of the country, too, is covered with graves, which, although at present allowed to go to wreck and ruin, the owners would regard as of inestimable value directly they heard of an intending purchaser in the shape of a railway company. The mandarins would at first do their best to work on the superstitious fears of the people by putting them up to complaining of the desecration of the bones of their fathers and grandmothers by the ruthless pickaxe of a navvy, and there certainly would be a pitched battle between the native and foreign authorities over the sale of each grave. A few miles of railway, however, once opened, and their utility once demonstrated, all this opposition would die away, and the Chinese peasant would greedily sell the remains of his nearest and dearest relatives for a very moderate sum. Their superstitious veneration of the ancestral tomb is but skin deep, their love of a profit bringing transaction is the mainspring of their existence. The third element of expense will be the extraordinary number of bridges that will have to be built. The whole of the plain I have spoken of is cut up by a network of canals, creeks, and rivers, many of them deep enough to be navigable for barges and small junks, and so numerous that in some places there would have to be bridges every two or three hundred yards on the lines of railway.

As to the direction which the railway system will eventually take in China it is hard to speak with confidence, for the knowledge we have of the topography of the country is too limited to allow of prophecies of this description being other than the merest guess-work. It is a safe thing to say, however, that where a canal once existed a railway may exist, and as the grand canal between Tientsin and Nanking is now useless for through traffic, it is very probable that if ever the Chinese Government take to railways they will turn to this first, both on political and commercial grounds, political as tending to cement the metropolis with the chief provincial seats of Government, commercial from the development such a railway would give to the enormous mineral resources of the country through which it would pass.

Baron Richtofen, perhaps, is the best authority regarding the topography and configuration of the interior of China, and to illustrate the wild manner in which the introduction of railways was discussed when the question came up ten years ago I quote the following from his report :—

"No better instance can be cited to illustrate the practical importance of the knowledge of the orthography of a country than a certain well known railroad map of China, published a few years ago on a magnificent scale. A net of utterly impossible railroad lines connects on that fine sheet the large cities of China among each other and with those of India. After its completion, the author has put in a number of large mountain ranges to suit his convenience, good care being taken that none of them should find a railroad in its way."

There is not the slightest doubt as to the feasibility of the railway system I have endeavoured to sketch, as the country through which it would traverse is well known. It takes away one's breath almost to think of the great cities of North China, Peking, Tientsin, Taiyuen, Tsinan, Nanking, Soochow and Hangchow, connected together by railway, for the impulse it would give to commerce, and the advantage it would be to China in every way, would be enormous. At once a great engine of Government, and a powerful agent in the development of her material resources, it ought to commend itself to both officials and people.

COAL IN FORMOSA.

The Report of Mr. Acting Consul Baber gives the following interesting report on the coal mines at Kelung, Formosa :—

I learn from trustworthy native sources that about 75,000 tons of coal were raised during the year. This appears, however, to be rather a high estimate, and must be taken as a maximum. Unless new mines are opened or foreign appliances for scientific working introduced, it is expected that this rate of production, which is a very large increase on that of preceding years, can scarcely be maintained. The Customs returns prove that during the year 1872 more than half the whole produce, 40,230 tons, left the port in foreign bottoms. The remainder is accounted for by the export in junks, and by the local consumption. The Chinese in Formosa, however, have little use for coals except in the purposes of the blacksmith. They do not employ it as a means of warming their houses, the abundance and cheapness of wood making charcoal preferable.

The mines at present in working are forty-six in number, and are all situated within a distance of eight miles from Kelung to the south and west. The so-called Tamsuy coal comes from Naun Naun mines, of which there are eleven working and one about to be opened. A number of unopened mines, as the Chinese call exposed veins, are to be met with in the neighbourhood of Naun Naun.

WORKING THE MINES.

It is often asked by persons unacquainted with Chinese circumstances and systems, "Why do they not use machinery in working the mines?" The answer is, that the proprietors, supposing them ever to have heard of machinery, do not for a moment believe that its introduction would be attended with any other result than a great increase of outlay. Their want of capital would not admit of their purchasing it, even if they wished to do so, and supposing them both willing and able, it is quite certain that such an innovation, accompanied as it would necessarily be by the employment of foreigners, would be the immediate signal for the closing of the mine by the mandarins, and the not improbable loss of the proprietor's head. This latter misfortune did actually befall a border Chinaman who was imprudent enough to dispose of his interest in a petroleum spring near Oulan to a local British merchant.

There is, therefore, little or no hope of the inventions of engineering science being introduced at the Kelung mines by the private enterprise of the native proprietors. The initiative must come from the officials, and indications are not wanting to show that their necessities are already beginning to urge them in the direction of progress.

The authorities of the arsenal at Foochow have lately felt an inconvenient strain on their financial resources from the necessity of supplying their gunboats with fuel. Compelled apparently by the pressure of the English "coal famine," they are beginning to turn their attention to the resources of Formosa. They have lately sent an order to Kelung for 50,000 tons, to be furnished during the year 1873, or as soon as possible, at a price of $37 per 100 piculs (say 27s. a ton), including conveyance to Foochow, a distance of 100 miles, in junks. The contractor is to insure safe delivery of the coal at Foochow, and the junks are to remain there as godowns for storing as long as required. In connection with this transaction the Taoutai of Formosa lately visited Kelung and informed the leading coal proprietors that it was proposed to devote to Government use in future, without payment, five per cent. of all coal reaching the pit's mouth. It remains to be seen whether the proprietors will submit to this economical method of "coaling the navy." Should they do so, the result will, of course, be that buyers will have to pay for 95 tons what they now pay for 100.

But the Taoutai discovered, on making inquiries, that it would be difficult to obtain in one year more than a third of the amount required by the arsenal, even including the threatened "squeeze" of 5

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per cent. of the whole production. The wants of the arsenal and gunboats must, however, be supplied. The provincial authorities, aghast at the enormous expense of foreign coal, find themselves driven onwards by the force of events, and, I am informed on the best authority, are at the present moment seriously entertaining the project of adopting the improvement of engineering science.

Considering the present high price of English coal it is somewhat surprising that our naval authorities have not turned their attention to Kelung as a source of supply for the vessels of the China squadron. Situated in the centre of the station, and producing coal little inferior to Australian at less than one-fourth of the price, Kelung, with its convenient harbour, seems to possess every qualification as a coaling port, except that its production is limited. But this latter difficulty would infallibly yield before an increased demand, backed possibly by official action, based on the spirit of Article 52 of the Treaty.

COAL IMPORTS AT SHANGHAI.

The report of Mr. Consul Medhurst gives the following account of foreign and native coal :—

159,000 tons of coal have been imported into Shanghai in 1872, as compared with 88,000 tons in 1871, and 80,000 tons in 1870. The consumption during the same period has been 131,000 tons, against 109,000 tons in 1871, and 106,000 tons in 1870. The total import in 1872 may be thus divided :—

	Tons.
From England	45,000
„ United States	8,000
„ Australia	40,000
„ Japan	40,000
„ Formosa	26,000
Total	159,000

The average prices are—for English, Tls. 11·00 ; Australian, Tls. 8·00 ; Japan, Tls. 5·50 ; Formosan, Tls. 2·25. Cheap coal in China is still unknown, although the prices of the worst qualities of Japan and Formosan will compare favourable with the home rates for the best household coals that have ruled during the past year. The cheap coals here, whether Japan or Formosan, are too rapid in combustion, and take up too much room in a steamer to be of much use in steam navigation. The best qualities in China are found for the most part at a great distance from the centres of trade, and the means of communication and transport to and from the mines are too limited to allow of their being laid down at any of the ports at a figure which would enable them to compete with English coals. At Hankow coals can be got at a reasonable price, suitable for steamers, and they are used by steamers which ply on the Yangtsze, but the rates of freight at present existing between Shanghai and Hankow shut out these coals from this market. If this is true for coals obtained near an open port, it applies *a fortiori* to the enormous coal-beds of Shanse, which, although amongst the largest in the world, are, owing to the difficulty and expense of transport, practically unworked.

At present, then, the coal problem in China stands thus :—We have large supplies of moderately cheap coals from Japan and Formosa, which is unsuitable for the purposes for which coal is mainly imported here, and we have within reach, were proper alliances employed, enormous coalfields, where coal can be procured of as good a quality as Cardiff, but to which access is so difficult, and from which the cost of transport is so great, that they are practically useless. Absolutely nothing has been done since the Treaty of Tientsin to facilitate the working and carriage of coals, and there is at present no apparent evidence that the problem is engaging the attention of the Chinese Government. Capital, and the means of its application, the Chinese do not possess ; foreign appliances they appear unwilling to use ; and so the matter rests at present.

THE SUEZ CANAL TONNAGE COMMISSION.

Subjoined is a translation of the Vizierial letter to the Khedive of Egypt referred to in our last issue relating to the tolls on the Suez Canal. By this letter it will be perceived that the Porte has adopted the conclusions of the International Tonnage Commission, and that within three months' time the tolls will be reduced and regulated in conformity with the regulations drawn up by the Commissioners. The Vizierial letter might have been conceived in more positive terms and expressed in clearer language, but at the same time we must recollect that it is a translation from the Turkish, which is a language abounding in roundabout phrases and conveying certain *nuances* difficult to be reproduced in an European tongue. It is generally understood that the Canal Company will not offer any resistance to the execution of the arrangement referred to in the Vizierial letter. If such opposition were made, the more disadvantageous alternative of returning to the original terms of the concession —viz., ten francs per ton, net register—would have to be reverted to, such being the undertaking of the Porte. The letter runs as follows :—

"In continuation of my past communications, I have the honour to transmit to your Highness in duplicate the *proces-verbaux* and final report of the International Tonnage Commission, which has now terminated its labours. As your Highness will perceive from the perusal of these documents, all questions relating to tonnage have been so determined as to make all uncertainty of interpretation and all objections henceforth disappear. In addition to the rules laid down on these points—rules which fix the basis of the tolls which the Canal Company have the right to levy—your Highness will find both in the *proces verbaux* and in the final report of the Commission the details of a recommendation made by that Commission with regard to a compromise, the object of which is to finally determine the Canal dues. This compromise, I should inform your Highness, was entered into and accepted by virtue of a special authority given to the Commission. The above-named recommendation having been expressed unanimously by the Commission and been approved by the Sublime Porte, your Highness is accordingly invited to communicate with the Canal Company thereon. In any case, it is essential that the dues should be levied upon the basis of the net tonnage established by the International Commission within a period of three months, a period which gives sufficient time to carry out the measures necessary for the due execution of the arrangement recommended by the International Commission. Sublime Porte, 23rd Zilkade, 1290 (Jan. 11th, 1874)."

CHRISTIAN MISSIONS IN FORMOSA.

(From the Report of Acting-Consul GREGORY at Taiwan.)

The only Protestant Mission at work in Formosa is the English Presbyterian. It commenced operations about eight years ago, and has had great success. Its central or residentiary stations are at Takow, Taiwanfoo and Tamsuy. The Tamsuy Branch was established only last year, and I will make no further remark about it, as I do not include Tamsuy business in this Report. As regards the Takow and Taiwanfoo branches, with their various out stations taken together, I give the following statistics from a paper kindly furnished me :—

Membership at beginning of 1872, 558 ; Adults baptised during 1872, 258 ; Children, 27 ; Membership at the beginning of 1873, 784. Average regular attendance at Lord's day Service, 1,980. Much attention has been given to the aborigines, that is the tame aborigines, who are under the Chinese Government. Considerably more than half of the converts are from their villages. There is also a considerable Roman Catholic Mission, conducted by Spanish Dominican Clergymen. When at Takow I often see the Chief of the Mission, but I have not asked the number of people under their care.

In the Southern or Takow part of the district, where the work has been more among the Chinese than it has been further north, there were some troubles between the converts and others, and cases of real or supposed persecution, but I must not here attempt to detail or discuss them. For some time past things have been quiet in this respect, so far as I know. In August last the then Fungshan Magistrate issued a vigorous notification, in which he professed equal benevolence and justice towards Christians and non-Christians, and enjoined both parties to live in harmony. Much medical work is done by and in connection with the Presbyterian Mission at the ports in the country.

THE ATCHIN WAR.

(THE TIMES.)

The singular parallelism that had from the outset made itself apparent between the fortunes of the Dutch in Sumatra and of our own country on the West Coast of Africa continues unbroken. It is most improbable, however, that the capture of Coomassie will present difficulties at all comparable with those which the Dutch have had to encounter in Atchin. Nor do we intend to institute an exact comparison between the two cases of barbarous aggression and European retaliation. It may be that the Dutch are assailing on specious pretences and with selfish designs the independence of a free, courageous, and unoffending nation ; but hostile critics have asserted as much of our own war with the Ashantees. We do not vindicate the Dutch, nor do we accept the allegations which have been advanced against them. The truth will be discovered when both the Atchinese and the Ashantee campaigns have passed into the region of history. What is clear at present is that the Government of Holland, like our own, originally miscalculated the difficulty of the enterprise on which it had entered, but with more disastrous results than ourselves, when good fortune rather than good guidance assisted on the Gold Coast. In some respects the enemy whom the Dutch have undertaken to subdue in Sumatra is more formidable than the barbarians whom Sir Garnet Wolseley is pursuing beyond the Prah. By race and by creed the Moslem of Atchin are warriors ; their history—for they have a history—has been one of wars, of conquests, and of triumphs. They have not only the brute valour of the savage, but desperate energy, ingenious resource, religious zeal, and the memory of a long career of victory. Isolated as they are in a corner of the Indian Archipelago, they seem, nevertheless, to have been in communication with both the material advance of the civilised world and the intellectual movement of their own proselytising faith. Their soldiers are drilled, their fortifications are defended by men who have learnt the art of war in Europe, if not by born Europeans. Modern weapons of precision are certainly employed in the defence of the stronghold which the Dutch are now besieging, and it has been asserted —though we confess we do not clearly understand the statement— that the bombardment now or lately in progress had produced little effect, because the Atchinese have "good ironclad defensive works." But of more real value than these remarkable defences is the spark which the Mussulmans of Atchin have caught of the modern Mahomedan revival. That extraodinary religious phenomenon has already shaken great Empires and is undermining others. It might well hold in check the onset of a third-rate European Power. We do not say that it will ; on the contrary, the material probabilities are in favour of the Dutch, who are driven on by pride and interest alike to make the conquest of their semi-barbarous antagonist complete and crushing. It may even happen that the resistance of the Atchinese, spirited and unshrinking as it appears to be, will suddenly break down. But the Dutch appear to understand that the business they have undertaken in Sumatra will task their resources The news from Batavia and Penang cannot be reassuring to the states men at the Hague. It is true that the Dutch troops have succeede in capturing a position, stated to be of great military importance, out side the "Kraton," or citadel, which is the centre of the defence and the stronghold of the Mussulman fanatics who guide and inspire the resistance. But this success has been purchased with heavy losses.

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The besiegers were twice repulsed before they got possession of the disputed ground, and out of 240 killed and wounded twelve officers were placed *hors de combat*. With the capture of this fort the war may very likely be concluded; but looking only at this beginning of the campaign, and comparing it with the result of our operations against the Ashantees, we shall be forced to acknowledge that the work which the Dutch have taken in hand has shown itself still more arduous and costly than our own "little war."

The Dutch chafed for half a century against the limits which English jealousy had imposed on their annexations in Sumatra; they were urged by the impulse which drives every civilised Power to enforce order upon semi-barbarous neighbours; they were ambitious and conscious of their strength. At the first encounter they suffered heavy losses; their repute for invincibility was shattered; they were worsted and driven back, if not by the enemy singly, by the climate, the natural difficulties of the country, and the implacable and fanatical hatred of the population. They made desperate and deliberate efforts to redeem this disaster. A large European force has been raised and equipped at a cost which will fall heavily on the taxpayers of Holland. The conquest of Atchin has been decreed; and, in fact, the Dutch are now at the gates of the citadel. But the work is not yet done. The bombardment of the "Kraton" has commenced; all communications of the besieged with the outer world are cut off, yet the Atchinese show no sign of yielding. The Malays, led by the Mussulman devotees and maddened with religious frenzy, fight hand to hand till they are struck down on the ground they hold, and they sell their lives dearly. Holland may well feel anxious about the result of the struggle. We of course incline to believe that the material strength and scientific skill of a civilised European Power must in the long run prevail. Yet it is easy for Europeans to underrate the power, even in our modern day, of despairing courage, religious zeal, and rude patriotism driven to bay.

(PENANG GAZETTE.)

The *London and China Express* publishes an extract from *The Times*, wherein it is attempted to justify the breach of faith committed by the British Government when it made the treaty of 1872 with the Dutch, thus throwing over the treaty with Atchin of 1819. *The Times* says that "the Sultan (of Atchin) has forfeited all claims against us by himself concluding a treaty with the Dutch in 1857, in direct contradiction with his engagements under the treaty (with England) of 1819. Lord Granville is thus amply justified in declaring that the Sultan cannot appeal to Great Britain to protect his country against invasion." The world will be rather astonished to learn that it is denied that the Sultan of Atchin ever concluded any treaty with Holland, and that the treaty published in the Blue-book which was issued in reply to Lord Stanley's motion in Parliament was never ratified. The following would appear to be the history of this document:—Towards the end of 1856 an Atchinese Chief, named Sree Paduka, who held the office of Rajah Bandahara, or as we would term it Minister for the Colonies, chanced to be at a place called Troeman, on the west coast of Sumatra. General van Swieten, who happened to be the Dutch representative at Padang, wrote several letters to this Rajah Bandahara, asking for his assistance in making a treaty with the Sultan of Atchin. The Sultan refused to have anything to do with the Dutch, and no treaty, or document purporting to be one, was ever signed by the Sultan; it would, therefore, appear that this treaty, bearing, it must be remembered, no other signature than that of General van Swieten himself, as will be seen on reference to the *London and China Express* of the 7th November, is of the same nature, and as much to be relied on, as an authentic document, as the celebrated one in connection with which Pangulu Tebang figured, and which was made the pretext of the present war. We have these particulars from the Rajah Bindahara referred to above, who is a very old man, has been residing in Penang for years, and he further informs us that the Dutch agents here have endeavoured to obtain from him all documents connected with the negotiations with General van Swieten in 1857, and which are all (with the exception of one, which he was weak enough to lend and has not yet received back) now in his possession. We hasten to give publicity to these facts, in order to disabuse the public mind that the Atchinese have done anything to forfeit British protection, and we would earnestly direct the attention of Sir Andrew Clarke to the matter, in order that he may take steps to satisfy himself of the truth of what we have stated above.

OUR POSITION IN CHINA.

(HOUR.)

It has been felt for some time by all who are acquainted with the relations of the European Powers to the Imperial Government in China, that the advantages gained from the treaties of 1860 have not altogether rewarded the expectations of diplomatists. There are many symptoms of the decline of European influence in China, and if the Western nations have not actually lost ground, they are in serious danger for the future unless a more vigorous policy be adopted. The Chinese have recovered from the immediate consequences of the chastisement inflicted upon them some thirteen years ago, and show signs of a strong desire to isolate themselves again, and to withdraw from the family of nations into which they were forced by the British and French arms. They are even now endeavouring to close the smaller ports against European vessels, and to restrict foreign commerce to Shanghai. Efforts of this character have lately been made—to cite one instance among many—at Tientsin. Proposals to close this port have been seriously entertained on the ground of the alleged diminution of European trade; and the mandarins have hopes that foreign vessels will yet be excluded from the River Peiho. Much light has been thrown upon this subject by an interesting pamphlet lately published under the title of "Aperçu de la Situation en Chine." The pamphlet, which merits careful study, has appeared at Brussels, is written in French, although we believe that the author, Mr. Fergusson, is a British subject. His residence of thirteen years at Chefoo has given him abundant opportunities of watching the progress of events in China, and he has embodied the results of his observations in the "Aperçu" recently issued. The accession of the young Emperor affords some hope of a salutary change in the Imperial policy. It would, therefore, be a matter of great regret if our diplomatic agents were to neglect this occasion of urging the Peking officials to observe their treaties more faithfully, and to interpret them rather by the spirit than by the letter. As yet, the European nations have familiarised the Chinese with certain instruments of material civilisation without in any way modifying their ideas of social or international obligation. We have hitherto been practically excluded from trade in the interior of the Empire, and as regards imports have not developed any considerable trade except in cotton and in opium. It remains to be seen whether we shall be deprived even of our present advantages or improve them by an active and sagacious policy.

It is the duty of the English Government to assert its full treaty rights in China, and to encourage, instead of repressing, those Christian missionaries who strive to acquaint the Chinese with the principles of the Gospel. No doubt the treaties of 1860 were wrenched from the Chinese under mortifying circumstances, and are in one sense a continuing emblem of their defeat. But there is another light in which the Chinese authorities should be led to view them. They should be regarded as declaratory, and as based upon the natural comity of nations rather than upon formal agreement. The British Legation at Peking does not appear to have defended our treaty upon the right grounds. One of our diplomatists, who is generally considered a skilful negotiator, made a most unfortunate admission at the Court of Peking three years ago, when the treaties were under revision. He maintained that all the advantages enjoyed by foreigners in China flowed from the treaties, and thus conceded that outsiders had no rights as against China before their signature. This is, as Mr. Fergusson points out, a fatal and damaging statement, since it seems to justify the Chinese idea that no outsiders have natural rights, and that apart from a positive agreement, they ought to have no footing within the Empire. The treaties ought not to be looked upon as grudging concessions or as limits to the freedom of European trade imposed by the Chinese themselves, but as simple declarations of antecedent rights, and as embodying the universal principles of international morality. They should be held to lay down doctrines admitting of continual expansion, and to be the germs of a complete and unrestrained amity. In Mr. Fergusson's language, "the principal demand which we should make of the Chinese Government is the opening up of the entire country to foreign trade. We have a right to ask that aliens should be permitted to do upon Chinese territory whatever is allowed by the laws of their own countries; they should be permitted to move freely from place to place, to buy and let lands and houses, to invest their capital in commercial and mining enterprises at the great centres in the interior of the Empire, and to use steamers upon the rivers as freely as they now do in the coasting trade." With foreign assistance the Chinese Government was enabled to represent itself at the Paris Exhibition of 1867, and last year the Imperial authorities, by their own direct action, exhibited a magnificent collection of Chinese produce and works of art at Vienna. The rust of antiquated tradition once thrown off, the Chinese may yet enter boldly into the great markets of the world, and learn that trade, so far from impoverishing the Empire, will be its chief benefactor. It is true that the Chinese will chafe under a sense of subjection until the ex-territoriality of Europeans is abolished, but the remedy for this lies with the Imperial authorities themselves. When they soften the barbarous severity of their law, and do away with criminal penalties as instruments of civil process, they will be able to claim jurisdiction for their own courts of law. Till then the present system, like the "capitulations" in the Levant, must be tolerated as a necessary evil.

The character of Confucianism is of itself an obstacle to the spread of Christianity in China. The Chinese are so accustomed to regard religion as merely a social institution or an engine of government, that they ascribe the same character to the different Christian communions with which they come in contact. Religion with them being national and local, they imagine the same both of Protestantism and of Catholicism. Protestantism they take to be a political institution of the English and the Americans, while they oddly suppose that Catholicism does not exist beyond the limits of the French nation. These misconceptions may in time be overcome, and meanwhile the Chinese cannot be ignorant of the benefits they have obtained from the learned labours of the Protestant missionaries. These energetic men have at once made their language accessible to foreigners, and translated many valuable scientific works into Chinese. We may hope that the Chinese will yet learn to esteem equally the moral and spiritual lessons of the Christian faith, and more particularly its condemnation of caste and the doctrine of universal brotherhood.

ADULTERATED TEA.

The *Produce Markets Review*, writing upon the subject of the Adulteration Act and Tea, says:—

Not much progress has been made during the past week in the trade agitation for an amendment in the Adulteration Act, to prevent adulterated Tea from being delivered from the bonded warehouses. This is to be regretted, as if the wholesale dealers obtain an interview with Mr. Gladstone, or some other member of the Government, they will not be able to speak with as much weight as they would if the eight hundred towns which have not as yet moved in the matter had sent up memorials. The wholesale dealers cannot carry this question by themselves, and with the strong animus in the public mind they have to contend against, the grocers are very likely to lose their case if they do not act with more vigour. We can only imagine that so few analysts having yet been appointed, those who have not actually suffered, or seen others suffer, from the effect of the Act, still think that the matter does not concern them. No greater mistake could be made, as the Act arranges for Analysts to be appointed in every part of the kingdom, and if the local authorities do not do their duty in the matter, the Local Government Board is entowered to step in and appoint the analyst itself, and in the present ate of the public mind this power is sure to be exercised to its fullest

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extent. There are very few trained analytical chemists of the requisite standing for such appointments in the kingdom, and they have been pretty well appropriated by the large towns. What the country grocers have to dread, therefore, in the districts where analysts have not yet been appointed, is that they will not only be subjected to attack from really scientific men, but have to suffer from the fancies of half-instructed persons whose hobby may be adulteration, and whose living will depend to a certain extent on the number of convictions they can obtain. It is hardly necessary to say in a trade journal that the adulteration of Tea is not carried on in this country, and that in the whole of the cases which have been tried not a single instance of adulteration has been established against the grocers; indeed, in most instances the authorities conducting the prosecutions have opened their cases by admitting that the adulteration was performed in China. In the meantime perhaps the trade would be glad to be informed of the basis for the sweeping accusations made against the grocers in London and its suburbs, for none of those interested in the trade are sufficiently conversant with the detailed operations performed on the premises of the 4,000 grocers of London, to make a statement as to proceedings which, if they existed, the retailers would conduct with the utmost secrecy.

A letter signed "Mincing-lane Man" appears in *The Times* of Thursday upon Tea and the Adulteration Act. The writer thinks that the article in Monday's *Times* helps to elucidate and solve some of the questions involved in this matter, and that the whole body of the trade would accept the impartial decision of that journal.

DECK PASSENGERS.

(To the Editor of the *London and China Telegraph*,)

SIR,—Allow me to call the attention of passengers and shippers to the growing custom of ocean steamers carrying a large number of pilgrims and other deck passengers, a source alike of danger and discomfort.

The latest case of which details have reached me is that of the *Ulysses*, on her last voyage to China. A letter from one of the passengers states they took on board at Singapore 316 Chinese passengers. Shortly after they encountered a typhoon, and the vessel failing to answer her helm, the captain sent an officer round to ascertain the cause, when he found that the Chinese, to save themselves from being washed overboard, were holding on to the rudder chains. They were immediately ordered below, and after filling the forecastle and every available space forward, there still remained 200 to be provided for.

Imagine the horror of the first-class passengers when the whole 200 were stowed away in the first-class saloon with "hatches already closely battened down!"

A lady writes, "The atmosphere of the cabin I shudder to remember; thank God we *lived!*" Another account describes the state of the atmosphere as such that it was impossible to get a match to burn. I have only to add that the captain, who had no power to prevent this addition to the miseries of the voyage, did everything he could to alleviate the discomforts of the passengers.—I am, Sir, yours, &c.,

London, C., Jan. 20, 1874. H. L.

PACIFIC MAIL STEAMSHIP COMPANY.

(NEW YORK SHIPPING LIST.)

The agreement between the Pacific Mail Steamship Company and the Pacific Roads, by which the latter corporations subsidised and controlled the California freighting of the steamers, having been abrogated, and the first steamer since the contract terminated having sailed, it is of interest to our readers that results should be considered, and the prospects for the future contemplated. The *Rising Star*, which sailed on Saturday last; took a full cargo, and the bulk of the shipments by her were, properly speaking, railroad freight. The rates were low, and were evidently fixed to secure, without fail, all the freight that offered. The *Colon*, the steamer of the 8th inst., is already well advanced in loading, and at better prices than the preceding steamer secured, with the prospect that she will carry a large amount of goods. Two more steamers for January are on the programme, and the same favourable rates for shippers are promised in advance. The railroad officials are sadly at a loss what to do. To compete with this opposition will require a tariff that will give the Pacific roads proper but a sorry amount of pay for 1,900 miles of railroad transportation. The tariff from Chicago to San Francisco has already been reduced to $1.50 per 100 lbs., for the lowest, and $3.50 per 100 lbs., for the highest class of goods, a reduction of nearly 50 per cent., and still they secure very little freight. The outlook for this part of their business is not at all promising. The Pacific Mail Company intend also to touch the railroads in another tender part of their business, as in future the steamers from China and Japan are to* come to Panama instead of to San Francisco. The teas for New York will be landed here, *vid* Aspinwall, and the European part of the cargoes transferred at same port to the numerous foreign lines centring there. This will allow of the steamers at Panama carrying to San Francisco any surplus of goods that may accumulate, by reason of the more frequent service from New York. It will also bring them in competition with the Suez Canal route from India, a service they should be equally well able to perform.

Literature.

Illustrations of China. A Series of Photographs, with Descriptive Letter-press. By J. Thomson. Vol. III. London: Sampson Low and Co.

Mr. Thomson seems to be bringing his labours to a conclusion with a rapidity for which his subscribers should be grateful, and it cannot now be many months before the whole of this valuable and interesting series of photographs will be completed. As to the third volume, which has but just appeared, it nowhere falls short of its two predecessors, and has at the same time a special attractiveness, because it gives us much new information respecting the upper waters of the Yangtsze, and the condition of the population in the gorges through which that river flows. There are fifty-one pictures in this book; all are of high merit, but if we were called upon to single out any for especial praise we should pitch upon that of Tseen-chang-Ven Waterfall, in Snowy Valley, the street scene taken in Kiukiang, and the mid-day view of Wushan Gorge in Tze-chuen, the last being to our mind one of the finest works of photographic art which we have met with. Wushan Gorge, indeed, appears to be just one of those places where "every prospect pleases, and only man is vile." As to the last assertion, if any reader doubts it, let him turn to plate 20, where he will see a mountain-hut taken in the same districts, a sort of wigwam or shanty of the most primeval type, worse than any cowshed in this country, and wholly unworthy of a nation which boasts of immemorial glories, and rates itself the highest among the kingdoms of the earth.

Lovers of the sensational, in these days not few, and those who make the expressions of the human countenance their study, will discover on plate 6 two illustrations well suited to their tastes. For ourselves, we cannot look upon them without a feeling of pain; but still we think Mr. Thomson did well to secure the views, and was indeed fortunate in being on the spot with his camera at the time when the incidents occurred. In the first of the two pictures referred to a thief is to be seen exposed to the public gaze, with a heavy wooden collar (the cangue) about his neck. On this collar the name and residence of the criminal, and the particulars of his crime are inscribed; and he is then stationed in front of the house where the offence was committed, unable to feed himself, and, therefore, dependent upon the charity of the passers-by. The staring eyes and the open mouth of this wretch will tell their own tale, without further comment from us.

The photograph next to this is more dreadful still. It shows us a murderer who was shut up in a wooden cage, and there left to perish of delirium and thirst. On his countenance we discern physical agony and the scared half-crazy look of one who knows that all hope is fled. The Ming Tombs at Nanking we remember to have seen depicted in the *Illustrated London News*, but the drawing there was nothing like as effective as the view given in this volume. Mr. Thomson, in a neat little photograph, brings before us the imposing avenue of silent weird giants, the stony sentries which keep guard over the approach to the imposing mausoleum in which the ashes of an Emperor repose. Mr. Thomson is probably correct in his surmise that these colossal warriors are exact representatives (stature only excluded) of the life-guards who in those days waited upon the Emperors. And it is this suggestion which lends the picture a peculiar charm, for the monarch sleeps in security amid his faithful soldiers, who still stand solemnly guarding his grave, as they stood around his palace in ages long gone by.

The group in the streets of Kiu-kiang, and the amusing letter-press which accompanies the illustration, will perhaps have greater attractions for those who have never visited the East than any other production in the volume. The book which shall exhaustively describe industrial life in China, and the manners and customs of its labouring population, has yet to be written; but Mr. Thomson here at any rate supplies a useful contribution. We wish we had more space at our command that we might say something about Mr. Thomson's experience amid the rapids and on the Upper Yangtsze. Men are indeed what circumstances make them, and this is a maxim of which the author gives at least one striking illustration. He shows us the coal cropping out on the mountain side, and on the bank of a navigable stream; and he shows us also the miners at work there, but so clumsy are their operations, that coal, which is enormously abundant, is used very sparingly for fuel. So the poor in China, who know nothing of the comforts of a fireside, pad their garments with cotton wool, looking like "animated bolsters," never undressing till the winter is over, never washing, and therefore never free from vermin. Can we wonder if such dirt and degradation produce a low moral standard in the race?

Should Mr. Thomson's concluding volume prove as good as the three first have been, we think that few will ever regret that they laid out their money in the purchase of his fascinating work.

Mitchell Aird, barrister of the Middle Temple. Without casting any reflections upon the numerous authors of works upon Blackstone, it seems to us that Mr. Aird's work meets the requirements of the law student by presenting all that is essential without the encumbrance of that technical detail which, as the author says, often causes the student to desert his studies. "Blackstone" is served up to the student with a certain piquancy of flavour which makes its natural dryness palatable, and, under the able supervision of Mr. Aird, the Compendium of the Laws of England is comparatively light reading. Adopting the interrogatory system, the author has embraced all the legal points and practical information contained in four volumes of "Blackstone" as originally written, supplemented by subsequent statu-

* Will proceed on to Panama after calling at San Francisco.—[ED. *L. and C. T.*].

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tory enactments and important legal discussions. Regarded as an elementary work this book may be considered to have admirably answered the purpose for which it was intended by the author, viz., to render "Blackstone Economised" a "solid foundation on which the student may build a legal edifice."

We have received from the publishers, Messrs. A. H. Baily and Co., this year's edition of "Who's Who." All the necessary additions have been made to the *personnel* of the titled classes during the past year, and the Almanack which is bound up with the work is a special feature of interest.

The third and last volume of Mr. Forster's life of Dickens is now definitely announced to appear during the present month.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 20.

We learn from Vienna that the Association formed there, after the close of the Exhibition, for promoting and extending the commercial relations with the Far East, and commenced by laying the foundation of an Oriental Museum, has already achieved another success, to which the Austrian Government and the Japanese Minister-Resident Sano have mainly contributed. Arrangements are in course of preparation for opening a market in Japan for one of the most important articles of Austrian manufactures,—that of woollens and cloth. These are for the most part not only lighter in texture and quality than those of Belgium and England, but also much cheaper, and therefore better able to compete successfully, especially in the countries of Eastern Asia, where the difference of price turns the scale. Hitherto all attempts to nduce the manufacturers to enter into competition with England in the markets of the Far East failed through their own indolence and disinclination to enter into commercial transactions which from their very nature can only be wound up after the lapse of a considerable period of time. By the combined efforts of the above-named factors some of the largest manufacturers in the woollen trade have now resolved to make new trials, the first of which is to be directed towards Japan, as one of the principal markets to be opened up to Austrian industry. They, however, make it a condition that one of the Lloyd steamers shall go from Trieste through the Suez Canal to Japan at least every three months. There will be no difficulty in the accomplishment of this condition, as the Austrian Lloyd Company, who now run a steamer every month from Trieste to Bombay, have expressed their readiness to extend the voyage to Japan every three months or oftener, provided there is a reasonable chance of obtaining sufficient cargo to cover their expenses, and leave over a moderate amount of freight as profit for the company.

A deputation of Japanese, headed by their diplomatic representative Sano, paid a visit last week to Dr. Felder, the Burgermeister of Vienna, and were introduced by Baron von Gagern. The object of the visitors was not only to pay their respects to the chief magistrate of the metropolis, but principally to obtain some information about the internal organisation and arrangements of the commune with a view to their future introduction in Japan. The Burgermeister willingly gave the needful explanations. They were then conducted by him through the building, inspected the public offices of the Corporation, and spent some time in the splendid saloons set apart for the sittings of the Common Council and of the chief magistrates or aldermen, in which latter they were much struck with the long and beautiful series of full-length portraits of the reigning dynasty of the Hapsburgs, appearing most especially to admire the picture of the Empress Maria Theresa.

COMMERCIAL.

The Produce Markets are calm, but prices are generally steady. Pepper is cheaper; Singapore may be had at 75 to 76 marks, and Penang at 71 to 72; White sells at 110. There is no alteration in the value of Teas, Rice, or other Eastern produce, and the transactions were few and small. At public sale 150 chests of Galangal Root were put up, and sold rapidly at 19 to 20 marks 30 pfennigs. There is a fair demand for Terra Japonica, which is now firmer, selling at 26½ to 27 marks.

SHIPPING.

ARRIVALS.—Architecte Renaud, from Hong Kong; Kebroyd, from Samarang and Batavia.

SAILED.—San Francisco, to the South Sea Islands; Peter Godeffroy, to Tahiti.

The weather continues mild, without any indications of approaching frost to interrupt the navigation.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, JAN. 21.

The members of the First Chamber have left the Hague, after having voted the estimates for 1874. The debate on the Budget was anything but interesting. It is anticipated that the Cabinet will make use of its leisure hours to prepare some important measures, or rather to fulfil some of its promises. Mr. Geertsema will have to lay before the members his Reform Bill, and the Minister of the Department of Justice will see the urgency of taking the first step towards the reorganisation of our judicial system. If the Minister of the War Department has any real intentions to provide us with the necessary means of defence, he must now declare them; and last, but not least, the new Minister of the Naval Department—rumours are in circulation that it has at last been possible to find a naval officer ready to accept the portfolio (?) —must set to work to do what his predecessor left undone. Mr. Fransen van de Putte will have the easiest task; he may pass the hours in *dolce farniente* idleness if the telegrams about our military operations in Atchin continue to be as favourable as they have been during the last few weeks. Since he introduced in vain his famous Culture-law the Premier seems to have been converted to Conservative principles, and he does nothing to alter the scandalous squeezing system, while he has become a warm defender of maintaining the Governmental coffee culture system. Indeed, it is not at all improbable, as, indeed, it is foretold in one of our best periodicals that before many years elapse the Conservative and Liberal parties will be united by homogeneous principles, and that their opponents will be the Clericals and Radicals. The Liberal party of 1848 belongs to history; our so-called Liberals when in opposition make much noise and ask for important measures of reorganisation, but if they themselves hold the reins of Government they either do nothing or propose half measures, which satisfy nobody. This is the case as regards Mr. Geertsema, who has at last brought forward his Bill for the reorganisation of academical education. The Minister proposes to subsidy the gymnasia, as communal institutions, and to fix the duration of the educational term at seven years. He wishes to maintain the three existing academies of Groningen, Utrecht, and Leiden. The general opinion, however, is that at least one academy—that of Groningen—must be sacrificed. The principal effect of the Bill will be that the existing theological faculty will be abolished, to be replaced by a chair for the science of the religion. This is of course a Liberal measure, but I should be much surprised if its effect is equally liberal. Up to this moment our academies prepare for the service only Protestant Ministers, and of course only Protestants can be appointed professors. But if this Bill is carried—the chances of which are but very small—the professorships can be occupied by Jews, Catholics, in a word, by any one who can give instruction in the science, which, of course, has now become a strictly literary one, exempt from all dogmatism. The salaries of the professors are to be a minimum of 4,000 guilders a-year, to be augmented after five or ten years' service. These are the outlines of this important Bill, which will supply a missing link in our instruction laws.

I regret to record the death of Mr. H. M. de Brauw, junior, a member of the Second Chamber for the district of Gouda. He was attacked by apoplexy at Haarlem and died suddenly. The deceased was one of the most meritorious and loyal members of the Opposition, and his death will be deeply felt by the Conservative party, which is already very weak. It is more than probable that the vacant seat will be obtained by a Liberal. There is already going on a vehement struggle in the district between the candidates of the several parties, and the public is anxiously looking for the result. The King has conferred the Knighthood (4th class) of the Military William Order on H. Huisman, Commander in the Royal Navy, now serving in Batavia. This, however, is granted to him for his participation in the military operations to the South and East Coast of Borneo in 1852.

The Amsterdam Committee of the "Red Cross" has forwarded £400 to the Chief Committee at Batavia on behalf of the sick and wounded soldiers in Atchin.

The King has appointed as Dutch Consul at Port Said Mr. D. J. Brouwer.

Some months ago the Straits newspapers told a story about certain endeavours made by an Atchinese ambassador to engage the American Consul at Singapore to negotiate for a treaty between the United States and the Atchinese Empire, and it was added that the Consul declined to send the draft of that treaty to Washington. The same story is now told again by the *New York World*, which paper recommends the American Government to obtain a *pied a terre* in the island of Sumatra. The leading Liberal papers regard this as a very serious matter, and one likely to involve the Minister of the Colonial Department in international difficulties. At the same time these papers blame the Minister of the Colonial Department for refusing to lay before Parliament all the documents regarding our war with Atchin. I need not add that there is not the least chance that the Minister will grant this demand. It was in the first place Mr. van Goltstein who induced the Minister to tell all about the motives which caused this costly war, which, according to his opinion, has greatly injured the Liberal policy in East India.

The topics of the day in the press remain the questions—what to present to his Majesty on the 25th anniversary of his accession to the throne; and where to place the statue of Mr. Thorbecke.

The King has started for his seat *Het Loo*, where he will remain till the middle of February.

The Ministry has announced that henceforth the soldiers belonging to the Atchinese expedition may forward letters and post cards from Atchin, *via* Batavia, by Dutch steamers for a postage of 5c. for each letter or card, whilst the officers may send post-cards for Holland to be prepaid with a penny stamp.

It is stated that the harbour of Nieuwe Diep will be provided with a large dry-dock, in order to compete with Flushing, and to give the necessary accommodation to the large Transatlantic steamers. The papers contained a communication that Mr. L. Hoefman, master of the steamer *Holland*, of the Company Java, has been dismissed, owing to complaints made by the passengers of the steamer.

But very little of interest can be reported about the Bourse; business in all stocks remains limited, in consequence of the want of confidence by the public. Some failures have taken place, and amongst them appears the firm of C. A. van Rinsum, Jr., at Amsterdam, an influential house of long standing. The Money Market continues well provided, and the minimum of the Bank rate of discount is now fixed at 4½ per cent.

ROTTERDAM, JAN. 22.

In the district of Gouda, where a re-election for a member of the Second Chamber took place to-day, the Liberal candidate, Mr. van der Loeff, was beaten by the Orthodox candidate, Dr. A. Kuyper, who obtained 1,504 votes, against only 1,252 given to Mr. van der Loeff. The struggle was very warm, and the result has been contrary to general expectation.

The medical officer, Dr. F. W. L. Tydeman, who is appointed to act as the first medical officer at Batavia, will start by the present mail for his destination.

The memory of the officers, Schoenmakers, Lafors and Voorman, who died in Atchin, has been honoured by the officers of their respective regiments, who have caused busts of the deceased officers to be placed in the regimental libraries.

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Miscellaneous.

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BISHOP CLAUGHTON ON BUDDHISM.

At a meeting of the Victoria Institute, or Philosophical Society of Great Britain, held in the rooms of the Society of Arts, John-street, Adelphi, on the 19th inst., a paper on "Buddhism" was read by Bishop A. C. Claughton, D.D., Archdeacon of London. The Rev. Dr. Thornton presided, and there was a good attendance.

Bishop Claughton proceeded to describe the state of Buddhism as it exists in Ceylon at the present day, in preference to giving an account of the earlier traditions of its history, which, however full of interest, were of more or less doubtful accuracy. It must be kept in mind that Buddhism was rather a system of philosophy than a creed, and that, whilst it had a priesthood remarkable for their learning and the strictness of their rules of living, it did not profess to set before its followers an object of worship or encourage them to place reliance on such acts of religious observance as it permitted rather than required from them. This rendered it very difficult to institute a comparison between Buddhism and other forms of religion which prevailed among the various races of mankind, inasmuch as it enabled the Buddhist priesthood to deny their responsibility for many of the errors into which their people had fallen. But if worship was, as surely we must consider it to be, the expression of our religion as our attitude towards the Deity, we must conclude that a creed stood self-condemned which failed to provide its followers with sufficient guidance in this, the very utterance of the heart's impression in the most serious and solemn of all the ideas it could contain. The right rev. bishop, in going on to give a description of the Buddhist belief, said he described it not as it was to be gathered from books, but as he had observed it in actual life in the East. The system of Buddhism was atheistic, teaching that God is that universal existence of life which pervades everything—not a person, not creating and ruling, and not, therefore, capable of exercising moral judgment, but simply "pervading." There was a distinction to be drawn between this feature in Buddhism and another which, in fact, was a necessary consequence, viz., that it was atheistic, denying the existence of God in all the attributes of the Deity, with the exception, so far as it was worth anything, of that "universality," or vague general presence without conscious life and being. Such a theory, of course, at once rendered worship impossible. All that such a term implied, or that we signified by such an act, had no meaning if one might address no Being. The Buddhist, accordingly, did not worship; he "contemplated," and, so far as contemplation was an act or conscious operation, it was his sole occupation; it was in order to its performance that he discharged the rest of life's duties. The future of the Buddhist was Nirwâna—rest, but not conscious rest; and if we held that mere contemplation in life was an adequate result for all our efforts to have won, surely after death to have escaped consciousness was still more inadequate as a result. We required from a religion not only that it should teach morality, but that morality should be based on some sufficient principle or motive. Such a basis the Christian had for his performance of duty in the very declaration "God spake these words," and the entire character of his obedience was seen in the words of the Saviour, "He that hath my commandments and keepeth them, he it is that loveth Me," &c. The Buddhist had to enter on his life-long task without either motive or promise. To the Christian there was the object of obedience, gratitude, love, trust; to the Buddhist, nothing. The right rev. prelate observed that he never felt himself so entirely satisfied with the absolute verity and truth of the Gospel as when he could compare it with the best of all other religions, and said he was strongly of opinion that we could find nothing out of Christianity superior to Buddhism, notwithstanding it was atheistic. Bishop Claughton, in expressing an opinion that the figures of Buddha suggested something of a practical idolatry which the system itself denied, remarked that in Christianity itself we could not fail to observe an idolatrous tendency as the result of the use of external objects to excite reverence, or to assist worship. The negation of Deity was the very root of the falsity of the entire system of Buddhism. It had no belief in God for its foundation; it had no worship, strictly speaking, to offer to its adherents as the expression of such a belief; its morality was based on a false principle of merit as well as in itself abounding in fictitious and invented duties; and it had no future beyond a few vague fears of possible suffering in a subsequent life; to escape from which was its highest good. Such, said Bishop Claughton, after dwelling on these different features of Buddhism, is the system of which a few weeks ago one who knows the theory from books spoke as if it might vie with our own Christianity in excellence. If he had lived amongst its followers as I have done—if he had observed the way in which a national religion shows its effect upon a people, *i.e.*, in making better those who follow it the most sincerely—he would have, I venture to say, come to a very different conclusion from that to which he seems to have come; and certainly, if he had known the priests of this religion as I have done, in friendly intercourse and quiet converse, and heard them calmly express their indifference as to the wider extension of their principles, or the success of Christianity itself as a possible event, he would not have ventured to say of Buddhism that it was a missionary religion seeking to propagate itself by extension like ours, which bids us "go into all the world and preach the Gospel to every creature."

Some discussion followed on the reading of the paper and of communications from Professor Chandler of Oxford, and Professor Max Muller, who differed in certain particulars from Bishop Claughton's views of the Buddhist system. Professor Max Muller, however, said, that judging Buddhism from its own sacred books, he was not led to differ "much" from the bishop in his estimate of it. A note was also read from Dr. Brewer, M.P., expressing satisfaction that Dr. Claughton had taken up the subject. Bishop Claughton was asked, among other questions, as to the actual state of morality in a Buddhist community as compared with the state of morality in a Christian community like that of England, and replied that, with all our faults, the latter was immeasurably superior to the former. In fact there was no comparison. In the course of the discussion reference was made to Buddhistic views which were alleged to have been expressed in some of the writings of Mr. Matthew Arnold and others. The proceedings concluded with votes of thanks to Bishop Claughton for his paper, and to Dr. Thornton for presiding.

GERMAN COMPETITION IN COMMERCE.

The *Liverpool Journal of Commerce* remarks that a great deal is being said at the present time about the rapid strides Germany is making in the direction of establishing a predominant commercial connection in different parts of the world, and more especially in the East. Were all the statements worthy of belief, and the inferences therefrom natural and conclusive, it would seem that the supremacy of the English merchant is over in lands opened up by himself, and that in future we must play a subordinate part to the mighty Teutonic power which, having asserted its military pre-eminence in Europe, is about to turn its attention energetically to the arts of peace, and to achieve unquestioned victories in bloodless fields. So far as present appearances go, this new and powerful competitor—new in the sense of having somewhat suddenly displayed an unwonted activity—is to be met with in greatest force in the East. We have long considered Hong Kong, for instance, to be a colony of our own, whose prosperity was linked inseparably with the English name, and where at the expenditure of much blood and money we had raised a fabric that would minister to our aggrandisement in all ages. But the Germans have gone there in such force, and are exhibiting so much enterprise by the side of their easy-going English neighbours, that last year the local directory showed there were in the colony twenty-five German firms, against twenty-two British. Again, at Shanghai, where the trade of Northern China centres, the Germans almost equal in numbers and importance their British competitors. They appear to have insinuated themselves into a monopoly of trade in certain classes of goods all over the Indian archipelago, and no surprise need be expressed if they may be occasionally found disposing of cheap articles of hardware manufactured in Germany, and yet stamped with the name of an English firm. They appear to be bent on acquiring the coasting trade along the Chinese shores, and it is said they are able to sail their vessels at a much less cost than British shipowners can, and, of course, to carry cargoes at a lower rate. The German Government has proved itself far-reaching as it is far-seeing, and hints have been thrown out that by-and-bye Holland may become part of the great German Confederation. The Dutch are at present engaged in a war of supremacy with the Atchinese, in which the latter must eventually succumb, and it is just possible, therefore, that before many years are over, Germany may number among its possessions the territory of Atchin, which is opposite Penang, and is the key, as it were, to the entrance of the Straits of Malacca, that great highway of commerce between our East Indian possessions and China. Should all this come to pass (and the recent history of Germany exhibits some things even more strange), our rival would have a foothold in the East which no freshly-aroused activity on our part would avail to loosen.

CONFERENCE ON THE PROPOSED WEEK OF SPECIAL SERVICES.

At the usual monthly meeting of the English Presbyterian Presbytery of London, held on Tuesday, in the College, Queen-square, Mr. Donald Matheson, convener, in speaking upon the subject of the proposed week of special services, said, that the work of God throughout the country had been deepening and extending in a wonderful way, and filling all hearts with thankfulness. They knew that the week of prayer just passed had been attended by larger numbers than on any previous year, and the interest manifested in these meetings had been in excess of anything which had taken place on other occasions. They could not but feel that such a volume of prayer ascending in the name of the blessed Saviour would bring down an answer. That week of prayer was much occupied in pleading that God would pour out his Spirit on London, which might be said to be the heart of the world. He expected all had come to the conclusion that they should go on in whatever work God was preparing for them to do, and were prepared to throw themselves upon God for guidance. The committee had addressed a paper to each member of Presbytery, inviting that special prayer should be offered at once on the part of each congregation for the outpouring of the Holy Spirit and for guidance in any work they might be called upon to undertake for the mission. As many felt there was an element of Ritualism on the part of the Bishops, they were doubtful how far they should co-operate in that work; but he felt that as there had been much believing prayer for months, the prayer-hearing God would, notwithstanding, extend a blessing at that time. During the ten days from the 8th to the 18th of February the whole of London would be agitated. Great numbers would be going to church, and should they shut their churches against them? They were not to depreciate the work to be undertaken by the Church of England, for he believed much faithful preaching would be the result. If there should be any scruple they might choose the second week. The committee had also invited suggestions, but had only received three, one declining to co-operate, while the other two expressed willingness to take part in any measures proposed. The plan most adopted by those acquainted with such services was the inviting of preachers from other parts of the country to address the meeting, while the ordinary minister presided. Earnest, simple Gospel addresses were delivered every evening, and a prayer-meeting held in the morning. After the evening service what is called the after-meeting was held, when souls were specially dealt with; and in the course of the week the workers of the congregation should meet together for conference and prayer. As the Evangelisation Committee had recently met, Mr. Matheson supposed they were prepared to offer suggestions.—Mr. H. M. Matheson greatly rejoiced at the spirit with which the subject had been taken up by the brethren. He expressed the hope that they would remember the young in the movement they were about to undertake. He thought there was great hope in such a movement if the brethren would devote a portion of the time to the families of their congregations.

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Mr. Donald Matheson said there was an influential committee, of which Mr. R. Baxter was the chairman, who were watching this movement, and were hiring all the buildings they could for the holding of services. The 400 City missionaries were prepared to co-operate where evangelistic work was to be done, and the same could be said of Mrs. Ranyard's Bible-women.

THE Rev. Joseph Edkins delivered a lecture on Thursday evening at Leyton, on the Three Religions of China, Confucianism, Buddhism, and Tauism, contrasted with Christianity. The subject was treated with considerable ability, and to those unacquainted with the country and its customs was very interesting.

AMONG the additions to the Zoological Society's menagerie during the month of December were a pair of the new Japanese storks (*Ciconia Boyciana*), brought home by Mr. R. Swinhoe, and presented to the society by Mr. R. H. Boyce, Chief of Her Majesty's Office of Works at Shanghai.

Legal.

COURT OF CHANCERY.

IN RE HEITZ AND DEVEZE.

On the 16th inst. an appeal was heard before the Lord Chancellor and the Lords Justices from a decision of Mr. Registrar Pepys, acting as Chief Judge in Bankruptcy, and it raised a question of some importance as to the construction of the "mutual credit" clause of the Bankruptcy Act. Mr. J. L. Devéze, a general merchant, trading in London and in Lyons, under the firm of Heitz and Devéze, filed a liquidation petition in January, 1873. In August, 1872, Messrs. George Barnet and Co., merchants of London and Shanghai, had purchased for Devéze a number of bales of silk, and, in respect of the price thereof, they drew upon him two bills of exchange at six months' sight for £7,097 14s. 8d. and £5,496 17s. 7d. These bills were sold to a bank at Shanghai. They were afterwards accepted by Devéze, but as they did not fall due till April 12th, 1873, after the commencement of the liquidation, they were dishonoured at maturity. Messrs. Barnet and Co. on January 20th took up the bills and obtained possession of the shipping documents of the silk, which they afterwards sold. There then remained due to them a balance of £3,010 2s. 10d. At the commencement of the liquidation there was due from them to Devéze, in respect of some silk which they had consigned to him on their own account, a sum of £88, for which he had a lien on some silk of theirs which was in his possession. They claimed under section 39 the right to set off this £88 against the £3,010 2s. 10d., and to prove against the estate of Devéze for the balance of £2,922 2s. 10d., and to have their silk delivered up to them. The Registrar decided that they must prove for the whole debt of £3,010 2s. 10d., and that they must pay the £88 to Devéze's trustee before they could have their silk given up to them. Messrs. Barnet and Co. appealed. The Section of the Bankruptcy Act, 1869, provides—"Where there have been mutual credits, mutual debts, or other mutual dealings between the bankrupt and any other person proving or claiming to prove a debt under his bankruptcy, an account shall be taken of what is due from the one party to the other in respect of such mutual dealings, and the sum due from the one party shall be set off against any sum due from the other party, and the balance of such account, and no more, shall be claimed or paid on either side respectively.

The Lord Chancellor said that he thought the decision of the Registrar was not right. The section of the Act no doubt produced a result different from what would have been the law in the absence of it. It laid down an absolute statutory rule of set off—not a set off at the option of either party. The present being a case of mutual credit, the section said that the amount due was to be ascertained by setting off the one sum against the other, but it said nothing about the lien or security. The plain language of the section governed the case, and therefore the Registrar's order must be discharged. Lord Justice Mellish was of the same opinion. The simple question was whether upon the construction of the section the one debt was not to be set off against the other. If this was done it was equivalent to payment of the smaller debt, and the debt being put an end to the lien would be also gone. It would be in accordance with the general spirit of the bankrupt law so to hold.

Naval and Military.

Three changes in the commands of vessels on the China Station have been gazetted. Commander Armand T. Powlett (1870) is appointed to the *Avon*, vice Commander Patterson, retired; Commander Uvedale C. Singleton (1869) to the *Ringdove*, vice Commander Pitman, retired; and Commander Francis Stirling (1869) to the *Thistle*, vice Commander Leet retired.

A number of workmen of various trades being required for the dockyard at Hong Kong, volunteers have been asked for and obtained at Chatham Dockyard. The men wanted were blacksmiths, coppersmiths, and other artificers.

Lieut.-Colonel F. W. Festing, of the Royal Marine Artillery, who has been promoted to the rank of colonel for his services in the Ashantee War, served with the China expedition in 1857-58, including the blockade of the river and storming of the city of Canton, for which he received the China medal.

Captain Berger and Lieutenant Helme, of the 1st battalion of the 10th Regiment, have left the depôt at Chatham for Singapore, where the regiment is stationed.

Captain Fellowes, C.B., the newly-appointed captain superintendent of Chatham dockyard, has commenced his duties.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 23, off Deal, from China, Oxfordshire (str.).; at London, from Colombo, &c., Somerset; off St. Catherine's Point, from China, Glaucus (str.); 22, off Falmouth, from Maulmain, for Sunderland, Pontiac.

DEPARTURES.—Jan. 22, from London, for Singapore, China, &c., Yentai (str.); 21, from Southampton, for Batavia, Prins van Oranje (str.).; 23, from London, for Shields and Singapore, Navigator; 21, from Newport for Singapore, Jorgen Bruhn; 22, from Sunderland, for Singapore, Empress.

LAID ON.—At Glasgow, for Penang, Singapore, Hong Kong, and Shanghai, Montgomeryshire (str.).

SPOKEN.—Ayr (barque), Ayr to Singapore, Dec. 10, 17 S., 31 W.

CASUALTY.—Glasgow, 22nd Jan.—A telegram dated Batavia, 20th Jan., from the master (Kerr) of the Tamerlane (ship), of Greenock, from Yokohama to New York, which stranded on the Alceste reef, Gaspar Straits, states that the vessel has got off, and that she will proceed to Batavia for repairs as soon as her cargo is landed.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1 to Dec. 10, 1873	—	65786797	44992742	335183	13593991	124708713	36908
From June 1 to Dec. 10, 1872	—	71113854	44186123	104023	18197275	133601275	46817

Shipments since last report, and included in above total :—

Nov. 27 per Travancore (str.)	From Shanghai, &c.	...	—	860
— 30 ... Glaucus (str.)	... Shanghai, &c.	...	1,118,065	272
Olympia (str.)	... Do.	...	609,971	
Hong Kong (str.)	... Do.	...	577,949	
Dec. 4 ... Sindh (str.)	... Do.	...	100,287	756

TO THE CONTINENT.

		Bales.
From June 1 to Dec. 10, 1873	7776088	19255
Do. do. Dec. 10, 1872	5079699	18925

Shipments since last report, and included in above total :—

Nov. 22 per Glaucus (str.)	From Shanghai	...	27,245
Dec. 3 ... Formosa	... Canton	...	3,000
— 4 ... Sindh (str.)	... Canton	...	81,450

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1 to Dec. 10, 1873	27904315	3709
Do. do. Dec. 10, 1872	41967670	6995

Shipments since last report, and included in above total :—

Nov. 2 per Great Republic (str.)	From Yokohama	...	253,776	
— 3 ... Clausina	... Do.	...	311,749	
— 20 ... Johann Smidt	... Canton	...	10,625	
— 22 ... Glaucus (str.)	... Shanghai	...	107,651	
— 26 ... Oregonia (str.)	... Do.	...	229,097	49
— 27 ... Glaucus (str.)	... Foochow	...	8,198	
— 27 ... Travancore (str.)	... Shanghai, &c.	...	—	10
— 27 ... China (str.)	... Canton	...	192,019	31
— 28 ... Carnarvonshire	... Do.	...	67,380	
— 29 ... Mary Whitridge	... Shanghai	...	942,668	
Dec. 6 ... J. C. Munro	... Amoy	...	670,459	

TO AUSTRALIA.

From June 1 to Dec. 10, 1873	13,133,982
Do. do. Dec. 10, 1872	12,525,709

Shipments since last report, and included in above total :—

Dec. 8 per Mikado	From Canton	... 67,096

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,909,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,363
1862 to 1863	121,273,580	72,887			

* Including the Continent.

BIRTHS, MARRIAGES, AND DEATHS.

MARRIAGES.

BROOKS—HAY.—On the 8th Jan., at the British Legation, Tangier, by the Rev. J. M. Wilkins, rector of Southwell, John Brooks, of Portal, Tarporley, Cheshire, to Louisa Drummond Hay, daughter of Sir J. H. Drummond Hay, K.C.B., Her Majesty's Minister Plenipotentiary at the Court of Morocco.

BULLER—COKE.—On the 16th Jan., at Holkham, Norfolk, Lieut.-Colonel Edmund M. Manningham Buller, son of Sir E. M. Manningham Buller, Bart., to Lady Anne Coke, second daughter of the Earl of Leicester.

PADDAY—EBDEN.—On the 20th Jan., at Christ Church, Lancaster-gate, by the Rev. H. Fowle, vicar of Milverton, Somerset, Alfred Cecil Padday, of Penang, seventh son of J. Padday, of Inverness-terrace, to Katharine Antoinetta, second daughter of Alfred Ebden, of Port Elizabeth, Cape of Good Hope.

DEATHS.

MAINWARING—On the 20th Dec., at Colombo, Ceylon, Arthur Mainwaring, Ceylon Civil Service, eldest son of the late Rev. John Mainwaring, aged 30 years.

MALTBY—On the 15th Jan., at Ellerslie House, Forest Ville, near Nottingham, Sophia Jane, the dearly-beloved wife of Arthur J. Maltby.

ROGERS—On the 16th Jan., at Suez, on his homeward voyage, Captain John Mallison Rogers, R.N., of the P. and O. Company's steamer *Hydaspes*.

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Monetary and Commercial.

Tenders were received on the 21st inst. at the Bank of England for £700,000 in bills on India. The amounts allotted were —to Calcutta, £700,000 ; and Bombay and Madras, nil. The minimum price was fixed at 1s. 10d. Tenders on Calcutta at 1s. 11⅛d. will receive about 93 per cent. ; above in full. A strong demand for the means of remittance to the East is apparent from this statement, the rise in the minimum fixed being 2¼ per cent., and in the price for tenders on Calcutta nearly 4½ per cent.

A quieter tone has prevailed in the Manchester Market, and the business done has been only to a moderate extent. Prices, however, of both Goods and Yarns have remained steady, and the demand, though small, coupled with the existing contracts, has been sufficient to make producers firm.

The following further announcements of dividends have been made by banking and other companies :—

The Alliance Bank a dividend at the rate of 8 per cent. per annum, and an appropriation of £7,112 to reserve, which will be raised to £162,500. At the corresponding period of the previous year the dividend was at the rate of 7 per cent per annum.

The London and South-Western Bank a dividend at the rate of 7 per cent. per annum, and an appropriation of £2,500 to reserve. At the corresponding period of the previous year the dividend was at the rate of 6 per cent.

The Bank of Egypt a dividend at the rate of 10 per cent. per annum and a bonus of £1 per share, making 16 per cent. for the year. At the corresponding period of last year the dividend was at the rate of 20 per cent.

The National Discount Company a dividend at the rate of 15 per cent. per annum, leaving £1,683 to be carried forward. At the corresponding period of the previous year the dividend was at the rate of 12 per cent.

The United Discount Corporation a dividend of 3s. per share, being at the rate of 5 per cent. per annum. At the corresponding period of last year the dividend was at the rate of 6 per cent.

The British and Foreign Marine Insurance Company a dividend for the half-year of 2s. per share and a bonus of 4s., making, with the payment in July, 15 per cent. for the year. In the previous year the distribution was 20 per cent.

The Merchants' Marine Insurance Company, a dividend at the rate of 5 per cent. per annum, the same as at the corresponding period of last year.

The Ouvah Coffee Company, a dividend for the past half-year at the rate of 10 per cent. per annum.

Foster, Porter, and Co. (Limited), a dividend at the rate of 12½ per cent. per annum, the same as at the corresponding period of last year.

The Directors of the Thetis Marine Insurance Company have, owing to the losses sustained by the company on the underwriting account of 1872, decided on making a call of £5 per share, payable in two equal instalments, on the 2nd of March and the 1st of June next. The nominal capital of the company is £200,000, in shares of £20, on which £5 has been paid.

At a meeting of the creditors of Messrs. Thomas Oakes and Co., East India merchants, who suspended last month, Mr. J. N. Mason, of Gresham-street (who represented several of the largest creditors), in the chair, it was resolved to wind up the estate under liquidation, Mr. Harding (Harding, Whinney, and Co.) being appointed trustee. The total of liabilities was stated at £42,965, the unsecured portion being £21,844, against which the estimated assets (subject to realisation) are £10,402.

From the statistics issued by the Silk Association of America we learn that the imports of Raw Silk at New York and San Francisco for the last eight years were as follows:—1866, pkgs. 2,058, value $1,521,136 ; 1867, pkgs. 3,981, value $2,108,418 ; 1868, pkgs. 5,708, value $2,789,350 ; 1869, pkgs. 5,998, value $2,931,486 ; 1870, pkgs. 5,381, value $3,204,947 ; 1871, pkgs. 10,253, value $6,102,879 ; 1872, pkgs. 10,907, value $7,167,534 ; 1873, pkgs. 8,726, value $5,232,947. The importations of manufactures of Silk at the Port of New York during the last eight years were as follows :—1866, pkgs. 21,326, value $22,962,864 ; 1867, pkgs. 16,671, value $16,434,524 ; 1868, pkgs. 20,738, value $18,903,232 ; 1869, pkgs. 23,831, value $22,064,312 ; 1870, pkgs. 28,839, value $26,731,275 ; 1871, pkgs. 36,493, value $33,899,710 ; 1872, pkgs. 36,009, value $32,677,749 ; 1873, pkgs. 29,298, value $24,379,322.

It is stated that the German Government have sold £2,000,000 in silver f.5 pieces. In payment they have probably received bills on Paris and other places, which will account for the present exportation of gold.

The Pacific Mail Company's steamer *China*, which left Hong Kong on the 27th Nov., and Yokohama 8th Dec., for San Francisco, and due at the latter port on 1st Jan., has not yet been reported. Fifty guineas has been paid on her at Lloyds.

A great rise in the Exchanges reported from India has caused a further increase in the orders for silver for that country, and a consequent advance in the price. Purchases have been made up to 59½d. per oz. standard, and this may be considered as the present rate. It is uncertain how long the inquiry for the East will continue, and it is therefore difficult to say whether the present scale of prices will be maintained for any length of time. Mexican Dollars have again risen, in consequence of scarcity, and 58d. per oz. has been paid ; this rate would scarcely be maintained if any amount was to come to hand.

ARTICLES OF IMPORT.

The speculative demand for several important articles has been prolonged. The Tea market has been more active, and prices have advanced. Silk continues very quiet. The market for Coffee has been animated, leading to extensive transactions at continually advancing prices. The speculation in Rice has been renewed, although not vigorously, and prices have fluctuated whilst advancing. Nearly all other leading articles have continued to be influenced by the variations in demand or supply, in the absence of speculative inquiry. Sugar has continued dull, and prices for common qualities have given way. Spices have been dull of sale, with the exception of Cloves. Gambier has recovered from the recent decline. Sago and Tapioca have been in large supply, and are lower. Tin has also declined in value.

TEA.

The market rules firm, but the last day or two importers have shown more desire to quit their holdings at current rates. The Teas ex Weymouth have been offering, and sales are passing at 11½d. to 1s. 1d. for Shantam kinds (1,000 chests, ex Ulysses, sold at auction 1s. to 1s. 0¾d.), good useful to medium, second crop, chiefly Ningchow kinds, making 1s. 4d. to 1s. 6½d. per lb. Scented Teas : The Aracan's cargo has been on offer, and buyers are securing those parcels of Caper that cannot be affected by the Adulteration Act, say, olive-leaf kinds, and they give good profits, but the glazed kinds are unsaleable except at a heavy loss on cost. Green Teas : The great falling off in supplies has produced a very strong feeling, and Moyunes are eagerly competed for ; Pinsueys maintain the late advance, with, however, less doing. The Canada and New York markets will, doubtless, take further supplies from here, owing to the great deficiency in direct shipments from China.

Congous : Red-leaf kinds : Siftings of old import have sold more readily from 4¾d. to 5½d. per lb., showing ½d. per lb. advance ; broken-leaf kinds have also been more in request. Fair to good common has been steady at last week's prices. Fair Kaisows have been firm, but the business done has only been moderate, as also in the good kinds, from 1s. 4d. to 1s. 7d. per lb. ; fine as yet meet with but little inquiry. Pak Lin kinds have become scarce. Black-leaf kinds : The low to fair common kinds have been in active demand at 1d. to 2d. per lb. advance. Good common has sold ½d. per lb. dearer ; fair to good medium remain firm at last week's prices, with a moderate amount of sales ; good to fine kinds have been rather more saleable, but show no change in prices ; finest being scarce remain firm. New-make kinds : Common to fair remain much as before ; good kinds have sold rather more freely. The few sales of Oolongs have been at about previous prices. In Souchongs business has been limited, prices remaining much the same. *Scented Teas :* Canton Capers sell slowly at about former rates for glazed kinds, the olive-coloured still selling readily at full prices. Foochow kinds have been in good demand, at fully former prices. Orange Pekoes : Canton kinds remain dull of sale, at former prices ; Foochow kinds sell only slowly, without material alteration in price. *Green Teas :* The improved feeling last noted continues, and prices for some kinds show a further slight advance, more especially in Moyune and the finer descriptions of Pingsueys, other sorts showing but little alteration.

SILK.

The market continues extremely quiet, and as yet there are no signs of improved demand ; home manufacturers supply just their immediate wants, and will not buy in anticipation, while for export there is no enquiry whatever, the direct shipments from China to the Continent fully meeting the demand of foreign manufacturers ; prices are generally unaltered for good and fine Silk, which is scarce, but more recent sales of common Tsatlees, which are unusually abundant, show easier rates. Japan and Canton Silks are equally quiet with Chinas. The deliveries are fairly good, being from 1st to 21st inst. :—China, 2,197 ; Canton, 459 ; Japan, 575 ; Bengal, 217 ; Total, 3,448 bales.

COFFEE.

The market has continued in an active state, additional support being derived from the intelligence of rising prices in all the important markets abroad, and estimates of the coming Ceylon crop reduced to 25,000 tons or even less, and with an extensive speculative demand, large floating sales have been made, prolonging the upward movement, and at the close a further total advance of 3s. to 4s. per cwt. has been established in all positions. A large supply of Plantation Ceylon has been brought to auction, including a good proportion of new crop, which is of better quality, both as regards size and colour than for the past two seasons, and with an active demand prices have continued to advance, and a further total rise of 4s. for coloury new crop and 3s. for grey kinds has been established. The new crop of Native is also of fine quality, and sales have been made at 4s. advance. Closing prices are Plantation, triage and ordinary 113s. to 127s., small 128s. to 131s. 6d., low middling pale grey to coloury 132s. to 133s. 6d., middling coloury 134s. to 135s. 5d., good middling to fine bold coloury 136s. to 139s. 6d., pea-berry 133s. to 135s., Native ordinary to good ordinary 114s. to 115s. 6d., fine ordinary 117s., pea-berry 115s. to 118s. With an animated speculative demand the floating transactions in Plantation have been unusually large, closing at 127s., or 4s. higher.

SUGAR.

The market has continued dull ; better refining qualities, being relatively scarce, have maintained the previous value ; but common and low brown descriptions, of which a large portion of the stock consists, have been in large supply and are lower. *Penang :* All kinds have been difficult of sale, even at 6d. decline, and in auction, of 3,094 bags, only 600 bags sold, low yellow (duty 2s. 5d.) at 22s., fine brown (duty 2s.) at 21s. to 21s. 6d. ; 3,739 bags 484 baskets Date sort (duty 2s.) were bought in at 18s. to 20s. *Manila :* A reduction of quite 6d. per cwt. having been accepted for the better qualities a large business has ensued ; no sales have occurred at auction, but privately the sales com-

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prise 64,000 bags, viz., 8,000 bags good clayed (duties 2s. and 2s. 5d.) at 22s., 50,000 bags sun-dried Ilo Ilo (duties 2s. and 2s. 5d.) at 19s. 6d. for brown to 23s. 6d. for fine dry yellow, a large portion at 20s. to 20s. 6d., and 6,056 bags brown sun-dried Cebu at 20s. 3d. Of *Java* on the spot 500 bags good syrups have been placed at 17s. 6d. Several floating cargoes of fine Java have been offered, but there has been little demand, and only one has changed hands, viz., the Bengal 2,700 baskets fine quality about No. 18 at 29s. 3d. for Bristol.

COCOANUT OIL has been very firm. On the spot 50 tons Ceylon have changed hands at £35 5s. cash, 30 tons at £36 for pipes with the usual prompt, and at £36 12s. 6d. for hogsheads, since when 50 tons sold at £36 cash, and some at £37 with prompt. The demand forward has continued good, and higher prices have been realised, viz., 50 tons for April-June delivery at £37 2s. 6d., 100 tons at £37 10s. and 50 tons November shipment at £37.

CAMPHOR has become rather quieter, on account of the firmness of holders, and only about 400 cases China have been sold at 90s., and in auction 50 cases at 90s. to 90s. 6d., being firm, and about 1,300 cases for arrival, f o b in Hamburg, at 87s. 6d. per cwt.

CARDAMOMS.—Of 12 bags Ceylon offered 9 bags mouldy sold at 4s. 11d.

CUTCH.—The market has been very quiet, and sales are confined to about 500 boxes fine Pegue at 20s., and in auction 200 boxes ditto also at 20s.

DRAGON'S-BLOOD.—Prices are higher; of 8 cases reed part sold at £12 2s. 6d. to £12 7s. 6d., being an advance of 20s. per cwt., and of 50 cases lump one-fourth sold at £8 17s. to £9 10s. for fine, and £5 10s. dull usual kind.

EBONY continues to rule low, there having been further considerable arrivals; of 50 tons Ceylon at auction part sold at £8 17s. 6d. per ton.

GALLS.—The market is quiet, but China are firmly held, and the few sales which have been effected have been at the previous value, viz., 55s. per cwt.

GAMBIER.—The market has been steady, and closes firm; about 600 tons have changed hands privately, ex quay at 24s., closing at 24s. 4½d., ex warehouse 24s. 3d. to 24s. 6d.; afloat Oct.-Nov. shipment 24s.; Jan.-Feb. 24s. 4½d. to 24s. 6d., closing with buyers; 7,044 packages offered at auction mostly cubes, half sold; good to fine pale at 34s. to 36s. pressed, dark to pale 27s. to 33s., being lower.

GUMS.—*Benjamin*: Siam scarce; of 6 cases part sold, fine at £23 15s.; Sumatra steady, but large stock of seconds; of 57 cases two-thirds sold at £7 2s. 6d. to £7 10s. for middling to fair. *Copal* dull; 457 cases offered retired. *Damar* dull; 159 cases at auction retired, but part subsequently placed at 45s. for good dusty Singapore, being easier. *Gamboge* lower; of 25 cases one-fourth sold at £11 5s. to £11 7s. 6d. for good pipe partly run.

GUTTA-PERCHA is very inactive, and of 530 baskets offered one-fourth only sold at 1s. 4d. to 1s. 6d. for good, and 6½d. to 1s. 2½d. for ordinary reboiled to fair genuine.

HEMP.—Increased depression has prevailed, arising from anxiety to sell, and a further decline of 20s. per ton has been established for Manila. Privately about 600 bales have been sold, including 250 bales mixed quality at £38, the remainder, chiefly Quilot, price not reported. An unusually large supply was brought to auction, but there was little disposition to buy, although holders were willing to accept some reduction, and 5,429 bales, chiefly per Whitehall, imported March, 1873, were all bought in, mixed to barely fair (1,750 bales) at £38 10s., fair (2,000 bales) at £39 10s., rather mixed to fair Sorsagon (1,600 bales) at £39 10s. to £40, with the exception of 30 bales fine Quilot, which sold at £47 10s.

INDIA-RUBBER.—Market steady but quiet; Borneo rules at 1s. 6½d. per lb.

ISINGLASS.—At the periodical auctions on the 20th a good supply of East India was offered and all disposed of at steady rates; 25 cases 57 bags Penang were mostly sold, good bold tongue 3s. 9d. to 3s. 11d., middling to good middling 3s. 5d. to 3s. 7d., ordinary 2s. 9d. to 2s. 10d., good to fine pale leaf at 4s. 4d. to 4s. 11d., medium 3s. 7d., ordinary 3s. 1d., bold pale cake 2s. 5d. to 2s. 8d. per lb.

JAPAN WAX.—The market has been quiet, with but small sales in fine at 62s. to 63s., yellowish and soft at 59s. to 60s. per cwt.; 200 cases offered in public sale were retired.

MUSK.—The auctions have comprised 52 caddies Tonquin, which were mostly sold, good selected well shaped pods at 39s. to 40s. 6d.; rather bally 35s., rough skinny and false packed 19s; also 21 tins grain, of which half was sold at 45s. to 52s. for good to fine.

OILS.—*Anniseed* has fluctuated a little in value, but the bulk of recent business has been transacted at 10s. to 9s. 10½d. Afloat it is offering rather freely at less money. *Cassia* is dull, with small sales at 5s. 2d. per lb. *Nutmeg* is very quiet and lower; of 15 cases offered 6 cases sold at 7½d. to 7⅝d. per oz. for good quality.

PEPPER.—*Black* has been dull, with only small sales, but prices show no alteration. Penang has sold at 7d., Singapore at 7¼d. cash to 7⅜d. with prompt. For *White* a very dull tone has prevailed, and with heavy supplies prices are barely supported. Penang has sold at 10⅜d., ordinary to fair Singapore 10½d. to 10¾d., good to fine bold 11d. to 11¼d.

RICE.—The speculative demand for new crop has become more decided, and considerable sales have been effected at improving prices, although slight fluctuations have occurred, and the closing prices show a recovery of 9d. per cwt. The small sales of old crop afloat also show a slight advance. The sales on the spot consist of Ballam at 12s. 3d. to 13s., white at 13s., Rangoon at 11s., Moulmein at 11s. 6d., Madras at 13s., and Japan at about 15s. For arrival, Askoolie December to February shipment has been sold at 12s. 3d. for pinky, 13s. 9d. for good, and Madras November sailings at 13s. quay terms. The sales and re-sales of new crop reach about 40,000 tons, Rangoon commencing at 11s. 4½d. and rising to 12s., Bassein 11s. 1½d. to 11s. 9d., and Necransie 10s. 10½d. to 11s. 6d. open charter.

SPICES.—*Cinnamon*: Moderate sales of Ceylon have been effected at the previous value. *Cassia Lignea* firm at a slight decline; 588 cases at auction mostly sold at 72s. for good unworked; large sales afloat at same figures. *Buds* dull; 45 cases good sold at £5 15s. to £5 17s. 6d. *Cloves*: An extensive trade has been done; Penang has gone up to 2s., Amboyna to 1s. 5½d. *Mace* quiet; 140 cases offered and only a few sold, fair to good bold bright at 3s. 1d. to 3s. 7d., low to middling broken 2s. 4d. to 2s. 10d. *Nutmegs* were speculatively dealt in to a slight extent at 1d. per lb. advance, but demand has subsided, and of 167 packages about half sold, 59's at 4s. 7d.; 63's to 66's at 4s. 2d. to 3s. 11d.; 104's to 114's at 2s. 10d. to 2s. 9d.; 120's to 132's at 2s. 7d. to 2s. 6d.; 40 bags Penang in the shell sold at 2s. 3d. for 110's.

STAR ANNISEEDS.—The market is quiet at £6 17s. 6d. per cwt. for good quality.

STICKLAC.—The market for Siam is steady at £7 5s. to £7 10s. per cwt. for fine quality.

SAGO again rather easier; 7,355 bags offered at auction, and about one-fourth sold; good large 21s. 6d. to 21s.; medium fine to fair 18s. 9d. to 17s. 6d.; small 16s. to 16s. 6d.; superior 17s. 3d. to 17s. 6d. *Flour* rather better; 3,000 bags sold privately at 15s. to 15s. 3d., 5,130 bags at auction retired.

TAPIOCA is in large supply and has declined, Penang being sold in auction at 2¼d. to 2½d. for fair to fine; 5,376 bags offered, and a large proportion sold. *Pearl* has declined nearly 2s. per cwt. since the close of the year; sales have embraced 1,926 bags; about half sold, the latest price being for bullets 25s.; medium sold at 22s. 6d. to 21s. *Flour* steady; 560 bags offered, and few sold at previous value.

TIN has slightly declined during the week, but a fair demand exists, and the market is steady at the current rates, which are Straits on the spot £119 to £120, afloat £118; Banca, £122; Billiton, £120 per tont

TOBACCO, &c.—*Leaf*: In public sale Thursday 47 bales Japan sold a. 6½d. to 6¾d., 2 bales ditto damaged 4d., 41 bales China 4½d. to 4⅝d' 106 bales ditto damaged 2⅝d. to 3⅜d., 1 bale ditto repacked damaged 1½d. *Cigars*: 36 cases Manila sold at 2s. 3d. to 6s. per lb., 4 cases ditto Cheroots 5s. to 5s. 6d. per 100, 3 cases Japan Cigars 1s. 8d. to 1s. 11d. per lb.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 15	Charles Bal.	Chapman	Bassein	London
16	Weymouth	Hunt	Shanghai	Do.
16	Bengal	Carlson	Batavia	Bristol
15	Dahlia (s.)	—	Do.	Texel
16	Pellicano	Maglione	Akyab	London
17	Janet Holt	Munro	Ilo Ilo	Do.
17	Ballestrino	Revello	Bassein	Do.
16	Arabian	—	Macao	Deal
16	Herschel	Frederick	Cheribon	Falmouth
16	Elizabeth D.	Corsini	Rangoon	Queenstown
15	Duchess	—	Singapore	Newcastle
12	Koning der N'landen.	Bruatt	Batavia, for Nieu. Diep	Naples
15	Doctor Berth	Bockwaldt	Sourabaya	Glasgow
17	Aracan	Harwool	China	London
18	Avery	Hill	Colombo	Do.
18	Ella	Heslop	Singapore	Havre
20	Royal Family	Hogg	Bassein	London
16	Amigos	Echevarria	Manila	Liverpool
4	Willie Rickmers	Walter	Ilo Ilo	New York
16	Henrietta	Costa	Rangoon	Off Dungeness
17	Antonietta Costa	Torkelsen	Do.	Texel
16	Æolus	Rickers	Batavia	Brouwershaven
17	Ridderdek	Blokziel	Do.	Do.
15	Duke of Richmond	Geddes	Do.	Genoa
16	Bianca Pertica	Fancredi	Do.	Do.
20	Sea Foam	Wilkin	Do.	Plymouth
17	Marie Alexandrine	Billy	Singapore	Marseilles
21	Orient	Oriander	Java, for Rotterdam	Off Deal
Dec. 2	Citadel	Stewart	Zebu	Valparaiso
	Nabob	Featherstone	Batavia	San Francisco
Jan. 8	Christina	Delmar	Samarang	New York
9	Sarah Watson	Bell	Ilo Ilo	Boston
22	Craigforth (s.)	Scott	China	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 15	Ernestine	—	Batavia	Liverpool
15	Deogaum	Barlow	Hong Kong	Cardiff
15	Dugay Trouin	Denier	Singapore	Do.
Dec. 21	Belpore	Rogers	Galle	Rio Janeiro
22	Gazelle	Laner	Java	Do.
Jan. 20	Zambesi (s.) (P. & O.)	Cates	Hong Kong, &c.	London
18	Sansone	Cappie	Singapore	Penarth
19	Amsterdam (s.)	Kreuth	Java	Middlesboro
17	Prins van Oranje (s.)	Aukes	Batavia	Texel

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Jan. —	Annie Ainslie	Shields	Singapore
—	Calcutta	London	Colombo
—	Wyberton	Southampton	Java
—	Gordon Castle	Japan	London
—	Galatea	London	Singp., China, &c
—	Patroclus	Liverpool	Do.
—	Buenaventura	Do.	Manila

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Tchihatchoff, Montgomeryshire. For Singapore, Hong Kong, and Shanghai: Lord of the Isles. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Crocus. For Colombo, &c.: El Dorado, Vanessa, J. C. Stevenson.

SAILING VESSELS.—For Yokohama and Hiogo: Ambassador, Mary Ann Wilson, Coulnakyle. For Hong Kong: Deerhound, Aracan. For Colombo: Granville, Clymping. For Singapore: Atma, Crest of the Wave.

At LIVERPOOL.—For Yokohama and Hiogo: Chusan. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Diomed (str.), Ulysses (str.), Agamemnon (str.). For Hong Kong: Waltikka. For Singapore: May Queen. For Manila (via S.C.): Emiliano (str.), Aurrera (str.). For Batavia and Samarang: City of Halifax.

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SPOKEN.

R.B.N.J., Java to Falmouth, Dec. 11, 8 N., 30 W.
CARDIGANSHIRE, for Penang, Dec. 8, 22 S., 32 W.
ARGO, Sunderland to Singapore, Dec. 13, 17 S., 32 W.
N.B.E.R., Batavia to Amsterdam, Nov. 7, 35 S., 25 E.
JOHN PETERSON, Batavia to Amsterdam, Oct. 23, 24 S., 55 E.

FREIGHTS AND CHARTERS.

Bert rates of freight to the Eastern ports rule firm at the undermentioned quotations. Homeward chartering is quiet, but there are orders in the market from Java, the rice ports, and Manila. Coal freights are without alteration.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 40s. to 45s. weight or meast. To Newchwang: 70s. meast. To Chefoo: 60s. weight or meast. To Manila: 80s. meast. To Singapore and Penang: 55s. weight, 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Batavia: 60s. weight or meast. To Padang: 80s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. 6d. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 27s. 6d. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 30s. weight, 27s. 6d. meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £40. To Singapore (f.o.): £35. To Singapore: £34. To Penang: £34 f.c. To Macassar, per ton: 35s. To Batavia: 30s. to 32s. 6d. To Java: 30s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Galle, per keel: £33. To Colombo: £30. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 39s. to 40s. To Manila: 30s. To Macassar: 35s. To Java: 30s. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Singapore: 32s. To Galle: 31s. to 32s. To Trincomalee: —. To Colombo: 31s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong 32s. 6d. To Manila: —. To Singapore: 24s. To Penang: —.

CASUALTIES.

SOURABAYA.—[PENANG, 16TH JAN.]—The Aeroliet (Dut. ship), hence to Rotterdam, with a general cargo, took fire in port here; she broke adrift, and came into collision with the County of Forfar and the Gem, slightly damaging them both; the Aeroliet was destroyed, and was scuttled in 37 feet water.

The Willie Rickmers, Walters, which arrived at New York on the 4th Jan., from Ilo Ilo, experienced 26th Dec., off Hatteras, a violent gale, commencing at S.E., veering to W., thence to N., lasting forty-eight hours, during which she stove bulwarks.

GLASGOW, 15TH JAN.—The Contest (barq.), which arrived at the Tail of the Bank, yesterday, from Java, while coming to, fouled H.M.S. Black Prince, and had lower yard and double topsailyards carried away.

MISCELLANEOUS.

The Eleanor, Patterson, from London to Penang, has been detained in Portland Roads since the 13th Jan., in consequence of five of the crew refusing to go to sea, on the plea of the unseaworthiness of the vessel; the ship has been surveyed, and has been declared perfectly fit to proceed, and the refractory men have been sentenced to ten weeks' imprisonment.

Advices from Rio Janeiro, Dec. 26, state that the Melissa, Brandt, from Newcastle to Singapore, which vessel put in there Nov. 23, leaky, was discharging.

DURING the ten days ending the 10th inst. twenty-six ships, of an aggregate burden of 41,600 tons, passed through the Suez Canal. The transit revenue of the canal in the same period was £18,000 in round figures. The aggregate revenue of the Suez Canal Company last year was £915,674, as compared with £656,314 in 1872.

THE Nederland Company's Royal Mail steamship Prins van Oranje, Captain T. J. Annes, sailed from Southampton on the 20th inst. for Batavia, Samarang, Sourabaya, &c., *via* the Suez Canal, taking eighty first-class passengers, 130 troops, and a full cargo.

THE P. and O. steamer Zambesi left the Victoria Docks, London, on the 21st, direct for Bombay and China, as an extra steamer. The Tanjore, Pekin, and Khedive are now in dock loading, and will call at Southampton for mails, &c., in their weekly turn. The steamers will continue to come on to London till further notice.

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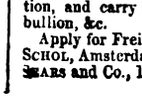

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Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

UNIVERSAL MARINE INSURANCE COMPANY (LIMITED).

OFFICES—35, CORNHILL, LONDON, E.C.

NOTICE IS HEREBY GIVEN, that the FOURTEENTH ORDINARY GENERAL MEETING of the Company will be held at the CITY TERMINUS HOTEL, CANNON-STREET, in the City of London, on THURSDAY, the 5th day of February, 1874, at Two o'Clock in the afternoon.

The Transfer Books will be closed from Monday, the 26th day of January, to Saturday, the 7th day of February, 1874, both days inclusive.

(By order) ALFRED TOZER, Secretary.
Dated this 21st day of January, 1874.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN, Kandy.

T. W. JACKSON,

COMMISSION AGENT
SAN FRANCISCO.

HOLLOWAY'S PILLS

AND OINTMENT.—UNFAILING RESTORATIVES.—When climate, age, or hardship has undermined the health, skin diseases are prone to arise and augment the existing weakness Holloway's medicaments daily prove most serviceable, even under the most untoward circumstances. His well-known and highly-esteemed unguent possesses the finest balsamic virtues, which sooth and heal without inflaming or irritating the most tender skin or most sensitive sore. Holloway's Ointment and Pills are infallible for curing bad legs, varicose veins, swelled ankles, and erysipelas. They have long been famed for their power of subduing glandular inflammations, local irritations, eczema, prickly heat, and that annoying eruption which frequently springs from neglecting out-door exercise.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.
CHANDELIERS IN BRONZE AND ORMOLU.
MODERATOR LAMPS AND LAMPS FOR INDIA
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street

ESTABLISHED 1807.

GRAND HOTEL,

NO. 20, YOKOHAMA.

THE above fine Hotel has lately been opened to the Public, and offers great advantages to Residents and Tourists. It is situated in the best location in Yokohama, at the extreme end of the Praya, or Bund, and the view from it, for marine scenery, is unsurpassed in any part of the world.

The Hotel is replete with every Western convenience and accommodation, and may safely be said to be, without exception, the finest Hotel in the East.

A European will always attend the arrival of all vessels, and take charge of the Baggage of Passengers, thus saving them the trouble and inconvenience of passing it through the Custom-house.

Tiffin and Dinner, per Mensem	...	$35.00
Breakfast, Tiffin, and Dinner, per Mensem	...	38.00
Board and Lodging, per Mensem, from	...	58.00

Yokohama, Sept. 20, 1873.

HOTEL CASTIGLIONE—PARIS

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day, Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL EUROPA, VENICE.

ONE of the best Hotels on the Grand Canal. Passengers per P. and O. steamers will find this a most comfortable House.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,

Importer of Havana and Manila Cigars.
16, GREAT WINCHESTER-STREET, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied

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OVERLAND ROUTE.—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	" "	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, Jan. 1, 15, & 29, at 2 P.M., and every alternate Thursday.	Friday morning, Jan. 9, 23, & Feb. 6, and every alternate Friday.	Monday, Jan. 12, 26, & Feb. 9, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, Jan. 15, at 2 P.M., and every fourth Thursday.	Friday morning, Jan. 23, and every fourth Friday.	Monday, Jan. 26, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

JAPAN AND CHINA.
Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway ransit across the American Continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 " "
China... ... in 44 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE,

97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Sindh	... Feb. 1	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr	... Feb. 15		
Tigre...	... March 1		
Amazone	... March 15		
Ava ...	... March 29		
Irrouaddy	... April 12		

The Steamers of the 15th Feb., 15th March, and 12th April connect at Aden with the Steamers for Reunion and Mauritius.

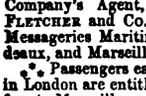
The Steamers of the 1st Feb., 1st March, and 29th March connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
" Constantinople ... ... " Saturday, 5 P.M.
" Algiers ... ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage, Freight, or information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



STEAM to JAVA, direct from LONDON without transhipment, via SINGAPORE.—The very fine, ocean steamship IONIA, Al 18 years. Having the greater portion of her cargo engaged will have quick despatch.

Apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—

The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Feb. 10
Glencarn	100 A1	2,120	330	March 2
Glenlyon	100 A1	2,119	275	March 24
Glenroy	100 A1	2,121	250	April 15
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glencaglcs.	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India avenue.

GLEN LINE OF STEAM PACKETS FROM LONDON.—

For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates to JAVA and JAPAN PORTS, the magnificent Clyde-built steamship GLENFALLOCH, 2,126 tons, 100 A1, 275-h.p. nominal; South West India Dock; last shipping day, 9th Feb., to sail positively on 10th Feb. The attention of shippers and passengers is especially directed to this splendid steamer. She has elegant accommodation for a limited number of passengers.

For Freight or Passage apply to McGREGOR, GOW, and Co., 1, East India-avenue, London, E.C.

To be followed by the magnificent new Clyde-built s.s. "Glencarn."

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Atma	523	Wright Bros. & Co.	Jan. —
Gordon Castle, s.s....	1,930	Thos. Skinner & Co.	Feb. 20
Crocus, s.s.	2,000	" "	Jan. 29
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Feb. 10
Hong Kong, s.s.....	1,881	Norris & Joyner ...	Feb. 10
Lord of the Isles, s.s.	1,846	Shaw, Maxton, & Co	Feb. 5
LIVERPOOL.			
Diomed, s.s.	1,201	Alfred Holt	Jan. 27
Agamemnon	1,550	" ...	Feb. 10

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

With quick despatch

FOR HONG KONG DIRECT,

the splendid clipper DEERHOUND, Al 17 years, 573 tons register; J. SHEARER Commander; East India Docks.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With despatch.

FOR YOKOHAMA (JAPAN) DIRECT,

the well-known Clyde-built clipper ELIZA SHAW, Al 17 years, 696 tons register; GERRARD GAYE, Commander, East India Docks.

Apply to Messrs. CHARLES SHAW and Co., Owners; or to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—

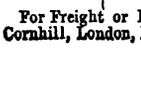
For SINGAPORE, HONG KONG, and SHANGHAI, To follow the "Crocus," the magnificent Clyde-built steamship GORDON CASTLE, 100 A1, 2,000 tons register, 255-horse power nominal; W. HOLMES, Commander; will load in the South West India Dock. This well-known steamer has elegant accommodation for first-class passengers, including bath rooms, ice house, ladies' cabin, &c.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, the magnificent new steamship CROCUS, 100 A1, 225-h.p. nominal, 2,000 tons register, R. H. JOY, Commander; now in London; will receive goods in the South West India Dock until 29th Jan. This splendid steamer has proved herself very fast, and has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

To be followed by the "Gordon Castle."



ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAMSHIPS, via Suez Canal.

Port.	Ship.	Class.	Dock.	To sail.
Singp., Batu., Cheribon, Samarng., & Sourabaya...	Ionia, s.s.	A1 1 yr.	S.W.I.D.	With des.
Peng., Sing., Hong Kong, & Shanghai.	Cassandra, s.s.	A1 20 yr.	S.W.I.D.	Jan. 29
	Russia, s.s.	100 A1	S.W.I.D.	To follow
Hong Kong..	Aracan	A1 14 yr.	S.W.I.D.	With des.
Shanghai.....	Taitsing.....	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Coalnakle.	A1 13 yr.	S.W.I.D.	With des.
	Devana ...	A1 13 yr.	S.W.I.D.	To follow

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

YOKOHAMA AND HIOGO DIRECT.—

The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

SHAW, MAXTON, and CO. will despatch the undermentioned steam ships via Suez Canal:—

Port.	Ships.	Tons.	Dock.	Sailing.
Singp., Hong Kg.,&Shang.	Lord of the Isles, s.s.	1,846	S.W.I.D.	Feb. 5
Do.	Galley of Lorne, s.s...	1,390	S.W.I.D.	Feb. 21

For Freight or Passage apply to MILBOURNE CLARK, Chapel-walks, Manchester; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, Cornhill, E.C.

THE "CHINA" LINE OF STEAMERS, via the Suez Canal, from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates at shippers' risk for JAVA, JAPAN, &c.).

The following high-classed steam ships, which have been built especially for the China trade by the celebrated builders, Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tnnge	Docks.	H.p.n.	Last shipping day.
Hong Kong ...	100 A1	1,881	S.W.I.	200	Feb. 10
Hankow ...	100 A1	3,500	S.W.I.	500	To follow
Whampoa ...	100 A1	3,500	S.W.I.	500	To follow
Nankin ...	100 A1	2,423	S.W.I.	300	To follow
Canton ...	100 A1	1,881	S.W.I.	200	To follow

These fine steam ships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill), E.C.

Steam, via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, with liberty to call at Falmouth, to embark passengers, taking cargo for transhipment to JAVA, JAPAN, AUSTRALIA, &c., at through rates at shipper's risk. Last shipping day, 28th February. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 225 horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, just built on the Clyde especially for the China trade, is expected, from her superior model and large power to make a very fast passage. She has elegant and spacious accommodation for saloon passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, D. J. JENKINS and Co., 30, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C. (corner of Cornhill).

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	GALLIEN and PRINCE, 12, Rue Vivienne.
Hamburg	R. CARL.
Bremen...	G. STEINMEYER.
Holland—Rotterdam...	H. A. KRAMERS.
" Amsterdam...	MACKAY, BOOMKAMP, and Co
Berlin	ASHER and Co.
Vienna...	GEROLD & Co., Stephans Platz
Trieste...	PERCO and Co., Corso.
Venice	MUNSTER, Square St. Mark.
Rome	PIALE, Piazza di Spagna.
Brindisi	G. RIVELLI.
Lisbon	AUGUSTE PEDRO CAELHO, Rua dos Poyacs d'S. Bento 20.
New York	WM. H. FOGG and Co., 32, Burling Slip.
San Francisco... ...	J. W. SULLIVAN, 540, Washington-street.
Aden	COWASJEE DINSHAW.
Point de Galle ...	T. M. BARKER, Oriental Hotel.
Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	D. AUSTIN.
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co.
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	H. FOGG and Co.
Hankow	VIRGO, MATTHEWS, and Co.
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSKI
Yokohama	H. MACARTHUR.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 26, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 544.] LONDON, MONDAY, FEB. 2, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Feb. 2.
JAPAN—Yokohama	Oct. 17	Dec. 6	Dec. 16
Yedo			
Osaka and Hiogo	—	—	„ 6
Hakodadi			
Nagasaki	—	—	„ 12
CHINA—Peking	—	—	„ 8
Tien-tsin	—	—	„ 10
Chefoo	—	—	„ 12
New-chwang	—	—	„ 8
Hankow	„ 17	„ 5	„ 13
Kiu-kiang	—	—	„ 13
Chin-kiang	—	—	„ 9
Shanghai	„ 24	„ 11	„ 19
Ningpo	—	—	„ 17
Foochow	„ 24	„ 11	„ 14
Formosa	—	—	„ 12
Amoy	—	—	„ 15
Swatow	—	—	„ 16
Hong Kong	Nov. 7	„ 21	„ 25
Canton	—	—	„ 23
Macao	—	—	„ 24
PHILIPPINES—Manila	Oct. 24	„ 5	„ 18
COCHIN-CHINA—Saigon	—	—	„ 25
SIAM — Bangkok	—	—	„ 25
BORNEO—Labuan	—	—	„ 23
Sarawak	—	—	„ 26
JAVA — Batavia	Nov. 14	„ 20	„ 26
Samarang	—	—	„ 20
Sourabaya	—	—	„ 16
MALACCA STRAITS—Singapore	„ 28	„ 30	Jan. 1
Penang	„ 28	„ 27	„ 3
CEYLON—Galle	Dec 12	Jan. 4	„ 9
Colombo	—	—	„ 7

THE MAILS, &c.,

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this day, a few hours late, and by the same opportunity we have the advices by last French mail, which were due here on Monday last, the 26th ult., but which were delayed at Galle by the breaking down of the Messageries Maritimes steamer *Prorence*. The next inward (French) mail, with dates Yokohama, 23rd; Shanghai, 26th Dec.; Hong Kong, 1st; Singapore, 9th Jan., which is due here *via* Marseilles on Monday next, the 9th inst., has reached Suez three days early, and will probably be delivered on Friday or Saturday.

List of Passengers.

PASSENGERS INWARD.

To Brindisi, per P. and O. steamer *Ceylon*, arrived Jan. 29: None. To Venice, from Shanghai: Mr. D. McAllister, Mr. Pode, Mr. E. B. Malet, C.B., and servant.

To Southampton, per P. and O. steamer *Hydaspes*, expected to arrive Feb. 9.—From Yokohama: Lieut. H. O. P. Wright. From Shanghai: Mrs. Ellis, Mr. Taylor. From Singapore: Mrs. Hose and child, Surg. Major Orton, Capt. Denny. From Hong Kong: Mr. Popplewell, Mr. Booth.

PASSENGERS OUTWARD.

Per French steamer *Sindh*, from Marseilles, Feb. 1 (booked from London).—To Shanghai: Mr. Haas, Mrs. Bishop Mr. and Mrs. R. Mackenzie, Mr. Bovenschen. To Singapore: Mr. Pouget, Mr. Girard, Mr. Munoz, Mr. Nash. To Saigon: Mr. Chedal, Mr. F. de Fourcron. To Batavia: Mr. G. Van Baerle, Mr. A. Verbrugge, Mr. F. Van de Velde. To Hong Kong: Mr. Evecart. To Galle: Mr. Newman.

Per French steamer *Anadyr*, from Marseilles, Feb. 15 (booked from London).—To Yokohama: Mr. Lawrence, Mr. and Mrs. Goodwin and family. To Shanghai: Mr. and Mrs. Dyer, Mr. H. H. Hollins, Mr. Simpson. To Singapore: Mr. Oscar Durr. To Batavia: Mr. de Mortanges, Mrs. Sneither, Mr. Homans and family, Mr. Fritz Zorn. To Galle: Mrs. Fitzroy Kelly. To Saigon: Four Sisters of Mercy. To Hong Kong: Mr. and Mrs. Harten.

Per French steamer *Tigre*, March 1 (booked from London).—To Shanghai: Mr. and Mrs. Beazley, Mr. and Mrs. Kircholf, Mr. and Mrs. Luy.

Per French steamer *Amazone*, from Marseilles, March 15 (booked from London).—To Shanghai: Mr. C. Lucas, Mr. F. S. Deacon. To Batavia: Mr. and Mrs. Otto Comissaert, Mr. and Mrs. O. Furst.

Per P. and O. steamer *Peshawur*, from Southampton, Jan. 22.—To Shanghai (via Bombay): Mr. and Mrs. Haslam.

Per P. and O. steamer *Tanjore*, from Southampton, Jan. 29.—To Yokohama: Mr S. Yastinna, Mr. Bland. To Shanghai: Mr. J. Morris. To Hong Kong: Dr. Jones Asst. Controller Molony.

Per P. and O. steamer *Ceylon*, from Venice, Feb. 6.—To Hong Kong: Mr. W. Detmers.

Per P. and O. steamer *Ceylon*, from Brindisi, Feb. 9.—To Penang: Mr. D. Logan, Mr. Forbes Brown, Mrs. David Brown, and two Misses Brown. To Ceylon: Mr. Skerrs, Mr. J. S. Fulton.

Per P. and O. steamer *Pekin*, from Southampton, Feb. 12.—To Yokohama: Miss M. P. Joyner. To Shanghai: Mr. J. Dunn. To Hong Kong: Mr. J. Sproule, Comd. A. J. Powlett, Comd. W. C. Singleton, Comd. F. Stirling, Rev. J. S. Ladds, Brevet Major Rowland, Lieut. Howard. To Ceylon: Mr. Aitken.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 23.—To Yokohama: Mr. F. Page. To Shanghai: Hon. H. S. Edwards.

Per P. and O. steamer *Sumatra*, from Southampton, Feb. 26.—To Singapore: Mr. J. Sheriff.

Per P. and O. steamer *Simla*, from Brindisi, March 9.—To Hong Kong: Mr. T. J. Crutch, Mr. G. Towend. To Shanghai: Mr. J. K. Cunningham. To Batavia: Mr. E. M. Owen.

Per steamer *Diomed* (Holt's Line), from Liverpool, Jan. 27.—To Suez: Mr. and Mrs. Martineau and Rev. T. F. Clarke. To Singapore: Mr. White. To Penang: Mrs. Harris. To Hong Kong: Lieut. Chamberlaine, Mrs. Danby and infant, Serjeant Brockley and Mrs. Brockley. To Shanghai: Mr. E. Gaskill, Mr. T. B. Gaskill, Mr. H. Koch.

Per steamer *Crocus*, from Gravesend, Feb. 4.—For Singapore: Mr. T. C. Willans. For Hong Kong: Mr. A'Tong. For Shanghai: Mr. G. D. Davidson, Mr. Edward Kyle, Mr. Dougall Cowan, Mr. R. E. P. Craven.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices by the present P. and O. mail extend to the 16th Dec., but by the Pacific Mail Company's steamers *China* and *Colorado*, which arrived at San Francisco on the 15th and 18th ult., we have seven days' later news, viz., to the 23rd Dec., of which the following summary has been telegraphed to New York :—

Considerable speculation has arisen among foreigners over rumours of serious disagreement between the Ministers of various nations and the Japanese Government. For once these reports are not wholly without foundation. The exact circumstances are as follows :—Soon after the return of the native Embassy the question of treaty revision being brought up, an effort was made to secure a promise that the whole Empire should be thrown open to foreigners. This was met by a proposal that the foreign Governments should surrender the privilege of exterritorial jurisdiction. It was declared that this would not be conceded under any circumstances, whereupon the Japanese Government not only declined to entertain the project of opening the country, but began gradually to withdraw certain liberties which they voluntarily permitted some time ago. It is supposed that this was done to show that the unyielding temper of the foreign representatives could easily be combated by a strict adherence on the part of the Japanese to the letter of the territorial regulations. Although their right to restrain foreigners within the prescribed limits cannot be disputed, their action is loudly complained of, and as a sort of retaliatory measure, the claims for the balance of the Simonosaki indemnity have been presented by some of the Ministers and pressed with unusual earnestness. They will be met promptly by offers of immediate payment, a result which was neither expected nor altogether desired. Thus the advantage will be for a while on the side of the Japanese. Exterritorial jurisdiction is now the only important subject for debate. The foreign Ministers are all instructed to enforce its continuance, notwithstanding the fact that the British Government, after consideration, has unqualifiedly condemned the principles of exterritorial jurisdiction in the case of China.

It is urged that the whole country should be thrown open to foreigners at an early period, a proposition which the Japanese steadily refuse to entertain, except on the condition that ex

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territorial jurisdiction be abandoned. The Ministers of three nations concerned in the Simonosaki indemnity, of which $2,000,000 remain unpaid, will press their claims if their desires are not acceded to. These are the envoys of Holland, France and England. The United States Minister, Mr. Bingham, holds aloof from the conferences, and has even informally notified the Japanese Government that he desires no part of the amount due to be offered to him. His action is understood to imply that while the United States will not accept their share of the indemnity, they are not disposed to appear as offering rebuke to the movements of the other parties concerned. Mr. Bingham simply wishes to take no part in the proceedings, and to have none forced on him. The other representatives are met in their demand, first, by the statement that the surrender of the $2,000,000 of the indemnity would be no fair equivalent for the opening of the country, if, indeed, such a privilege could be purchased by money at all; and, secondly, that the representatives of three powers alone have not the right to negotiate for the opening of the Empire to all; or, in other words, that a money compensation offered by France, Holland, England, and the United States, even if it would entitle them to admission, could not affect Germany, Italy, Russia, and the numerous other nations with which Japan has treaties at the same time.

The Government of Japan thus urge the impossibility of making any discrimination in the matter, and, therefore, express themselves ready to pay the demand. It is semi-officially announced that the British Minister has no wish to receive the money, but is using his claim as an instrument towards effecting his design. The Dutch and French representatives, on the other hand, desire the payment of the money. Meanwhile, the amount being ready for delivery, the Japanese have taken occasion to express their opinion on the whole question of ex-territorial right in a manner unusually forcible for them, and they have issued a circular despatch to the Ministers, rehearsing all their own objections to the system, with illustrations of its dangers, and showing that European Governments have declared against it in strong terms in the cases of other Asiatic nations. The document is the most energetic yet issued, and though not declaring in positive terms, that the ex-territorial rights as they now exist shall not be applied to the country generally, it is understood to express the final decision of the Japanese Government to that effect. The result of its reception by the foreign Ministers had not yet transpired, but there is little doubt that it will arouse the formidable opposition of the whole body. The native newspapers published in Yedo and the vicinity contain numerous articles intended to throw discredit on foreign association, and especially with respect to the revision of treaties and questions arising therefrom.

A petition is in circulation for signatures by Americans, asking of the United States Government that the surplus of the Simonosaki Indemnity Fund be returned to Japan, upon condition that it shall be devoted to educational purposes.

The Japanese Foreign-office has received an interesting despatch from China in relation to Senor Garcia, the Peruvian Envoy. The Chinese say he will be received with the courtesies and attention due to a Minister, but they will make no treaty with Peru until that nation shall have released and sent back every coolie now held there, and also pledged itself to discontinue coolie importations in the future. Considerable discontent is expressed in Japanese official circles over the fact that Garcia was allowed a favourable treaty by Soyeshima, the late head of the Foreign-office.

Hanabusa Yashmato, one of the Under Secretaries of the Foreign-office, and recently Envoy to Korea, is commissioned to represent Japan at St. Petersburg, and will soon start for his post. He is especially entrusted with the Saghalien question. The arbitration of the *Maria Luz* case will not come up for discussion until a year hence, when other agents will be despatched in the interest of Japan. Hanabusa's rank is that of First Secretary of Legation.

Mori, formerly Japanese Minister to Washington, now holds the position of Under-Secretary of Foreign Affairs at Yedo. Kozo, for several years a resident of America and Europe, and formerly a student at New Brunswick, N.J., has been appointed Chief Director of the College at Yedo.

A fire has occurred in Yedo, sweeping away the wooden buildings from almost as large an area as that devastated by the fire of April, 1872, and undoubtedly destroying a large amount of property, as the ground burned over was occupied by shops and residences of wealthy merchants. The exact amount of the loss has not been ascertained, but it is estimated at $200,000. A much greater amount of property was saved, comparatively, than at the previous conflagration, owing to the multiplicity of fire-proof storehouses for the deposit of valuables; most of these with their contents remained unharmed. It is rumoured that many lives were lost, but of this there is no confirmation. The usual energy has been shown by the citizens in repairing the ravages of the fire, and several streets have already been nearly rebuilt.

The Mikado and the Empress continue their visits of inspection to the public institutions. On the 17th of December they sailed in state to the dock-yard and arsenal of Yokosuka, south of Yokohama, and after examining the works by day and night returned next day to the capital.

A ball was given on the 12th December in honour of Mr. R. G. Watson, at the Yokohama United Club, and was very fully attended by the foreign residents. The Mikado on being informed of the intended departure of Mr. Watson expressed his desire to bid him farewell, and in the audience granted for the purpose adverted in complimentary terms to the satisfaction he had derived from the manner in which Mr. Watson had discharged his duties at the Court.

NAGASAKI.

Heavy gales have been prevailing in the vicinity of this port. The British three-masted schooner *Rubicon*, Captain Watt, bound from Vladiwostock to Chefoo, with a cargo of seaweed, experienced heavy westerly gales, was driven out of her course, and put into this port short of water, and with the loss of her foretop-gallantmast and main-gaff-top, and her wheel broken; she subsequently proceeded on her voyage. The British brig *Lapwing*, Capt. Gilchrist, owned by Messrs. J. F. Mitchell and Co., of this port, has also put into this harbour with damage. When she was ready to go to sea the crew, consisting of Japanese sailors, refused to work; the Consular constable was sent for, and on his going forward, accompanied by the captain, one of the men stabbed them both severely. Both of the injured persons were sent to the hospital, and are at present progressing as favourably as can be expected.

All efforts to get the wreck of the steamer *Nicolai* afloat are for the present suspended. With the aid of two six-inch steam pumps, which take up water at the rate of about twenty tuns per minute, the preparations to float her were nearly completed, when the gale put a stop to the work, and damaged the bottom of the vessel, lying as she does partly upon the rocks, to such an extent that it has now been decided to take out the boilers and the machinery, and thus lighten her. After that, when a favourable opportunity occurs, it is hoped that she may be taken off.

We hear that the Japanese despatch vessel *Kasuga-kan*, which left here on the 3rd Dec. for a lengthened voyage, for the purpose of visiting the various ports of China, is also to be engaged in surveying duties.

The stone godown on lot No. 17, Desima, together with the ground on which it stands, have been offered for sale, and knocked down to Mr. L. Van de Pol for $580. We understand that the property was afterwards sold privately for $550.

We understand that the building in Nishi-Hamano-machi, now known as the Satsuma Yaski, is to be fitted up and used as the Japanese Post-office. To this place the business of this department will be removed when the new postal treaties come into force.

CHINA.

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PEKING AND TIENTSIN.

It is stated on good authority that the Peruvian Envoy, Senor Garcia y Garcia, is having a very hard time of it with that astute diplomat and practised General Li Hung-chang, who has been delegated to treat with him on the business of the mission on which he has come. As is well-known, that business is to arrange a treaty between Peru and China. But the fact that Japan took the responsibility of acting towards Peru in the *Maria Luz* case in a way which that Power professed to regard as an infraction of international law worthy of being avenged by the mission of an ironclad—which ironclad and all other means of obtaining redress it nevertheless left in abeyance, and was content to accept from Japan such a treaty as that Power chose to grant—all this has evidently given the Chinese authorities their cue as to the treatment appropriate in the circumstances. It is also whispered that the forcible description given of the actual condition in Peru of the Chinese "emigrants" from Macao, by some members of the foreign legations at Peking who have personal knowledge of the subject has stimulated the Chinese Government to take very high ground in dealing with the Peruvians. What is known is that Li Hung-chang has throughout clung to the *rôle* of dictating terms to Senor Garcia y Garcia. And the terms he proposes must be rather difficult of digestion to the Envoy and his Government. Li Hung-chang insists that any treaty made by China with Peru must contain three stipulations, which may be stated as follows:—1. That all Chinese now in Peru shall be relieved from all and any contracts under which they are at present working, and those of them who wish to return to China shall be conveyed thither at the expense of the Peruvian Government. 2. That emigrants from China to Peru shall for the future go unfettered by any contract, shall be treated by the Courts as on the same footing with citizens of America or British and German subjects, and shall be allowed to testify in Courts. 3. That for the future no emigrants can be shipped from Macao for Peru. It remains to be seen whether Senor Garcia y Garcia will accede to such conditions, or Li Hung-chang abate in his demands.

The Emperor has granted the Governor of Shangtung, Ting Paou-chen, one year's leave of absence, that he may return home to repair his ancestral tombs; and his post of Governor of Shangtung will be kept open for him till the end of that period. His Majesty has in consequence appointed Wan-pin, Superintendent of the Grain Department in Kiangsu, to act as Governor of Shantung in the interval.

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The skit upon the Audience which appeared in the last number of *Puck* has been gravely translated into Chinese, and now figures as a Chinese document among the archives of the Tsung-li Yamen !

It is stated that the young Emperor has twice been wandering about Peking *incog.* The lower classes know nothing about it, but it is believed by all the higher grades, and the ministers have been trying to dissuade him from it, as being beneath his rank and dignity.

The weather at Tientsin continues very mild, and the river is quite free from ice.

The Rice tribute will hereafter not be received at Tientsin, but at Tungchow. The junk owners are said to much prefer the arrangement.

SHANGHAI.

The present mail brings advices from this port to the 19th Dec. ; the French mail from London Oct. 24 arrived out on the 11th Dec. The following items of news are from the *North China Herald* :—

We regret very much to have to record the death, on the 13th Dec., of Lady Hornby. The offices of H.B.M.'s Consulate and Supreme Court were, in consequence, closed during the day.

The Chinese authorities of Chang-chow-foo have issued proclamations to the effect that the Grand Canal will be closed to traffic on and after the 29th Dec., for the purpose of deepening it. The two inlets from the Yangtsze, one near Chinkeang, the other below it, will be dammed up, and another will be made about twenty li from Woosieh. Sportsmen will thus be unable to gain access to the good grounds extending from Tantoo to Chang-chow-foo *via* Woosieh, except by the Tahoo and Kiutang. The deepening, it is said, will take one year to be thoroughly executed. Already hundreds of "Kong-poo" labourers, men and women, with implements of all kinds for the intended work, are to be seen wending their way from Chinkeang to a place distant about twenty-five li from Woosieh, where they are to be encamped. These people are engaged at Tsung-ming, &c., they say, for eighty and 100 *cash* a day and food.

We have the annual report of the Presbyterian Mission Press, for the year ended September, 1873. This establishment does a considerable job printing business, besides printing a number of missionary tracts, translations, &c. The balance-sheet shows that $4,064 were earned from the former source during the year under review ; Dr. Williams's Dictionary, a German-Chinese Dictionary, &c., having been among the works printed. The quantity of Chinese type which the establishment keeps for its religious work gives it peculiar facilities for also printing books of this mundane character. The Press founds its own Chinese type, and turns out some very neat specimens. A list is given at the end of the report of various religious works which have been printed during the year that will interest some readers. Judging from the figures given both in this and in the job printing department, the superintendent has evident reason to "go forward," as he says, "courageously and hopefully."

The Shanghai Steam Navigation Company's steamer *Moyune* has been destroyed by fire. The *Moyune* had been lying up for some time, in charge of a mate, two quarter-masters, and several trustworthy Chinese. The only fire on board was that to keep going the donkey-engine, with a special care for the emergency which has unfortunately occurred. There was not even a fire in the cook's galley, as the mate and all hands were messing on board one of the other steamers. A smell of smoke was first detected by the mate, and he at once ordered the hose to be got out ; the fire was discovered to be forward, near the donkey-engine room, and the hose was brought to play, and seemed for a few minutes to keep it under. But it was only for a few minutes ; in a short while the flames gathered way, and burst out beyond all control, causing even the men on board to beat a speedy retreat for their own safety. The whole ship was soon in a blaze from stem to stern, and hopelessly lost. It was fortunately ebb tide, so that there was no fear of her drifting up among the shipping, even if the fire had burnt through the cable, but this did not occur. It was found possible to haul her inshore into about two fathoms of water, in which she eventually sunk, after burning to the water's edge. The machinery is still standing upright, and a good deal that will be valuable, despite damage by the fire, will be recoverable. The loss is, of course, a serious one, the company being their own insurers against all risks. As a spectacle, the fire was magnificent. The whole harbour was lighted up for half a mile in either direction ; the varied colours of the numerous sampans that gathered near the burning steamer contrasting picturesquely with the dull glow on the water and the dark hulls of the neighbouring ships.

A notification has been issued by M. Godeaux, calling a meeting of electors on the French Concession to discuss the question of wharf extension. In the meantime, the construction of the wharf, against which a majority of the electors virtually protested in their memorial, is going on rapidly, and the all-round tenderness of official etiquette seems to restrain everyone who has power to hinder it.

The third of the series of "Winter Evening Entertainments" in aid of the funds of the Temperance Hall has been given. It was a concert by the Glee Society of Shanghai, and went off successfully.

The following items are from the *Shanghai Courier* :—

We give utterance to what we are sure will be a universal feeling, not only in Shanghai, but in all the foreign settlements of China and Japan visited by her, when we express our deep regret in placing in our obituary record in the present issue the name of Lady Hornby, the wife of Sir Edward Hornby, Chief Judge of H.B.M.'s Supreme Court for China and Japan. How universal was the sympathy felt was well illustrated by every Consulate and other building in the settlement showing a flag, and every ship of every nationality in harbour having their flags at half-mast. The funeral took place in the New Cemetery on the 15th December, and was strictly private, by the earnest desire of Sir Edmund Hornby.

We hear that the frigate (No. 6 of the war-vessels built at the Chinese Government's building yard at Kaou-Chang-Meaou) which for the past eighteen months has formed a conspicuous object is in such a forward state of preparation that her launch has been fixed for the Chinese Christmas Day, which this year anticipates the Christian Christmas by three days—namely, the 22nd Dec. The great aim of the native officials in charge of the Arsenal being, apparently, to built their vessels of war as closely as possible after the model of the British navy in everything (except the expense), and it having come to their knowledge that the larger British war vessels when of wood are launched in their naked state and coppered afterwards in dock, they have resolved that in this respect the frigate No. 6 shall differ from No. 5, of which it is in almost every other respect an exact reproduction. No. 5 was launched fully coppered ; No. 6 will be launched in her wooden skin and afterwards put in the Arsenal dock to be there sheathed in copper.

It is well known that most of those frequent interruptions of telegraphic communication that cause so much disappointment and annoyance to this community (and to none, of course, more so than to the Telegraph Companies and their agents) have been chiefly caused by the reckless or wilful injury of the cable near the shore, by the fishermen and junkmen from Woosung outwards. We understand that the Great Northern Telegraph Company have adopted the excellent expedient of sending a steamer down to visit all the fishing towns and villages on the islands and mainland to beyond the mouth of the Yangtsze, to explain to the natives the nature and importance of telegraphic communication, and to engage the heads of the guilds by such considerations as shall seem most likely to be efficacious, to assist the Company in protecting the cable from injury. And it is said that, at the instance of the Senior Consul, a Chinese of great local influence has accompanied Mr. Dreyer, to give all the assistance in his power to enforce Mr. Dreyer's wishes on the natives. We wish the expedition all success.

The complaint on all hands is that business is in a state of utter stagnation, and the effect of this and of the terrible tightness of the native money market begins to show itself in the reported failure of a number of large native hongs hitherto regarded as of the first standing. As to foreign finance, the dollar is, we are told, worth to-day in Shanghai only 4s. 1½d. sterling, while in England it is quoted at 4s. 9d.—a difference of about 16 per cent. Changed times since 1862, when the dollar equalled the tael in value, and was worth 7s. A party remitting £400 to England the other day had to pay for his bill the equivalent of £28 more than he paid for the same amount when the tael was at 6s ! It is in these circumstances that the business days of 1873 draw to a close. No wonder all who are able hasten to make their escape up country.

One of the passengers by the M.M.S. *Provence*, which left by the outgoing French mail last week, was Mr. MacPherson, one of the foreign commissioners sent by the Chinese Government to inquire into the condition of Chinese emigrants in Cuba.

The missionary question at Hangchow has been most satisfactorily settled. The missionaries have received full compensation for the lots they give up, and a suitable site has been allotted to them elsewhere.

A German masonic lodge, the "Germania," has been opened here.

FOOCHOW.

We take the following from the *Foochow Herald* :—

A meeting has been held at the offices of Messrs. Gilman and Co., with a view to considering certain propositions from Messrs. Kyle and Co., relative to the formation of an ice manufacturing company at this port. Mr. John Odell was requested to take the chair, and upon doing so briefly stated the object of the meeting. Messrs. Kyle and Co. had decided to discontinue the manufacture of ice, but if the community were desirous of retaining the machinery and plant, valued at $10,000, and at present in perfect order, Messrs. Kyle and Co. would be willing to transfer the same to a public company, in which they (Messrs. Kyle and Co.) would themselves become the principal shareholders. After a somewhat desultory conversation it was ultimately agreed by the meeting to refer Messrs. Kyle and Co.'s proposals to a committee of five gentlemen, viz., Messrs. Odell, Forbes, Laurie, Wright, and Nelson, and to await their report thereon prior to taking any further action in the matter.

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The following is a translation of a Chinese proclamation by the Prefect of Foochow relative to an assault upon a member of the community by some of the villagers of Kaou-hu. The assault took place some time ago. Hitherto all efforts to discover the actual offenders have been fruitless, but we understand that H.B.M.'s Consul has, with commendable zeal, insisted upon the capture and punishment of the guilty persons :—

Since the opening of this port people of all nations have flocked hither for purposes of trade. Now Chinese and English ought undoubtedly to be on good terms, and when they meet should treat one another in a polite and friendly manner. Unfortunately some short time back Mr.———, a British subject, whilst strolling about the neighbourhood, happened to pass through the village of Kaou-hu, and was pelted with stones and mud by the children of the place, who were encouraged by their elders ; such an insult as this is most disgraceful. Chen Chun-t'un and others, headmen of the village, have been ordered to give up the *true* offenders, in order that they may be severely punished, and the Min District Magistrate has been instructed to take measures for the prevention of a repetition of the offence. Further, this proclamation is now issued, warning the grown up men and heads of families in Kaou-hu to prevent their children and younger brothers insulting British subjects who may pass through the village. Should there be any complaint of a similar offence the offenders will be at once arrested and severely punished, and the senior members of the families to which the guilty parties belong will also be punished for not exerting their authority to restrain them. No indulgence will be shown.

The approaching races on the 19th and 20th Dec. are becoming a theme of general conversation ; we anticipate some good racing, but we fear that the fields will not be large, owing to the great number of ponies at present out of condition.

HONG KONG.

Our advices by the present mail extend to the 26th Dec. ; the P. and O. mail from London Oct. 3, arrived out on the 14th Dec., and the following French mail of Nov. 7 on the 21st Dec. The *China Mail* supplies the following items of intelligence :—

An extraordinary meeting of the Union Insurance Society of Canton was held on the 15th Dec. at the Society's Offices. There were present :—Messrs. Pyke (in the chair), Karberg, Belilios, Captain Cairns, Hon. James Whittall, Hon. P. Ryrie, Messrs. Lowcock, Agabeg, Andre, Tak Mee, Behre, S. D. Sassoon, Welsh, Benecke, Joost, Jensen, Meyer, Dhunjeebhoy, Cameron, James Greig, and Ede. The Chairman, in opening the proceedings, said :—

You have been specially advised by a printed circular of the object of this meeting. Doubtless you will remember at the general meeting held on 1st July last, with reference to the formation of the new society, the directors intimated they did not think it absolutely necessary to create a reserve fund. Personally I was opposed to such an important alteration in the constitution of the society, for a reserve fund must necessarily strengthen the position of any public company. In reference to the wishes expressed by many old supporters of the office, the provisional committee have thought it expedient to ask you to meet to-day to reconsider the question of forming a reserve fund. To do so legally, it will be necessary to make several changes in the articles of association as per memo. now on the table. I may mention the applications for shares in the new office largely exceeded the number at the disposal of the Provisional Committee, and we have good reason to believe the shares reserved for England have been placed to advantage. With reference to the reduction in the rate of premia, the Provisional Committee cannot but express regret that a combined course of action was not adopted by the various local offices. Unquestionably the premia for coast risks was high and could bear a reduction, but experience has proved the rates to England and other distant places are already below a fair standard, and underwriters at home have found it necessary to raise the scale on risks from China. If you approve of the formation of a Reserve Fund, I solicit your support to the resolution.

The resolution embodying the necessary alterations in the articles of association of the society was then read, and was unanimously carried. The second extraordinary meeting for the purpose of electing directors was then held. The ballot resulted thus :—Mr. Pyke, Hon. P. Ryrie, Hon. J. Whittal, Messrs. Joost, Lowcock, Sassoon, and Hon. R. Rowett. The above gentlemen were unanimously elected as directors for the new society, and the proceedings terminated.

The Hon. Phineas Ryrie, Member of the Legislative Council ; Henry George Thomsett, R.N., Harbour Master ; and Malcolm Struan Tonnochy, Acting Registrar-General, are appointed a commission for instituting and presenting all needful and proper inquiries into the action of the Chinese Maritime Customs in the neighbourhood of Hong Kong, and the detriment of trade arising out of alleged abuses of such action.

The *Gazette* notifies that tenders will be received at the Acting Colonial Secretary's office for the erection of a lighthouse at Cape D'Aguilar, and that tenders will also be received for effecting certain alterations and additions to Mountain Lodge, Victoria Peak. The *Gazette* publishes a notification, appending a note from the Captain-General of the Philippine Islands, to the effect that the ports of Legaspi in Albany, Island of Luzon, and Tacloban, in the Island of Leyte, have been declared open for commerce in general for importation and exportation.

The result of the military examination at Canton which was made known on the 18th Dec. has sadly disappointed the Wai Sing Lottery people, as of all the eligible surnames, only nine were amongst those of the successful candidates ; and as these were popular names—names which almost every one would choose for the purpose of the lottery—nearly every ticket holder comes in for a share of the prizes, which of course have to be divided amongst a great many people. The first graduate is a native of Toongkoon, and is only twenty years of age. Of the several thousand candidates, there were only 86 elected, and of these the Heongshan district boasted of furnishing 8, Sunooy 8, and Toongkoon 7 ; the rest were distributed amongst the various district of Kwangtung. The above three districts are famous for the courage of their inhabitants.

We regret to record the death of Mr. C. R. Reed, of the Control Department, who has been resident at Macao and in this colony for some years. He was taken suddenly ill and died almost immediately. His death is attributed to disease of the heart, to which we believe he had been subject for some time.

The flagship of the China Squadron, H.M.S. *Iron Duke*, arrived in harbour on the 15th December. The American and Russian Admirals saluted the British Admiral on his arrival. The salutes were returned by H.M.S. *Iron Duke*. The *Iron Duke* will shortly proceed to Singapore and Penang in connection with the recent disturbances and piracies at Laroot. Admiral Shadwell will probably visit the field of the Dutch war operations at Atchin.

The Criminal Sessions of the Supreme Court were opened on the 18th December, but there were only four cases on the calendar, one of which was a charge of piracy and murder. At the suggestion of the Attorney-General, the Court assigned Mr. A. P. Handley to defend the prisoner, who is to be tried by a special jury. The prisoner charged with uttering counterfeit coins will probably be sent back to the Magistracy for summary conviction.

We observe that the "American Cup" is to be sailed for on the 27th Dec., the race to be open to all yachts belonging to the Club. We further learn that another Douglas Challenge Cup is to be offered for competition, it being provided in part by the munificence of the head of the firm of Messrs. Douglas Lapraik and Co. and the remainder to be made up by subscription on the part of a few leading members of the Yacht Club.

The Canton races have gone off very successfully. Sir Arthur Kennedy and family, Sir Brooke Robertson and all the elite of Canton were present, and the two days seem to have given complete satisfaction. The amateur theatricals have also been most successful, and the port subsides into its everyday round of business with a proud satisfaction that it well maintained its old credit for hospitality and knowing how to make holiday properly. The Governor, Lady and Miss Kennedy and suite, left Hong Kong on the 15th Dec. for the races, and returned on the 22nd.

A fine specimen of the boa has been brought over from Kowloong, and is now domiciled at the Hong Kong Dispensary. It measures about 9 ft. in length, and is 4 or 5 in. in diameter at the thickest part. As he is alive and wriggling, some difficulty was found in obtaining the data above given. He is regarded as a rarity.

The following are the monthly returns of the various Banks :—

	Average Amount.	Specie in Reserve.
Oriental Bank Corporation	$552,015	$250,000
Chartered Mercantile Bank of India, London, and China	745,202	250,000
Chartered Bank of India, Australia, and China...	410,253	150,000
Hong Kong and Shanghai Banking Corporation	1,713,503	600,000
Total	$3,420,973	$1,250,000

We note the return by the French mail of the Hon. J. G. Austin, Colonial Secretary. M. Frater, of H.B.M. Consular Service, returned by the same opportunity, and proceeds on to Shanghai to resume his duties.

Whilst the United States steamer *Monocacy* was getting steam up on the 20th Dec. to leave for Bangkok, her steam chest burst, severely scalding three of her crew. She is necessarily detained here in consequence to repair.

The P. and O. Company have laid down the keel of a steam launch, at their factory, forty-five feet six inches long, nine feet beam, and six feet depth of hold.

We understand that a telegram has been received by the Naval Authorities ordering H.M.S. *Salamis* to return home at once.

The *Corona* cleared on the 12th Dec. from Whampoa with 388 emigrants, of whom forty were women, twenty-six boys, five girls, and three infants, bound to Demerara. She is thus about 100 short of her full complement, but as she had been a month and a half on the berth it was not deemed advisable to detain her longer. It would appear that at present there is little desire amongst the Cantonese to emigrate to the West Indies.

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STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail extend to the 1st Jan.; the French mail from London Nov. 21 arrived out on the 22nd Dec., and the following P. and O. mail of Nov. 28 on the 30th Dec. The following items are from the *Straits Times*:—

A correspondence has passed between the Colonial-office and Mr. Rawlinson on the subject of the Singapore Waterworks. The decision of the Government on this question was delayed during the past year, owing to the suggestion of Sir Harry Ord, at the eleventh hour, to refer the matter back to Mr. Rawlinson to endeavour to reduce the height of the distributing reservoir by some twenty feet. To this suggestion Mr. Rawlinson replies that he fixed the head of seventy feet with all the plans, details, and sections before him, and that the proposed reduction would seriously affect the water supply in the distant parts of the town. Sir Andrew Clarke, to whom this reply was sent, referred it back for Mr. Rawlinson's opinion as to the alternative scheme of pumping into a standpipe at the impounding reservoir, which, Mr. Rawlinson points out, would effect no saving, while it might fail to provide the necessary supply of water all over the town. It is to be hoped, now, that the question is definitely settled, and that the work, which day by day becomes of more pressing urgency, will ere long be undertaken in earnest. The money lies ready at hand, the Secretary of State has given his consent to the appropriation of the funds for this purpose, and all that remains to be done is for the Council to pass the vote and the Government to place the work in hand; at all events, we trust no more excuses will be found for delay.

All the late intelligence we have regarding the Atchin war is contained in a few curt telegrams. We learn, however, that the Dutch forces have met with a stronger resistance, and had a hard-fought battle to get possession of the plain surrounding the Kraton, as the Sultan's palace is called. According to their own account the Dutch have lost heavily in officers, who would appear to have been picked out by the Atchinese. The Kraton still held out at last advices, and the Atchinese garrison had been reinforced by the Rajah of Pedir with 1,500 men. The Dutch were preparing heavy batteries, to lay regular siege to the stronghold, which cannot withstand heavy artillery, and must speedily be rendered untenable by the showers of shot and shell that will be poured into it. The Dutch believe that the Sultan is still within the Kraton, but we think this open to doubt. The little resistance this second expedition has met with so far, compared with that which the first one encountered, is due to the greater strength of the Dutch forces, to the employment of artillery wherever it can be used, and to the successful stratagem of the Dutch in effecting a landing where they were not expected, and where the preparations for defence were weaker. But from the known warlike character of the Atchinese, and the contempt of death they exhibited in the former battles, together with the large force they mustered to repel the first expedition, it would not be surprising were they yet to give the Dutch serious trouble before attaining the object of their expedition.

The Secretary of State for the Coloniea, with the masterly acuteness of a statesman, has solved the problem submitted to him near the close of Sir Harry Ord's administration, by accepting the proffered resignations of the three unofficial members of the Legislative Council. It was hoped that this step would have elicited from his lordship some expression of opinion, that would serve as a guide to the Government. of Crown Colonies in future similar emergencies; and we are willing to believe this might have been done but for the recent change in the administration; but any official censures that might have fallen deservedly on Sir Harry Ord for his Executive rough riding would certainly be misapplied by showering them upon the head of a successor, who, but newly entered upon his office, had done nothing to deserve them. Neither would it be politic for the Secretary of State to insist upon the retention of their seats, under the new Governor, by members who had indignantly thrown them up under the retiring one. So, all circumstances considered, his Lordship has, we think, it will be admitted, chosen the only course that lay open to him in accepting the tendered resignations. We presume, however, this will not prejudice their re-appointment by the present Governor; and from the valuable service which even Sir Harry Ord readily admitted they have performed in the past, we hope the public may yet continue to enjoy the benefit of their presence and influence in the Legislative body.

The disease that has prevailed among the cattle here for the past five or six weeks is, we are glad to announce, leaving the place, without having occasioned any serious losses to the cattle-owners beyond the loss of their earnings during that time. Most of the diseased cattle have recovered, and are now at work again. There were comparatively few deaths.

It being now the holiday season, there has been more than usual gaiety. Most noticeable among the entertainments have been two balls, the first at Government-house, on the evening of the 23rd Dec., which was very numerously attended, and the second at the Town Hall, on the 29th, when the Freemasons gave the most successful ball that has been held here for many years. The Government observed three days holiday at Christmas, and the banks and merchants will do the same at the New Year; and, notwithstanding mail exigencies, both these festivals this year are kept on their proper days. The usual sports on the Esplanade and a lively regatta in the harbour will be held.

The latest received Java journals represent the cholera as gradually and steadily decreasing in Batavia, where the recent official returns, dated the 10th December, report that among fifteen cases under treatment two recovered, seven died, and six remained on hand; of these latter one was a European. The disease was rather on the increase at Buitenzorg, but on the decrease at Tangerang. It was prevailing at Sourabaya, Japara and Cheribon. It is officially stated that cholera has broken out amongst the Dyaks on the Upper Kapuas River, Western Division of Borneo; it is supposed to have reached them from Sarawak.

We understand that the Hon. C. B. Plunket, Inspector-Genera of Police, has been granted three months' extension of leave of absence. He will not, therefore, be here in January, as expected, and the public will have the benefit of Captain Dunlop's services for three months longer than otherwise. It is earnestly to be hoped that means will still be found to retain him permanently in a place for which he has proved himself so eminently fitted, and where he has done so good service during the time he has filled it.

A robbery of Bank-notes, to the amount of upwards of $1,800, from the shop of a Chinese shopkeeper in South Bridge-road, has been committed. The shopkeeper had gone out, leaving his clerk in charge, and on his return missed the notes from the drawer in the counter, which had been broken open. The clerk said he had gone out behind to the well, and on his return found the drawer broken open. The shopkeeper reported the loss at once to the police, who took the clerk into custody on suspicion. The latter, finding himself in the hands of the police, became frightened, and at last confessed to the theft; search was then made about the premises, and the whole of the notes were found hidden near the well.

The s.s. *Braemar Castle*, Captain Marshall, has arrived from London, having made the passage under thirty-seven days.

PENANG.

Our advices extend to the 3rd January; the P. and O. mail from London Nov. 28 arrived out on the 27th Dec. The following is from the *Penang Gazette*:—

We have to record the death of Abraham Logan,-co-proprietor and sometime editor of this paper. Abraham Logan was however better known as the editor of *The Free Press* in Singapore, a paper which he raised from almost obscurity until it became the authority in all matters wherein Straits' interests were concerned. For twenty two years his connection with this paper lasted. Truth, honesty and the real interest of Singapore and the Straits were the distinguishing traits of this journal under Mr. Logan's editorship and proprietorship; and when he disposed of the paper a few years ago it was with the satisfaction that he had done his duty in his day. Mr. Abraham Logan arrived in Penang in the early part of 1842, and he was admitted as an advocate and notary public the same year. The register of his admission as an advocate bears the date of 26th April of that year, and the date of James Logan's admission bears the date of the 23rd December, 1841. For thirty years the brothers worked together; in all their transactions their interests were one. They now lie in one grave in Penang churchyard, and their revered names will descend to posterity jointly with those of Raffles, Crawford and Low, as the friends of the Straits Settlements.

From Laroot we learn that Captain Speedy has captured the strongest fortification of the Sin Engs, and was, up to the 22nd January, marching towards the coast with all his forces—driving the enemy before him. The casualties on his side were literally nominal, only amounting to five or six at the most.

We have been requested to notify that the appeal made to the public of Penang by Mr. John Allan, on behalf af the widowed mother of the late James Kennedy, of H.M.S. *Thalia*, who lost his life in the attack on Laroot last October, realised $212. This amount was duly handed over to Lieutenant Moysey for transmission home.

We hear from Malacca that a piracy was committed near Langat about a fortnight ago, in which eight men were wounded and only only one man survived, who reported the affair at Malacca. Three piratical boats have been seized, and eight or nine Malays arrested, one of whom has turned Queen's evidence.

We are glad to find that the Lieutenant Governor has restored to public officers a portion of the Christmas holidays enjoyed by them under the rule of the Indian Government, and which they were deprived of by the late Governor Sir Harry Ord.

The merchants and traders of Malacca have forwarded a petition to Sir Andrew Clarke on the subject of the stoppage of trade between Malacca and Linghy and Sunghie Ujong, by the authorities of Rumbow.

H.M.S. *Thalia* left for Atchin on the 28th Dec., with a letter to the Sultan of that country from H.M.'s Government. We believe the letter recommends the Sultan to make terms with Holland as soon as he can.

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Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—Only an extremely small business had been transacted between importers and natives during the fortnight, and the condition of the market was most unsatisfactory. The demand for the principal Grey Cotton staples had in a great measure fallen off. Fancy Cottons had been in little request, and the inquiry for Woollens had to a large extent ceased.

SHANGHAI.—Cottons: Some little inquiry for the Japan market had led to a few sales of 7 lbs. and 8.4 lbs. Grey Shirtings; but with this exception there had been no life in the import trade during the fortnight. Dealers apparently did not want goods, and where sales were pressed the prices obtained had been below market value. The stock of White Shirtings was very small, and holders generally declined to sell at current quotations. T-Cloths, Drills, Jeans and Sheetings were without change; all quotations were nominal. Fancy Cottons called for no special comment. Woollens: Scarlet Long Ells had been placed to a small extent at a further advance in price. Plain Black Orleans had after a long period of neglect come into some demand for Japan. Some small sales of Spanish Stripes at unchanged prices were reported, but other fabrics were very dull. The markets for Metals and Coals showed no improvement.

HONG KONG.—Hardly any business had been transacted during the period under review. Dealers were clearing old purchases very slowly, and show no desire to make fresh contracts. Holders were firm, and were not pressing for offers. Quotations are nearly all more or less nominal.

MANILA.—Plain Staples had been in little request, and rates remained at about our last quotations. Coloured goods continued in fair demand, and for likely styles a slight advance had been established.

BATAVIA.—Business in imports was at a complete standstill. This exceptional position is to be accounted for by the anticipated reduction in duties at the beginning of the new year. Any sales made had been merely with the object of closing accounts, but these had been to a very limited extent, and at prices which cannot be quoted as fair market values under ordinary circumstances. All quotations must therefore be considered as withdrawn. For Metals the demand had been very dull and values were unchanged. There had been no late arrivals of Coals.

SINGAPORE.—Messrs. Boustead's Circular says:—A moderate business had been done in Piece Goods during the fortnight, and prices remain steady at the quotation last given. Grey Shirtings, 8¼ lbs., have met with small inquiry at $2.42½ for best quality; 7 lbs. have been sold at $2, and 6 lbs. continue very dull. In 45-inch goods nothing of importance had been done. T-Cloths, Mexican 7 lbs., are in better inquiry; 6 lbs., ordinary quality, are in good request, and prices are firmer. White Shirtings, fine and medium makes, continue in some request. Grey Yarn, 40's, has been more inquired for, and sales to some extent have been effected. 30's Yarn and 18 to 24 are quiet. Woollens keep in moderate request. Iron is quiet, and without change in value. Lead is quiet, and without demand for local consumption. Coals are firm, and both Cardiff and West Hartley have risen in value.

PENANG.—A moderate inquiry had existed for some descriptions of Grey Staples during the fortnight, and a fair quantity of goods had been cleared at prices which showed scarcely any alteration on those last quoted. Very little business had been done in other descriptions of imports.

EXPORTS.

—o—

TEA.

HANKOW.—Settlements of Congou had been about 2,000 chests, and the stock was estimated at 1,000 chests.

KIUKIANG.—No local purchases had been made.

SHANGHAI.—Messrs. Drysdale, Ringer, and Co.'s Report says:—As the present season for Black Tea is closed, and the business in Green yet to transpire must necessarily be of an uninteresting character, we shall not again have this pleasure till the operations of the following season become of interest. Black: A rather extensive business has been done, considering the lateness of the season, and the whole of the remaining stock of Congou, with the exception of a few parcels of very undesirable Shuntaam, has been cleared off the market. Arrivals have ceased for some time, and with the departure of the Nestor season 1873-74 closes. Exports of Congou, deducting losses, is 57,782,676 lbs., against the total of last year, 61,303,366 lbs., and a total in 1871 of 70,579,477 lbs. Green: A considerable business has been done in all kinds, and prices have advanced about one tael all round. Arrivals now coming forward are of a most undesirable description. Settlements: 688 half-chests and 7,532 boxes Pingsuey at Tls. 30.0.0 to 35.5.0; 42,471 half-chests Fychow and Moyune at Tls. 23.0.0 to 46.0.0; 1,232 half-chests Shanghai packed at Tls. 22.0.0 to 25.5.0.

FOOCHOW.—A fair amount of business had been done in Congous, the estimated settlements being 10,500 chests, at prices which showed no change. Some small purchases of Souchongs had been reported, but nothing had been done in Scented Teas. Oolongs had received more attention, and moderate sales were reported, an English firm having done the bulk of the business. The purchases had been upwards of 13,000 half-chests, in which are comprised several fine strings booked at Taels 24.55 to 25.55 o. b.; the remaining parcels are various lots taken at Taels 16.8 to 20.8, and Taels 18.8 to 22.8 o. b., showing no change from former quotations. Owing to incorrect returns made by native officials, the stock of Oolongs had been reported about 8,000 half-chests greater than it really was, the actual stock on offer being only about 32,000 half-chests instead of 40,000. Departures had been the Andreas, on 9th December, for Falmouth for orders, and the s.s. Achilles for London, via Hong Kong, on the 13th. The Eme had filled up at £3 per ton and would shortly sail for New York, and the ships Endymion and Horatio were expected to load for the same port should inducement offer.

AMOY.—The remainder of the Congou crop, some 616 half-chests, had been bought up by Parsees for shipment to Bombay, and it is reported that these firms were also offering for the common grades of the remaining stock of Oolong.

CANTON.—No business had been done.

SILK.

SHANGHAI.—The continued unfavourable advices which had come to hand from the home markets had checked purchases, and consequently only a limited business had been done during the fortnight. Prior to the departure of the French mail there was little or no change in values, the Chinese being generally firm holders, but subsequently they had manifested more eagerness to realise, which had led to a decline of five taels per picul all round, with symptoms of a still further drop in prices. Blue Elephant chop had been taken at Tls. 395. Settlements for the fortnight, Chinas, 1,600 bales. Total settlements since 1st June, 46,300 bales; against 1872, 46,800 bales; 1871, 42,000 bales. Comparative unsold stock on this market, 18th Dec., 1873, 5,500 bales; 1872, 3,500 bales; 1871, 2,500 to 3,000 bales.

CANTON.—There had been but little enquiry, about forty bales having been purchased by one house. The general position of staple was unchanged. Stock was estimated at 1,100 bales Tsatlee, 150 to 200 bales Loongkong, 150 piculs Cumchook and Lacklow, with 800 bales of inferior Long-reels.

	1873-74.	1872-73.
Export of Raw Silk to Europe since opening of season in May ...	7,958	14,602 bales.
„ Raw Silk to United States „ ...	4,461	8,069 boxes.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1 to Dec. 10, 1873	—	65786797	44992712	335183	13593991	124708713	36908
From June 1 to Dec. 10, 1872	—	71113854	44186123	109023	18197275	133606275	46517
Shipments since last report, and included in above total:—							
Nov. 27 per Travancore (str.)		From Shanghai, &c.			...	—	860
— 30 ... Glaucus (str.)		... Shanghai, &c.			...	1,118,065	272
Olympia (str.)		... Do.			...	609,971	
Hong Kong (str.)		... Do.			...	577,949	
Dec. 4 ... Sindh (str.)		... Do.			...	100,287	756

TO THE CONTINENT.

		Bales.
From June 1 to Dec. 10, 1873	7776088	19255
Do. do. Dec. 10, 1872	5079699	18925
Shipments since last report, and included in above total:—		
Nov. 22 per Glaucus (str.) From Shanghai ...	27,245	
Dec. 3 ... Formosa ... Canton ...	3,000	
— 4 ... Sindh (str.) ... Canton ...	81,450	

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1 to Dec. 10, 1873	27904315	3709
Do. do. Dec. 10, 1872	21967670	6995
Shipments since last report, and included in above total:—		
Nov. 2 per Great Republic (str.) From Yokohama ...	253,776	
— 3 ... Clausina ... Do. ...	311,749	
— 20 ... Johann Smidt ... Canton ...	10,625	
— 22 ... Glaucus (str.) ... Shanghai ...	107,651	
— 26 ... Oregonia (str.) ... Do. ...	229,097	49
— 27 ... Glaucus (str.) ... Foochow ...	8,198	
— 27 ... Travancore (str.) ... Shanghai, &c. ...	—	10
— 27 ... China (str.) ... Canton ...	192,019	31
— 28 ... Carnarvonshire ... Do. ...	67,280	
— 29 ... Mary Whitridge ... Shanghai ...	942,668	
Dec. 6 ... J. C. Munro ... Amoy ...	670,459	

TO AUSTRALIA.

From June 1 to Dec. 10, 1873	13,133,983
Do. do. Dec. 10, 1872	12,525,709
Shipments since last report, and included in above total:—	
Dec. 8 per Mikado From Canton ...	67,096

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	23,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,181	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¾d.	4s. 2¾d. to 4s. 3d.	4s. 3¼d.
Shanghai „	5s. 8¼d.	5s. 8¼d.	5s. 8¼d.
Canton „ ...	4s. 2¾d.	4s. 2¾d.	4s. 2¾d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3¼d.	4s. 3¼d.	4s. 3¼d.
Manila „	4s. 0¼d.		

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MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305	225½
„ Hong Kong	26 to 26⅛ dis.	—
Bar silver	Tls. 111.3.0	8¼ prem.
Mexican dollars	„ 73.9.5	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 47 per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance Company, $950 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 29½ per cent. premium.
Hong Kong Fire Insurance Company, $352½ premium.
Union Insurance Society, $500 premium.
China and Japan Marine Insurance Company, Tls. 92 per share.
China Fire Insurance Company, $38 premium.
Victoria Fire Insurance Company, $21 premium.
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 13 per cent. prem.

COMMERCIAL POSTSCRIPT.

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The Eastern and Australian Steamship Company's steamer *Sunfoo* left Batavia on the 27th ult. with the homeward mails from that port and from Queensland.

The patience of the shareholders of the British-Indian Tea Company, Limited, is at length in a fair way of being rewarded. At the meeting held on the 29th ult. the Chairman (Mr. Capel) stated that the gardens have been working at a profit, and he hopes very shortly to have the pleasure of moving the declaration of a dividend.

The bullion by the P. and O. steamer *Tanjore*, from Southampton, Jan. 29, was—in gold, to Galle, £440; in silver, to Hong Kong, £32,340; to Penang, £5,000. Total in gold, £440; in silver, £37,340.

According to a circular of Mr. G. de Quetteville, the total shipments of specie by the Peninsular and Oriental steamers for the East during 1873 were £4,936,985,—£1,573,163 gold, and the remainder silver—against £7,678,287 in 1872, showing a decrease of £2,741,302. From the Mediterranean ports they were £510,718 of gold only, showing a decrease of £192,408. The export by the steamers of the Messageries Impériales during the same period was £987,401—£872,231 gold, £115,170 silver; a decrease of £555,378 compared with 1872.

The failure has been announced of Messrs. Archibald Glen and Co., merchants, Glasgow, with liabilities amounting to £150,000, owing, it is stated, to heavy losses in the East India trade.

A West-end Agency of the Messageries Maritimes has been opened at 51, Pall Mall.

The second steamer of the China Trans-Pacific Steamship Company, the *Vancouver*, is announced for despatch about the 8th proximo.

A correspondent writes as follows:—

Permit me to draw your attention to the evident inaccuracy of a telegram published in your issue of the 26th inst., from Yokohama, 22nd January. "Cottons and Woollens unsaleable; stocks on hand estimated to be sufficient to last for several years; current prices generally show a loss of fifty per cent." Not to enter into details, I would simply say that anyone interested in the Japan trade and in receipt of regular telegraphic information will know that none of the staple articles of import, either Cotton or Woollen, had up to the third week in January become unsaleable, that none were in sufficient stock for several years, and that the current prices for none of them showed a loss of fifty per cent. The above telegram is therefore likely to mislead, and as such ought to be corrected.

AMONG the candidates for the new Parliament we notice the following:—Dumfriesshire, ROBERT JARDINE; Ross and Cromartie, ALEXANDER MATHESON; Bedford, CHARLES MAGNIAC; Wick, JOHN PENDER; Exeter, EDGAR BOWRING; Essex, T. C. BARING; Devizes, H. N. LACY; Brighton, GEORGE DUDDELL and JAMES WHITE. Mr. R. W. CARWFORD, late member for the City of London, has withdrawn. It has been rumoured that Sir RUTHERFORD ALCOCK would stand for election, but his name does not appear amongst the candidates. He is making himself "generally useful" on various committees and meetings.

WE regret to see that IWAKURA, the late chief of the Embassy to Europe, has been the object of attack by his political opponents. We trust that the MIKADO's Government will not fail to make an example of the miscreants who attacked him. We do not wish to again see "cutting down" in vogue.

LATEST TELEGRAMS.

—o—

THE WAR IN SUMATRA.

THE HAGUE, JAN. 26.—The Government has received a despatch from the Dutch Consul at Penang announcing that the Kraton has been captured by the troops, with little loss.

THE HAGUE, JAN. 27.—The Government has received the following official despatch to-day:—"Atchin, Jan. 24.—The Dutch troops have captured the Kraton, after a successful attack on its western side. When entered, the place was found to be abandoned." This result is considered as deciding the war.

PENANG, JAN. 27.—The Dutch troops had only three killed and eighteen wounded in capturing the Kraton.

PENANG, JAN. 30.—The ex-Prime Minister of the Sultan of Atchin positively declares that the Treaty alleged to have been concluded between Holland and Atchin in 1857 is a fabrication.

THE HAGUE, FEB. 1.—The Dutch Government has received a telegram from Penang of to-day's date, expressing a belief that the war has been virtually terminated by the decisive victory obtained on the capture of the Kraton. Panglenapolim and the Sultan seemed desirous to continue the struggle, but their want of allies would prevent their doing so. Cholera had again broken out, and rumours were current that the Sultan of Atchin had succumbed to the disease, and that Panglenapolim had been attacked with it. There had been eighty-three victims of the epidemic among the reserve in three days.

THE LAROOT PIRATES.

SINGAPORE, JAN. 23.—Sir Andrew Clarke has returned here from Perak, having disarmed the belligerent Chinese, destroyed their stockades, and restored the captured women and children to their homes. Sir Andrew has also suppressed all piracy on the seaboard and rivers of Laroot.

ATTEMPTED ASSASSINATION OF A JAPANESE MINISTER.

YEDO, JAN. 14.—Iwakura, the Second President of the Council of State, was murderously attacked to-day, but only slightly wounded.

MARKET REPORT.—CHINA.

SHANGHAI, JAN. 29.—More business doing in Cotton Piece Goods and Woollens; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.2 to 2.0.3; T-Cloths, 6lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.4.8. Cotton; Fair medium China Tls. 8½. Silk: Market very dull and drooping; Tsatlee, No. 3 Koonfoongs, Tls. 454 to 465; No. 4, Tls. 390 to 410; Red Peacock, Tls. 360; Blue Elephant, Tls. 370; total settlements from 1st June to date, 49,250 bales; total export (from Shanghai) since commencement of the season, to England 29,000 bales, to the Continent 15,000 bales; unsold stock 5,000 bales. Exchange on London: Bank bills, six m.s., 5s. 10½d.; Mexican Dollars, Tls. 73.7.0.

HONG KONG, JAN. 29. — Market for Cotton Piece Goods and for Woollens quiet; Grey Shirtings, 6½ catties, 8¼ lbs., $2.55; Cotton Yarn, 16-24, $119; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2.05. Cotton: Fair medium Bengal, $12. Exchange on London: Bank bills, six m.s., 4s. 3⅜d. Tea: Foochow season closed. Silk: No. 4 Tsatlee, at Canton, $415.

STRAITS SETTLEMENTS.

SINGAPORE, JAN. 27.—Small business in Manchester goods; Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7lbs., $2.2½; T-Cloths, 6 lbs., ordinary, $1.52½. Gambier, $5.12½. Pepper: Black (Singapore), $15; White (Rhio), $18.25. Tin (Malacca), $31.25. Coffee (Bonthyne), no supplies. Exchange on London: Bank bills, six m.s., 4s. 3⅜d.

PENANG, JAN. 28.—Tin, $30.55. Pepper: Black, $15.25; White, $22.75. Sugar, No. 1, $6.50; No. 2, $4; No. 1 basket $2.90. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3⅜d.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, JAN. 30.—The P. and O. Company's steamer Ceylon arrived here at 9 P.M. yesterday, and the mails left for London at 1.50 A.M. to-day.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JAN. 26.—The P. and O. Company's steamer Hydaspes left at ten this morning, with the homeward India and China heavy mails, and may be expected at Southampton about the 8th proximo.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, JAN. 25.—The P. and O. Company's steamer Bokhara arrived here at 1.30 P.M. to-day, with the heavy India, China, and Australian mails, 78 passengers, £584,410 in specie, and 11,396 packages of cargo. The Bokhara has come home from India via the Suez Canal, her dates being—Bombay, December 22; Aden, 29; Suez, January 5; Alexandria, 12; Malta, 16; and Gibraltar, 20.

NEXT INWARD MAIL.—SUEZ, JAN. 27.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 4th of February.

INWARD MAIL DUE FEBRUARY 23.—GALLE, JAN. 30.—The Messageries Maritimes steamer Tigre, with the French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, JAN. 29.—The P. and O. steamer Tanjore sailed to-day for Gibraltar, Malta, and Alexandria, with the heavy India and China mails, a large cargo, and 2,288 packages of specie, &c., value £588,367. The corresponding Overland mail will be despatched from London on the 6th of February

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OUTWARD MAIL OF JAN. 2.—GALLE, JAN. 30.—The Messageries Maritimes steamer Peiho, from Marseilles, Jan. 4, left here to-day for Singapore.

OUTWARD MAIL OF DEC. 26.—PENANG, JAN. 25.—The P. and O. mail from London, Dec. 26, arrived here to-day.

OUTWARD MAIL OF DEC. 19.—SINGAPORE, JAN. 22.—The French mail from London, Dec. 19, arrived here to-day.

OUTWARD MAIL OF DEC. 5.—SHANGHAI, JAN. 22.—The French mail from London, Dec. 5, arrived here to-day.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Dec. 14, Glenroy (str.); from Liverpool, 8, Nestor (str.); from London, &c., Jan. 22, Chieftain, Belted Will; 28, Novelty, Liverator; 29, Scotland.

At HONG KONG and CANTON.—From London, Dec. 18, Cheops (str.); from Liverpool, 21, Sarpedon (str.); 22, Deucalion (str.); from Hamburg, 18, Atalanta (str.); 19, Dronning Louise; from London, &c., Jan. 27, Glenaros, Berar; 29, Consolation, Naomi, Egeria.

At MANILA.—From Liverpool, Dec. 10, Yrurac Bat (str.); from Dundee, Nov. 29, Butuan (str.).

At SINGAPORE.—From London, Dec. 20, Catharina; 22, Vasco de Gama (str.); Jan. 27, Rosalind, Tom Morton, Canton; from Shields, 17, Deerfoot; from Cardiff, 20, Profeta; 30, Carlo Frigomi; from Sunderland, 21, Inheritance; from Liverpool, 28, Menelaus (str.); 27 Jan. Priam (str.), Antenor (str.); from Newcastle, Marie; from Southampton, 30, Lombardy (str.)

At PENANG.—From Liverpool, Jan. 28, Antenor (str.); Dec. 26, Menelaus (str.); 27, Consolation (str.); from United Kingdom, Jan. 28, Kelso.

At BATAVIA.—From Liverpool, Dec. 20, Cuba; from Newcastle, Jan. 11, Craig Ewan, Petronella; from Sunderland, 18, Nieuwe Waterweg; 11, from Shields, Nederlanden Oranje; from Texel, Jonge Jan.

DEPARTURES.

From SHANGHAI.—For London, Dec. 7, Achilles (str.); 17, Nestor; For New York, 7, the Murray; 9, Black Prince.

From FOOCHOW.—For London, Dec. 5, Melbrek; 12, Achilles (str.); for Falmouth, f.o. 9 Andreas.

From HONG KONG and CANTON.—For London, Dec. 15, Achilles (str.); 24, Nestor (str.); for Falmouth, 13, Alexander; for New York, 13, H. Upman; 20, Kinfaus Castle.

From MANILA.—For Liverpool, Nov. 21, Ardito; 30, Eugenio; Dec. 4, Taffarette; for Channel, f.o., Nov. 29, Condore; for Boston, Dec. 2, Archer; for New York, via Cebu, 10, Chalger.

From SINGAPORE.—For London, Jan. 21, Glenyon (s); Dec. 19, George Shotten; 22, Timolconte (s), Achilles (s.); 25, Gordon Castle (s); for Liverpool, 25, Duncraig; for Marseilles, 25, Auguste; far New York, Gratitude.

From PENANG.—For Portugal, Dec. 20, Duquer de Palmelia; for London Jan. 28, Velocity.

From BATAVIA.—For Holland, Dec. 15, Kearsage; 21, Harrington (str.); 24, Maria Sarah.

VESSELS LOADING.

At SHANGHAI.—For London, none; for New York, White Adder, Doune Castle.

At FOOCHOW.—For London, Lucerne.

At HONG KONG and CANTON.—For London, Glenisla.

At MANILA.—For London, Sonora; for Liverpool, Nola, via Cadiz; for Channel, f.o., Sumatra; for New York, Puritan.

At SINGAPORE.—For London, Lavarello, Nestor (str.), Nizam (str.); for Liverpool, Deerfoot, Inheritance; for New York, Ben Nevis, Yvonne.

At PENANG.—None.

At BANGKOK.—For Marseilles, Albert Cezard.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £3 per ton of 40 feet; to New York, £2 10s. to £2 per ton of 40 feet.

At FOOCHOW.—To London, £3; to New York, £3.

At HONG KONG AND CANTON.—To New York, £3.

At MANILA.—To London, sugar £2 16s.; hemp £4 10s.; to New York, sugar $11, hemp $11 to 12.50.

At SINGAPORE.—To London, deadw eight £3 5s., measurement £3 10s. per ton by steamer, per sailing vessel, £2 15s. and £3 5s.; to New York, £3 10s.

At PENANG.—To London, tin £3, tobacco £4.

At BATAVIA.—To London £3 5s., to New York £3 17s. 6d. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Nov. 23	Laurel	Shanghai	London
Dec. 5	Halloween	Do.	Do.
„ 10	Craig Ewan	Newcastle	Order
„ —	Amstelstroom	Texel	Sourabaya
„ 15	Maibit	Batavia	Amsterdam
„ —	Friesland	Do.	Do.
„ 16	Lothair	Macao	London
„ 18	Kosmopoliet II.	Rotterdam	Batavia
„ 19	Jonge Jan	Texel	Do.
„ 20	Julia Ann	Liverpool	Do.
„ —	Cyclone	Montevideo	Do.
„ —	Muray	Shanghai	New York

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 29, at Deal, from Rangoon, City Camp, Papa Olivari; 28, off Dungeness, from Batavia, for Amsterdam, Waterloo; 25, at Genoa, from Ilo Ilo, Insulaire; Jan. 30, at London, from Rangoon, Elisabetta D.; 29, at Bristol, from Batavia, Sea Foam; 31, at Falmouth, from Batavia, India; 29, at Deal, from Batavia, for Amsterdam, Noordzee Kanaal.

DEPARTURES.—Jan. 29, from London, for Cardiff and Singapore, Ulva; 28, from Cardiff, for Galle, Africano; 29, from Liverpool, for Yokohama and Hiogo, Chusan; Feb. 1, from London, for Colombo, &c., James C. Stevenson (str.); for Singapore, China, &c., Cassandra (str.), Crocus (str.); for Colombo, &c., Eldorado (str.); for Cardiff and Singapore, Don Quixote; Jan. 31, for Singaporo, Crest of the Wave; 29, from Liverpool, for Japan, Chusan; 30, from Cardiff, for Hong Kong, Swiftsure; from Liverpool, for Manila, Emiliano (str.).

STEAMER PASSED THE SUEZ CANAL.—Jan. 28, Lotus, from London, for Singapore, Java, &c.

SPOKEN.—Wilhelmine (Dut. barq.), Rotterdam to Java, Nov. 10, 19 S., 30 W.; Honigby (Dut.), Rotterdam to Sourabaya, Dec. 5, 27 S., 29 W.

MISCELLANEOUS.—Brixham, Jan. 28.—Seven seamen belonging to the Blair Athol, of London, from Sunderland to Singapore, have been charged by the master, White, before the magistrates at Churston Ferrers, with refusing duty; the defence was that the vessel was leaky, and the forecastle wet, which statement having been admitted to a certain extent by the master, the Bench decided that the Board of Trade surveyor should be requested to survey the vessel, and the inquiry was adjourned until the 31st. Dartmouth, Jan. 30.—The Blair Athol, from Sunderland to Singapore, which put in here, Jan. 23, with a refractory crew, has been surveyed to-day by the Board of Trade surveyor.

CASUALTY.—A telegram from Port Said announces that the Harrington (s), from Java to Rotterdam, arrived at Suez on the 25th Jan., and is likely to be detained a fortnight for repairs, the junk packing ring of one of the cylinders having broken.

SHAM RELICS.

The *Athenæum* has devoted considerable labour to the exposure of a colossal swindle known as the Shapira Collection of idols, vessels, and pottery with ancient inscriptions from Moab, which adds another and an instructive chapter to the history of forgery and credulity. It was an ingenious combination of forgeries, appealing at once to the scholar, the archæologist, and the numismatist. It is now about two years since it began to be rumoured that a certain Jewish Protestant convert, living in Jerusalem, was receiving from an Arab small quantities of pottery, vases broken and entire, figures of animals, and rudely-executed statuettes of men and women. Presently it was discovered that on many of these things were inscriptions in that old Phœnician character, the direct ancestor of our own, in which the Moabite Stone was written. They were evidently ancient, being encrusted with a layer of saltpetre, the natural effect of time and damp on earthenware; their form, grotesque and rude, indicated the earliest stage of art; the emblems which adorned them pointed to a cult which was apparently a mixture of astronomical and nature worship; in the seven punctures which adorned the figures were the seven planets; in the earthen calf the reference was obvious to the brazen calf. These things, it was contended, could not be forged by an Arab; each specimen would cost too much to make; and the manifest antiquity of the whole, as proved by the saltpetre, was by itself a sufficient argument in their favour. Notwithstanding all these things, English archæologists refused to give in their adhesion. They stiffly maintained that any genuine Phœnician inscription could be read; that it would be written in certain forms of letters already ascertained; and they pointed not only to forms which deviated from the recognised type, but also to a bilingual inscription on a vase, which would have been invaluable but for the fact that in neither character could it be read, while the two characters could not by any possibility be used on the same jar, except at an interval of many hundred years. But then came fresh intelligence. Two German travellers, with Mr. Shapira, crossed into Moab and dug for themselves, finding bits of pottery like those in the collection. Curiously enough, even this proof failed to convince the stiff-necked English. The German Government, however, unwilling to lose so great a prize, bought the whole collection for £1,000, and had it transferred to Berlin, the Museum of which city it now adorns. A second collection was immediately commenced, with commendable zeal and rapidity, until a sudden and disastrous stoppage to the whole business was caused by M. Ganneau's exposure of the fact that it was a forgery from beginning to end. He has sent home an account, which will be supplemented by a fuller statement, but which, meantime, is as amusing and as minute as a narrative by Defoe. M. Ganneau possessed, to begin with, a certain knowledge which placed the unhappy artist, the forger, at a disadvantage; for he knew what we may call the handwriting of the inscriptions. "These," he said, "are the work of my old friend Selim el Gari;" and on returning to Jerusalem for the Palastine Exploration Fund he resolved that his first work should be to bestow publicity upon a modest but meritorious designer. He reflected that to manufacture pottery requires the assistance of a potter, and so, without exciting the suspicions of Selim, he began by visiting in turn all the half-dozen potteries in Jerusalem, and making the acquaintance of the workmen. The result was that he speedily found the men who had assisted Selim, and has been enabled to send over as graphic a confession as we remember to have read. In it we see the twilight procession, carrying grisly Moloch and his band from the workshop to the potter; we see the artful dipping in the saltpetre, which should give the gods of the Moabites a premature and precocious age—"to make them grow old," said honest Selim; and we are told of the scrupulous care with which any tell-tale fragment was gathered up. What we do not see, but may imagine, is the consternation of the respectable Selim el Gari, with that of the pious proselyte, his colleague, dupe, or accomplice, Shapira; and the disappointment of the German archæologists.

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THE ADULTERATION OF TEA.

The following memorial has been forwarded to Mr. Gladstone from firms engaged in the wholesale Tea trade in the City of London. The memorial was accompanied by a request that the Premier would receive a deputation on the subject.

To the Right Hon. William Ewart Gladstone, M.P., D.C.L., First Lord of the Treasury and Chancellor of the Exchequer. The Humble Memorial of the Wholesale Dealers in Tea in the City of London, showeth—

That your Memorialists, who are largely engaged in the sale of Tea, are most anxious to prevent adulterated Tea from being sold in or imported into this country, as being a great discredit to the trade, and most injurious to all engaged in it.

Your Memorialists have observed with much regret that the Adulteration of Food Act, 1872, has from its defective construction been administered in a manner that, without preventing many of the evils it was intended to remedy, has been most oppressive to the retailers, many of whom have been prosecuted and fined, their names published as fraudulent tradesmen, their trade damaged, and their characters injured, for selling Tea in good faith (your Memorialists believe in every case) in the same state in which it was imported from China, and on which the Customs had received Tea duty. Under the present Act sanitary inspectors can, practically, only deal with articles offered publicly for sale, and as China Tea is principally sold by the importers by private contract, the sellers of tons escape all penalty, whilst the sellers of ounces bear all the fines and discredit of a public prosecution for selling the same Tea. The novel practice under this Act of analysts applying severe chemical tests to Tea makes it impossible for the retailer to protect himself from its penalties by the ordinary careful examination he can make of the article; in support of which statement your Memorialists beg to remind you that two most able stipendiary magistrates of Liverpool and Birmingham, who have tried and convicted several grocers under this Act, have stated in the plainest language, that to escape its penalties the grocer will require to have every parcel of Tea he sells analysed. Your Memorialists respectfully submit that a much more precise definition is required in the Act as to what constitutes "adulteration," seeing that few articles of food can be prepared totally unmixed with foreign yet harmless substances, and it is the more difficult to prevent this in Tea, owing to the mode of its preparation in China.

Your Memorialists therefore beg to suggest that every chop or parcel of Tea imported should be sampled by the Dock Company, and a portion of it sent to the sanitary inspector for analysis; that no parcel should be allowed to be entered for "home consumption" until the inspector has certified that it is fit for food, and not adulterated within the meaning of the Act. Your Memorialists believe that by this simple and inexpensive mode the public would be most effectually protected, as all adulterated Tea on its arrival in bulk would be detected and refused admission for consumption. Chops of Tea generally consist of from 100 to 1,000 packages, the whole of which would thus be stopped by one inspection and analysis; but if allowed to leave the bonded warehouse, each chop or parcel would probably be distributed among a large number of retailers, many of whom would escape any visit from the inspector, whilst others would be prosecuted, as well as exposed to the conflicting opinions of different magistrates and analysts for selling the same parcel of Tea. Your Memorialists, in conclusion, respectfully urge that the present vexatious prosecutions of the retailers may be suspended until the Act has been amended, and thus prevent the infliction of further injury and undeserved discredit on the retail grocers.

THE MALACCA STRAITS.

Mr. Thomas G. Bowles, who wrote the article referred to by Mr. Gladstone and Mr. Disraeli on the Straits of Malacca, and who is the Conservative candidate for Darlington, has addressed a meeting in the Mechanics' Hall in that town. He said Mr. Gladstone had done him the honour to refer to an article which he had written in *Fraser's Magazine*, and with that spirit of rampagious fun which always distinguished him, made a joke on his name, but he should not try to do the same with Mr. Gladstone. This was not a subject to be approached with flippancy or in the spirit of Joe Miller. In 1819 the Government obtained exclusive possession of the Straits of Malacca; all the trade to China and Japan must pass through those Straits. We had absolute control of the Straits by the arrangement of 1819. We acquired the Malacca side, and on the other we entered into alliance with the Sultan of Atchin. Three years ago the Dutch came to us and offered if we would allow them to go and attack the Sultan of Atchin that they would give us their territories on the Gold Cast; if we gave up this gateway they would give us some territories on the Gold Cost which were worth nothing to them and less to us, and which would involve us in a war with King Koffee. This was not a very likely proposal, but our Ministry accepted it, and gave up the Sultan of Atchin to the attack of the Dutch, although we had engaged by treaty that the independence of Atchin should be respected. There never was such a bargain in the whole history of this country, but it was accepted. Mr. Gladstone made a mystery of it by mixing it up in such a way as reminded him of diplomatic correspondence. If the Conservative Government, as Mr. Gladstone had said, had given up Siak, that was wrong; but that did not make Atchin right. We were not pledged to Siak, but we were to Atchin, and upon England had rested the bloodshed which had taken place in Atchin. Our Government were told by the Dutch to take care and get the King of Ashantee, when they took over the protectorate, to sign the treaty, but they never did so. "If you don't," said they, "you will have a war." Knowing, as our Government did, as proved by the letters which passed between Lord Granville and Lord Kimberley, that if the claims of Ashantee to Elmina were not renounced they would probably have a war, they nevertheless signed the treaty.

The *Morning Post* prints the subjoined letter, signed "Common Sense":—It is about as likely that the Dutch could and would intercept the British trade between India and China as that they will again sail unresisted up the Thames and burn the ships in Chatham Dockyard. But the question raised by Mr. Disraeli is curious as an indication of cast of mind and character. When Mr. Gladstone asserted that the draft of the Treaty of 1871 was approved by Lord Derby, he meant of course that it was not altered in any point bearing upon the question; and when Lord Derby, in his letter to *The Times*, says that he "purposely excluded all mention of Atchin," his lordship evidently meant to convey the impression that the possession or control of Atchin might affect the navigation of the Straits. Mr. Disraeli, improving on the noble lord's hint, actually goes the length of saying that "this dependency, being opposite to our own dependency of Penang, has always been held necessary to the security of our navigation." It is difficult to conceive a more astounding error. Atchin forms the northern extremity of the Island of Sumatra, opposite the opening of the Straits, where the channel is more than a hundred miles broad. Penang lies to the south of the Malay Peninsula (which Mr. Disraeli declares to be at least 500 miles long), and not far from the narrowest part of the Straits. Atchin and Penang, therefore, cannot be less than 400 or 500 miles apart; and Atchin has about as much to do with the navigation of the actual Straits as the Land's End with the navigation of the Needles, or the Hebrides with the Channel between Dover and Calais.

Upon this letter the *Post* comments as follows:—"Common Sense" is rather hasty. If a foreign Power were to hold the Land's End, say Falmouth, the navigation of the channel would be vitally menaced. Atchin is the key to the northern entrance of the Straits, as Singapore is of the south. "Common Sense" appears to have identified Penang with Singapore; Penang is opposite to Atchin at a distance of upwards of 200 miles; Singapore is about 400 miles from Penang. Lord Derby evidently said exactly what he meant to say in his letter, and he did intend the inference that the possession of Atchin might affect the navigation of the Straits.

The following letter from Lord Derby appears in *The Times* of Friday:—The language used by Mr. Gladstone in his speech would seem to imply that the draft Treaty proposed to the Dutch Government in September, 1868, and for which the Conservative Cabinet then in power is responsible, was identical in substance with the Treaty concluded in 1871. This is not the case. The draft of 1868 involved a recognition by the British Government of all territorial acquisitions made by the Dutch up to a recent date, those acquisitions being then accomplished facts; but it purposely excluded all mention of Atchin, the status of which would have remained unaltered but for modifications introduced after the Cabinet of 1868 had ceased to exist.

JAPANESE POLITICS.

Japan (says the *Globe*) has been passing through the agonies of a Ministerial crisis. The Prime Minister retains office, but the majority of his colleagues have had to resign. The management of foreign affairs, which was in the hands of Soyejima, has been given to Terashima, late Minister at the Court of St. James's. The subject of dispute has related to Korea. The people of that country maltreated certain Japanese subjects, and instead of making reparation sent what the *Japan Mail* calls "an insulting message," and a "truculent assertion of independence." A party in the Cabinet clamoured for war. The national honour, they asserted, ought to be maintained, and an insolent tributary thoroughly subjected. The counsels of those in favour of peace prevailed. There is every reason to congratulate Japan on this result. It would be a pity if the country were, under all circumstances, tamely to submit to rude treatment. Without a high sense of honour and self-respect its growing material prosperity will be of little avail. But when war is proposed it is right to ask whether the object to be gained is worth the sacrifice. In the present instance there is no doubt as to the true answer to this question. Korea, as the *Mail* points out, "is not only not necessary to Japan, it could only be a source of burden and perplexity to her." Moreover, "the insolence of the Koreans is that of barbarians, and the welfare, happiness, and progress of the millions of Japan ought hardly to be risked for the chastisement of this." Japan has entered upon a great career, and in developing her resources her rulers display energy and wisdom that have won the admiration of the most advanced nations. Her progress would be indefinitely retarded by an expensive and useless conflict with a half-savage neighbour.

THE DEATH OF M. GARNIER.

The *Globe* prints the subjoined remarks upon the fate which has befallen M. Garnier. The French, like ourselves, have just lost a great traveller—Francis Garnier. He has died at the early age of thirty-four, having left the great work of his life only half achieved. His day-dream of colonising Indo-China may now never be realised; but the services which he rendered in the attempt will keep the memory of his name fresh. France was proud of the young marine who, when only twenty-three years old, had taken an important part in the Cochin China Expedition, assisted in the capture of Saigon, and been entrusted with the sole government of a city of 80,000 inhabitants. His last exploit, the capture of a fortified town, whose walls and outworks had an extent of six kilometres, and which was garrisoned by 7,000 men, showed an almost Quixotic courage. At the head of 150 marines he attacked the citadel of Ha-noi, and captured it and 2,000 prisoners without the loss of a single man. But, besides this military glory, the name of Garnier had become famous throughout Europe for the great exploration of the Me-kong in 1866, and for that most valuable but modest "History" which the full account of this expedition is set forth. It was for these services that the Geographical Society of Paris awarded him its gold medal, and that he received a similar honour from our own Geographical Society—a distinction which had not previously been accorded to a Frenchman for five-and-thirty years. At the International Geographical Congress, held at Antwerp, the medal of honour was divided between him and Livingstone. The work of colonisation did not seem to thrive under the Imperial rule. It remains to be seen whether Republican France can realise the day-dream of Francis Garnier's life by converting the whole of Indo-China into a French dependency.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, FEB. 2, 1874.

STUDENT INTERPRETERS FOR CHINA.

OUR contemporary, the *North China Herald*, has done good service in drawing attention to the appointment of Student Interpreters for China, in direct opposition to the Report of the Commission on the Consular Service. It will be remembered that in his evidence before the Commission; Sir RUTHERFORD ALCOCK strongly advocated a reduction of from ten to six in the number of the staff of Students at Peking, on the very reasonable grounds that the Service in China was already so much over-manned that promotion was at a stand-still, that the public money was wasted by the disbursement of a number of small salaries among a far too numerous staff, whereas an increased scale of pay awarded to fewer men would insure a more efficient performance of the Consular duties, and that these causes tended to make the officials discontented, and to destroy that loyalty to the Service which has marked the careers of such men as PARKES, WADE, ALCOCK, MEDHURST, and many others. Sir HARRY PARKES' evidence tended in the same direction, and the Commission expressed themselves strongly in favour of the suggestions made by these two distinguished officers. Yet almost immediately on the appearance of the report eight new appointments were made, and now again two more students have been added to the already over-crowded college at Peking. A few figures will sufficiently show the cause of the present stagnation in promotion, and will explain the consternation which prevailed among the members of the Service when the news reached China of the intention of making the two further appointments which have just been gazetted. In 1863, after the establishments at the ports opened to trade by the last Treaty had been nominated, there were stationed at the fifteen ports forty-three officers, with a reserve of nine Students, at Peking. In 1868, when sixteen ports were open to trade, the Consuls and their staffs numbered forty-five, and the Students *eighteen*. In 1873, after two ports had been closed, *forty-six* officers were distributed at the remaining fourteen trading depots, and *seventeen* young gentlemen studied Chinese at Peking. To this number two more have now been added; so that out of the total number of sixty-five of all ranks, nineteen are kept in reserve. Twenty-six Students were appointed between the years 1863 and 1868, and fifteen between this latter year and 1873, to fill about twenty vacancies caused by deaths and retirements. The hardship inflicted on the Service by thus over-crowding the junior ranks is two-fold. In the first place, it prevents the possibility of there being any chance of that promotion which a young man entering the Service may fairly expect to get, and it relegates the prospect of gaining that increase of pay to which the whole Service is fairly entitled, as was admitted by the Commission, to the dimmest future.

If there were work for the army of Student Interpreters at Peking to do, of course no fault could be found for the recent appointments. But it is a fact, as Sir HARRY PARKES pointed out in his evidence, that the staffs at the Consulates are quite out of proportion to the work required of them. And even supposing that in 1863 the Consulates were not over-manned,—why, if nine Students were then considered a sufficient reserve, should nineteen be now required when there is one port less to provide for? We can only suppose that the officials at the Foreign-office trouble themselves as little about the wants and condition of the Service as they do about the interests of commerce in China. It is time, however, that the matter should be brought prominently forward, and steps should be taken to remedy an act of injustice upon a body of men who have devoted their lives to the service of their country under circumstances and surroundings already sufficiently discouraging.

HER Majesty's subjects in the Settlements of the Straits of Malacca must feel proud when they see that the course pursued by the GLADSTONE Government in relation to them and the Sultan of ATCHIN is turned to account by the Conservatives in the present "general election." It bears resemblance to the dissolution by Lord PALMERSTON on the question of our policy with China in 1856. It is singularly fortunate that our interests in the Far East should thus obtain prominence. We trust that the next Government, whether Liberal or Conservative, will take warning and give more heed to the maintenance of our prestige in those parts. Anything more miserable, not to say contemptible, than the policy pursued for the last five years can hardly be conceived. Our readers may rely on our judicious persistence in keeping their interests constantly before the new Government.

IN another column we report a meeting on the subject of Indian teas. Indian tea, since 1864, has made extraordinary strides, ranking now as one of the staple products from India. The prices obtainable for the leaf, during the past year or two, have been highly profitable to planters, thus stimulating them to bring under cultivation new land. Demand is now outstripping the supply, and this will be more noticeable as the year advances. The North-West Provinces of India, and also several districts in Central Asia, draw a portion of their wants from India, green tea from the Kumaon district being in especial favour, owing to its great strength and pungency. The competition of late for Indian tea has been very keen, owing to the increasing use in Ireland, especially in the north-west, and in many towns in Lancashire.

THE appointment of Mr. JULIAN PAUNCEFOTE, late Puisne Judge of the Supreme Court at Hong Kong, to the Chief Justiceship of the Supreme Court of the Leeward Islands is gazetted. The honour of Knighthood has at the same time been conferred upon Mr. PAUNCEFOTE.

IT is stated that the Emperor of RUSSIA has declined to arbitrate between the Peruvian and the Japanese Government on the case of the seizure of the *Maria Luz*, on the ground that the vessel has been clearly proved to have been engaged in an unlawful transaction.

THE Archbishop of CANTERBURY has conferred the degree of Doctor in Divinity on the Rev. JOHN SHAW BURDON, the new Bishop for Victoria, Hong Kong. It was intended that Mr. BURDON should have been consecrated yesterday at Oxford, but the ceremony has been postponed.

PRINCE FREDERICK CHARLES of Germany will shortly start on a lengthened tour, in the course of which he will visit China and Japan.

THE *Gazette* notifies that the honour of Knighthood has been conferred upon the Hon. THOMAS SIDGREAVES, Chief Justice of the Straits Settlements.

DUTCH INFLUENCE IN THE FAR EAST.

In the course of a speech delivered by Mr. Gladstone to his constituents last week, the Premier made reference to a passage in Mr. Disrael's address which had reference to our policy with regard to the extension of the powers held by the Dutch in Sumatra.

"Mr. Disraeli" (said Mr. Gladstone) "has himself chosen the scene of action with respect to foreign policy. He has laid it in a very distant quarter of the globe—about as far off as the kingdom of Brobdingnag. He carries you to the Straits of Malacca. He says that we have committed most astonishing acts of ignorance or folly in the Straits of Malacca, and have compromised the freedom of our trade with China and Japan. Well, gentlemen, I must detain you a few minutes upon this point; and although the Straits of Malacca do not sound like a very inviting subject, I am mistaken if you do not find it is not wholly devoid of interest. In the first place, I would observe that the transaction which Mr. Disraeli blames on our part was a transaction in the year 1871, and he has sat still in the House of Commons through the Sessions of 1872 and 1873, having entirely forgotten his duty to the Straits of Malacca. And now what has happened to rouse him

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from his nsensibility ? An article has been published in *Fraser's Magazine* bringing all manner of charges against the Government, and greatly enlightening the mind of Mr. Disraeli. That article I looked at to-day. I find it is written by a gentleman named Bowles, and I am greatly mistaken if Mr. Disraeli does not find on this occasion that those who play at bowls must expect to meet with rubbers. Let me give you a short statement of the case. Mr. Disraeli says that we had a treaty securing the freedom of the Straits of Malacca for our trade to China and Japan. We had no such treaty. We had a treaty with Holland which gave to England an exclusive jurisdiction on the Malay continent, and which gave to Holland a similarly exclusive title to frame treaties and to make her own arrangements in the island of Sumatra, which forms the other side of the Straits of Malacca, and in all the neighbouring islands. But that gave no security whatever for the free navigation of the Straits of Malacca. The treaty was dated in 1834, and I am not now going to discuss it. But if there is any danger in stopping the freedom of navigation in the Straits of Malacca you will agree with me that that danger accrues where the Straits are narrowest, because it is there, evidently, that interruption will be offered to the navigation. Now, the Straits are narrowest at that part of Sumatra which is occupied by the kingdom of Siak. The Dutch made a treaty some years ago by which they acquired almost a sovereignty—at all events, a virtual supremacy, in the kingdom of Siak. Well, then was the time of danger, if any. But when was that treaty made? It was made in 1858, when Mr. Disraeli was in office. It was forwarded by the Dutch Minister to Lord Malmesbury, as Foreign Secretary, on the 21st of September, 1858; and on the 23rd of September, 1858, Lord Malmesbury acknowledged its receipt and returned his thanks for the treaty. So much for Siak. But I must detain you a little longer. Under the then existing arrangement, where the Dutch made these treaties they made them treaties of exclusive trade, and so shut out British trade from the countries with which the treaties existed. That was a great evil. We had really no power of preventing them from making the treaties. We retained the truly British right of grumbling, but we never gave effect to it, and we had no power to give effect to it. The British Government thought it was a very evil thing for British trade to be excluded from those countries; and, consequently, they made a treaty with Holland under which they consented to give up this right of grumbling, which we never, for thirty years, had done anything to enforce; Holland, on the other hand, stipulating to give to British subjects and navigation in all the countries where she made treaties in those latitudes the same privileges she gave to Dutch subjects and navigation. I say that was not a bad, but a good treaty. But who made it? That treaty was drafted and was proposed to Holland in the year 1868, when Mr. Disraeli was Prime Minister and Lord Derby Foreign Secretary; and it is a most extraordinary state of things when the leader of a party is so destitute of topics—though he has, I must say, as ingenious a brain out of which to spin them as any man who ever occupied that or any other position; but such is his poverty and destitution of points to make against the Government that, although he travels all the way to the Straits of Malacca for the purpose, he manufactures his charge out of an act which is not a bad act, but a good act, and which was not done by us, but done by his own colleague, and by the Government to which he belonged. Understand me. When I say it was done, I mean this. The draft of the treaty concluded by us was forwarded by Lord Derby in the month of September or August, 1868. He deserved the main credit for it—and credit, not discredit, is what is due. And so, gentlemen, I will leave the Leader of the Opposition for the present floundering and foundering in the Straits of Malacca." Mr. Gladstone's address was frequently cheered, and at its close a vote of confidence was carried with acclamation.

THE ATCHIN WAR.

(THE TIMES.)

It is strange that a Dutch war on the coast of Sumatra should furnish a weapon in the political contest between the Prime Minister of this country and the leader of the Opposition. Mr. Disraeli observes in his address that, "by an act of folly or of ignorance rarely equalled, the present Ministry relinquished a Treaty which secured us the freedom of the Straits of Malacca for our trade with China and Japan; and they at the same time, entering on the West Coast of Africa into those 'equivocal and entangling engagements' which the Prime Minister now deprecates, involved us in the Ashantee War." The latter part of this charge needs no explanation, but the former may be less intelligible. The Straits of Malacca are here supposed to be commanded by the Power in possession of Atchin, and with that Power we were till recently in alliance. It may be said, indeed, that the Sultan of Atchin was in some sense under our protection, for it was stipulated by the terms of a Treaty to which we were parties that the independence of his dominions should be respected by the Dutch. In return, however, for the cession by the Dutch of their forts on the Gold Coast we relinquished the Treaty which restrained their operations in the East, and it may be anticipated, as a consequence, that the conquest of Atchin will sooner or later be effected. Whether the freedom of the Straits will be endangered by the result is a question of remote rather than immediate interest, but it may be conceded that such security as arose from the character of the native Government will hereafter be lost. The Commander-in-Chief of the land and sea forces engaged in the campaign has addressed a despatch to the Sultan of Atchin, in which the demands of the Netherlands Government are plainly stated. They amount, in fact, to a claim to suzerainty over the Atchinese Empire. General Van Swieten offers assurances and pledges of all kinds, doubtless in perfect sincerity, but he demands practically that the Sultan shall surrender his independence. In exchange for this sacrifice he promises the Sultan the "undisturbed possessions of his domains" and a "more extended authority over his subjects. The Dutch do not pretend to any "direct control" over the country, nor do they desire to meddle with its domestic administration. They ask only for a Treaty in conformity with a certain specified precedent, and we, with our own Eastern experience, can have no difficulty in understanding the conditions which are implied. The Sultan would accept a position of feudal dependence, as many Princes of India have done; the Dutch would confine the exercise of their control to the exigencies of their own policy, and beyond those limits would leave the native Government at liberty to rule as before. Even the undertaking to confirm and extend the authority of the Sultan over his own subjects is exactly in accordance with Indian practices. When a native State passed under our protection we guaranteed its Sovereign against popular insurrections, reserving to ourselves the right of correcting maladministration by summary intervention when the necessity arose. It is said, too, that this engagement on the part of the Dutch might be peculiarly acceptable to the Sultan at the present moment. We have been informed that his authority is repudiated by the party now in arms, and that the war is carried on by a fanatical multitude which has possessed itself of power. That there is a Peace Party as well as a War Party in Atchin is, indeed, assumed to be notorious in General Van Swieten's despatch, and the Dutch Commander almost implies that the Sultan at heart belongs to the former. The reports of movements so obscure must, of course, be received with caution, but we are assured that even the communication before us was not allowed to reach the Sultan's hands, and that the appeal itself was disregarded by the dominant faction intrenched in the citadel.

The war, therefore, goes on, nor can we suppose the ultimate result to be doubtful; but it may be inferred from the despatch of the Dutch Commander that he would have been glad to be spared from the certain difficulties and possible vicissitudes of the contest. He evidently foresaw hard fighting, and was not at all disposed to underrate the resistance of the enemy; so that, though his summons is decisive and even peremptory, it is accompanied by many conditions calculated to render it palatable. Nor need it be doubted that these terms were offered in good faith. The Dutch, when their object of sovereign control has been secured, can have little temptation to interfere with the religion or customs of the country. When General Van Swieten pledges his word that in these respects the people of Atchin shall remain undisturbed he may be readily believed, and when he disclaims any design on the part of his Government against their rights and liberties he is probably replying to reports which have been put into circulation by the War Party. The Dutch intend to reduce Atchin to the condition of a dependent principality. It is only "ultimately" that the Sultan is promised the Government of his country; but it may reasonably be assumed that the national institutions of the Empire will, for the most part, be left as they are. Interference in such matters would bring little advantage, and might create much trouble. The independence of Atchin has stood in the way of the Dutch, and they have resolved to get rid of the obstacle. It will cost them perhaps, more than they anticipated, but they have clearly no intention of withdrawing from the work. The Dutch General declares his intention to establish himself on the territory of Atchin, as, indeed, he has already done, and there, he says, he will remain "till the Empire has been conquered and a Treaty has been signed." Nor will he brook much delay in the matter. "The Dutch," he observed, "are a diligent people, and do not like to be stopped in their proceedings when they have an object before them." So his operations will not be relaxed even after the important success just announced, and any tardiness in replying to his requisitions will be taken as a refusal. As we have already said, the refusal has been inferred, and the war will now be fought out to the end. We need not scrutinise too closely the alleged causes of the quarrel. They resemble, it is true, those pretexts which on such occasions and between such belligerents are never wanting, but at the same time there is a sufficient air of probability in the statements advanced. That the Government of Atchin should have been engaged in slave-dealing and kidnapping, that it should have offered violence to traders, and withheld protection from their goods, can be believed without much difficulty; while it is certainly true that redress was refused, and that negotiations for a hostile alliance against the Dutch were opened with foreign Powers. How far the supposed designs of the Netherlands Government may have suggested such measures is a question on which we need not enter.

(PALL MALL GAZETTE.)

The objects which the Dutch proposed to themselves in venturing upon the invasion of Atchin are set forth with sufficient candour in General van Swieten's proclamation. They are determined, cost what it may, that Atchin shall not remain an independent Power. They are willing, as they profess, to leave the Sultan some shadow of local authority, but he must have no more a foreign policy of his own than the Government of India allows to Scinde or Holkar. Perhaps the Sultan himself might not be unwilling to accept a gilded servitude of this position, but his people, apart from the religious enthusiasm with which they have been lately inflamed, are animated with a strong spirit of independence. Nor has the rule of the Dutch in the southern portion of Sumatra or the neighbouring dependency of Java been such as to attract communities, however uncivilised, which retain their liberties. We do not doubt that Holland has been able to establish a specious case against the Atchinese; for when a barbarous State is fixed upon the borders of a civilised one, it is hardly possible that causes of quarrel should not arise. But the motive really animating the invaders is plainly enough an ambition for extension of territory, and if the whole island of Sumatra should thus fall into the hands of the possessors of Java the sum of human happiness, to say the least, will hardly be increased. Mr. Disraeli's remark that, by withdrawing our prohibition on the progress of Dutch conquest in the Eastern Archipelago, we have surrendered the freedom of the Straits of Malacca to our commercial rivals, is a legitimate point to make against a Ministry which blundered into a ridiculous bargain without calculating the consequences of any part of it. But the danger is, after all, rather a remote and not a very serious one. If we cannot hold our own against a third-rate Power like the Dutch so far as to make them leave the free water-way to China open for us, we must be fallen indeed; so fallen, in fact, that the piracy of Atchin would have done us at least as much harm as the jealousy of Holland. If we have sunk to this point, we may as well bid good-bye to commercial supremacy and empire together.

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THE OPIUM TRADE.

In alluding to Mr. Malet's report, the *Pall Mall Gazette* says :—

Altogether we have here a curious and instructive chapter in the history of the foreign relations of China. There undoubtedly was a time, not very remote, when the Chinese needed neither stimulants nor narcotics beyond such as their own weak tobacco leaf or tea could supply. They are still the most temperate people in the world—all, that is, who have not been infected with the vice of opium smoking, and that is still a vast majority of the population. We were mainly instrumental in creating the taste and the want, but at the beginning of this century the whole supply brought by our ships from India did not amount to more than some 4,000 chests. It was in 1773 that the East India Company made its first small venture, and in 1781 the Company freighted a vessel with 1,600 chests. "Sold, however, at a loss to one of the Hong merchants and found by him unsaleable, the whole was reshipped to the Archipelago." And now the annual shipment from India is some 80,000 chests. The trade has been a cause of war with China ; it involves so large a share of our Indian revenue that no financier dares to meddle with it, but looks with unceasing anxiety every year on its fluctuations ; and so enormous is the capital, both in India and China, engaged in the growth, transmission, or sale of opium, that neither the British nor the Chinese Government could do more than hamper its production and sale. We cannot be surprised that neither the Indian Government nor the Anglo-Chinese and Indian merchants showed any disposition to lend a favourable ear to the propositions of the Chinese negotiators. All that could be plainly seen was the danger of legislating at all for interests so gigantic, and so intimately intermixed with labour, capital, and trade in every branch. Any sudden displacement must jeopardise both profits and revenue. Indeed, it was easier to see how £8,000,000 of the Indian revenue now collected, in fact, from the Chinese, could be damaged or lost, than any probable benefit accruing if it were freely sacrificed to the Chinese Government or people. It is not, we say, to be wondered at under these circumstances that nothing came of the urgent demands made upon us at Peking. If the cultivation of the poppy in China is unchecked, and is susceptible, as no doubt it is, of almost unlimited extension, and the Chinese can grow it so much cheaper than it can at present be sold from India, with a 200 per cent. rate of duty upon it at Calcutta and Bombay, an additional element of danger and uncertainty must be accepted. If the change of taste which these reports show is already going on among the Chinese, leading them to prefer the flavour and effects of opium of native growth, should increase, the Indian drug and our trade in it will be placed at a fatal disadvantage, the Chinese drug being so much cheaper. Such changes have often taken place in other countries in reference to various commodities. The preference of the Americans to green tea rather than black, our own developed taste for the strong wines of Portugal and Spain, now again changing for the lighter produce of the French and Rhenish vines, are sufficient warnings of the fickleness of national tastes. It may be well to wait and watch, rather than to anticipate and make the evil that we fear. The process may, it is hoped, be more gradual in its operation from natural causes than Government interference or treaty stipulations could have secured. Such a policy as has been adopted would, in that case, be fully justified, for it is the suddenness or rapidity of any change from which the greatest danger is to be feared. If that can be avoided, the rest may be met with some equanimity ; but even at best the look-out is not satisfactory, and there are probably few, whether Indian administrators or merchants, who would not be glad, if the change were made without serious loss, to see all the land and capital now employed in the growth and transmission of opium transferred to other investments with better security for the future. For, if any loss come upon us through the opium traffic, there will be no lack of friends to tell us, with the wisdom of Solomon, " that wherewithal a man sinneth, by the same also shall he be punished."

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, JAN. 28.

On the 26th inst. we received an important official despatch from our Consul at Penang, stating that the Kraton had been captured, with very small loss to our troops. This news was somewhat surprising, because the previous telegram from Atchin stated that General van Swieten waited for reinforcements. From numerous public buildings and vessels flags were hoisted, and universal joy was expressed at the success of our military operations. Of course it is now obvious that the war must soon finish by the submission of the Sultan ; and in anticipation of this some papers are discussing the question, What will we do with Atchin? For my own part I fear that when Atchin is subdued to our authority our Government will find themselves involved in much trouble and difficulty.

Up to this moment nothing has transpired about the new Minister of the Naval Department. The *Nederlandsche Industrieel* assures us that the Ministerial Council has resolved to establish a special department for Public Works, under the management either of Mr. Hubrecht, now Secretary-General for the Home Department, or of Mr. Klerck ; whilst at the same time the Naval Department would be amalgamated with that of the Colonies. Perhaps these rumours may prove true, but at present they are without anything like official confirmation.

The election of Dr. A. Kuyper in the district of Gouda is—I need scarcely say—a most severe blow to the Liberal party. Great efforts were made to secure the seat for Mr. van der Loeff, but without success. The Opposition grows stronger and stronger in the Second Chamber, and the Ministry can now scarcely count upon a majority of even a single vote, so that their existence is again threatened. Something must be done, and perhaps Mr. Fransen van de Putte will adopt a *coup d'etat* similar to that with which Mr. Gladstone has created such surprise in England. It is obvious that at present the members of the Cabinet have not the support which every Ministry ought to enjoy, and I fear that no appeal to the people will provide a remedy for the actual state of things. Under the existing election law it seems impossible to bring the Second Chamber into harmony with the country, and if the Liberal party does not open a fresh and somewhat Radical chapter of liberal policy the party itself will be in danger of becoming extinct. The Liberal, Conservative, and Clerical papers are now engaged fighting out the question which party used the basest means to secure the victory at Gouda. In consequence of the death of Mr. de Brauw another election must take place in this district, and a third will become necessary if Dr. Kuyper declines to give up his clerical office to take a seat on the benches of the Opposition. An *entre-filet* in his paper *de Standaard* makes it still doubtful whether he will accept the seat or no.

You will remember that some time ago a question was raised of the establishment of an India brigade, but according to a correspondence from Harderwyk, it seems that the Minister of War has not much sympathy with the project.

The question of the alteration of our monetary system will not be decided as soon as was thought. It is said that the Government is still waiting for information and elucidations from the Governor-General of Java, and will postpone dealing with the Bill until the information has been received.

I am informed that several financial men, who are backed by English capitalists, have asked the Government for concessions for the construction of railways in Java, but nothing has transpired as to whether the Minister will grant their requests. It is earnestly hoped that he will lay before the members a definite plan for railways in Java when the Session is reopened next month.

The King has appointed Mr. J. F. Mossel President of the Chamber of Accounts in Java.

The day before yesterday H.M. screw steamer *Sambas*, destined for the Java Squadron, was successfully launched from the yard at Feyenoord.

A sum of f.10,000 has been subscribed here on behalf of the persecuted Roman Catholic priests in Switzerland. Charity does not begin at home with our Catholics, for their establishments of charity here are, it is said, utterly unprovided with funds.

The Steamship Company *Nederland* has made some alterations in the tariff of freights. Henceforth the freight will not be charged by the last, but by the cubic meter. The alteration is much approved.

The Society *Tot nut van 't Algemeen* has published a sketch of the history of the culture system in Java. It is very well written.

Mr. Schot, a member of the First Chamber, has met with an accident, but is recovering from its effects.

I regret to record the death of the Belgian litterator and novelist, Antoine Bergmann. His works are very popular in this country.

About the Money Market there is nothing to communicate of any interest. The rate of discount remains unaltered, and transactions at the Bourse have been very unimportant.

Bishop Williams, of Canton, has forwarded to the *Jardin d'Acclimatation* at Brussels a remarkable China plant—the first specimen of its kind received in Europe. This plant changes its colour three times a day, and is appropriately named *Hibiscus mutabilis*.

PRODUCE MARKETS.

COFFEE.—Prices went up again last week, and 71c. has been paid for good ordinary Java. There are, however, but very few parcels offered. The private transactions include about 10,000 bales, of which no particulars have transpired.

TEA.—There is no business doing, and the trade is inspecting the samples of the cargo China, ex Bellona, comprising 2,798/4 and 4,370/12 chests, which will be sold in auction on Feb. 11.

SUGAR.—The market is somewhat more animated, but prices have declined again. About 2,200 mats No. 10/12 changed hands at f.2 under November, and 2,200 mats No. 14⅝ at f.32 for export.

TOBACCO.—Prices of Java are well maintained, but transactions are of no importance. To-morrow about 300 mille Manila cigars will be offered in public auction.

TIN (Banca).—The market is very dull, and prices have greatly declined ; f.71 can scarcely be obtained, but holders decline to operate at this price. Billiton is nominally quoted at f.69½. There is not the least speculative demand.

COCOA-NUT OIL.—Holders decline to operate without an advance. The stock comprises only 15,000 kilo. Prime Cochin is quoted f.21½, prime Ceylon, f.21½, but these prices are nominal.

INDIGO (Java) has met with more demand, and about 200 chests changed hands at firm prices.

RATTANS.—A fair business has been done. About 1,000 piculs changed hands, but prices did not transpire.

SHIPPING.

ARRIVALS.—Jan. 20, at Zierikzee, from Batavia, Zuid-Holland ; 23, at Brouwershaven, from Batavia, Orient ; 26, at Texel, from Batavia, Eastern Queen (str.), Ocean ; from Maulmain, Söderhamm ; from Batavia, Koning der Nederlander (str.).

PASSENGERS INWARD.—From Java, per steamer Koning der Nederlanden :—Mr. L. de Wilde, Mrs. J. R. Couperus and family, Messrs. C. H. C. Byvanck, J. F. L. Schneider, F. C. Burgers, L. N. van Meeverden, P. van der Hoog, P. T. T. C. van Nieuwenhoven Helbacht and family, D. S. de Jong and family, E. A. P. Kohler, H. Empting and family, P. Koppenschaar and family, A. W. van der Tak, B. Benedictus, C. A. Reyers, J. M. A. Reerink, B. A. de Quay and family, D. J. P. van der Made, W. Sloot and family, J. J. Huyser, J. Chuzzi, J. Amsel, Mrs. C. Andreas.

Naval and Military.

It is reported on good authority that, whether Rear-Admiral Shadwell, the present Commander-in-Chief in China, decides on accepting the post of Hydrographer of the Admiralty or not, Rear-Admiral B. P. Seymour, C.B., now junior Naval Lord at

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Whitehall, will succeed to the command of that station, the only difference being that in the former case Admiral Seymour would relieve Admiral Shadwell in March, instead of in August or September.

The Sylvia, screw, surveying-steamer, 5 guns, 877 (695) tons, 689 (150) horse-power, Captain H. C. St. John, has been rigged and stored at Sheerness, and after trials, &c., will leave for Japan on surveying service.

The corvette Modeste, Captain Thomson, has undergone further trials in the Channel, and is now at Plymouth, preparing for despatch to the China Station.

Captain John Michael Bradley Wood, of the 31st Foot, died on the 25th ult., at Spring Bank, Chesterfield. He entered the service July, 1858; became Lieut. March, 1860; and Capt. March 1867. He served in the 31st Regt. throughout the campaign of 1860 in North China, including the action of Sinho and storming of Tangku (medal with clasp for the Taku forts). Served also during the operations against the Taepings in the vicinity of Shanghai in April and May, 1862, resulting in the taking of the stockade at Nauhsiang, capture by escalade of the walled cities of Kadin, Tsinpoo, Tsolin, and fortified town of Najow, the affair at Nauhsiang, and relief of Kadin.

The first ironclad built in Hull was launched from Earle's Shipbuilding and Engineering Company's yard on the 23rd ult. She was christened by Mdme. Goni, wife of Admiral Goni, the Almirante Cochrane. The vessel belongs to the class of seagoing ironclads, and has been designed by Mr. E. J. Reed, C.B., for the Chilian Government. She is armour-plated, and armed with six 12½-ton Armstrong guns. The engines are by Messrs. Penn and Company, Liverpool, and will work up to 3,000-horse power.

The screw line-of-battle ship Revenge has sailed from Spithead for the Mediterranean, with officers and crews on board for Her Majesty's ships Lord Warden, Helicon, Antelope, and other vessels ordered to be paid out of commission on the station for recommission. Vice-Admiral Drummond, the officer appointed to succeed Vice-Admiral Sir Hastings Yelverton in the command of Her Majesty's ships in the Mediterranean, proceeds on board the Revenge.

Captain Charles James Kinsman, of the Royal Marine Artillery, died last week. He entered the service Dec., 1856, became lieutenant Aug., 1859, and Capt. Aug., 1867. He was present at the bombardment of the batteries at the Straits of Simonosaki, the entrance of the Inland Sea of Japan, and with the 2nd Battalion Royal Marines at the capture and destruction of the batteries, magazines, and barracks, and during the shore operations from Sept. 5 to Sept. 8, 1864.

Recruiting for the corps in the Chatham Garrison which are in want of men continues to be very slack. The Royal Artillery, the Royal Engineers, and the Royal Marines are all open to receive recruits, but there are very few men coming in.

Captain F. G. Suttie, who, as commander, served in the Salamis, on the China station, is to be flag-captain to Vice-Admiral Sir J. R. Drummond, K.C.B., the newly-appointed Commander-in-Chief in the Mediterranean.

The Ringdove, 3, double-screw gunvessel, Commander R. Pitman, arrived in the Tagus on the 21st ult., on passage home from the China Station.

The tender of Messrs. J. William Steer and Co., of Mincing-lane, for about 200 chests (20,000 lbs.) of tea for naval stores has been accepted.

Capt. J. A. Tighe, late of the Ceylon Rifles, has been appointed a captain in the 54th Regiment.

Miscellaneous.

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THE ATCHIN WAR.

A letter forwarded to the Sultan of Atchin by Lieutenant-General Van Swieten, in which an explanation is given for the resumption of hostilities upon the part of the Dutch, has been published. The General remarks:—"This time I am better provided, and I shall not return without my object being attained. I have sufficient forces to conquer the strongest resistance. I count my soldiers by thousands; they are armed with the best rifles. I have brought men on horseback, who can go everywhere with swiftness; I bring more guns than are wanted to crush ten Kratons; I bring many steamers armed with guns of so wide a range that they can batter the Kraton from the sea; I bring coolies and materials of all kinds for building barracks for the soldiers, and store-houses for their supplies. I am able to, and I shall, establish myself on the territory of Atchin, and remain there till the Empire has been conquered and a treaty has been signed. I ask your Highness to consider that I cannot pause for long consideration, but I must continue to gain advantages. The Dutch are a diligent people, and do not like to be stopped in their proceedings when they have an object before them. If your Highness is disposed to take my proposals under consideration, and to send trustworthy persons to inquire into my stipulations or to negotiate for peace, it must be done without delay. In the meantime I continue to do what warfare requires; if attacked I will defend myself, and if not receiving a speedy answer I shall conclude that my proposals have not been accepted, and that the war party has triumphed."

INDIAN TEAS.

On the 23rd ult. Dr. Archibald Campbell, late Superintendent of Darjeeling, read a paper on this subject at the Society of Arts, Sir Louis Malet, C.B., member of the Council of India, in the chair. In introducing the lecturer to the meeting, the Chairman observed that the subject was of great importance both to England and India, because it affected the prospects of the tea industry in the latter country, and afforded an additional bond between the two countries. It had a peculiar interest, because there was a system in operation by which a very large part of the China teas was adulterated, and which might be checked by a supply of pure tea from India. Dr. Campbell said the lecture was given in consequence of a recent correspondence in *The Times* relative to the adulteration of China teas and the obstruction to the sale of pure Indian teas. His observation led him to believe that little was known of the subject in this country, although it was forty years since tea was first discovered in Assam, growing wild, and thirty years since it was found in the same state in Cachar. It was very satisfactory to be able to state that the Indian authorities had been roused to vigorous exertions in providing means of communications between the tea-producing districts and the seaboard. Merchants from Thibet, Cashmere, and Afghanistan had crossed the Himalayas into India, and were carrying off the teas from the factories in the north-west at highly remunerative prices, bespeaking all the crop of next year in Kumaon, and paying down half the cash in advance. Taking all circumstances into consideration, the tea prospects were brighter than the pioneers of the great Indian industry could hitherto boast of. The tea crop of India was in 1873 about 20,000,000 lb., of which Darjeeling contributed 2,600,000, increasing at the rate of 15 per cent. per annum on the land actually under tea cultivation—*i.e.*, 14,000 acres. For the present year 21,000,000 lb. could be reckoned on, of which 3,000,000 would be from Darjeeling. There were other lands which, when cultivated, would increase the supply. Dr. Campbell dwelt upon the quantity of spurious and adulterated China teas imported into England, and the extent to which pure Indian teas were kept back from the public for the purpose of mixing to make them saleable. He said the public were not fully alive to the excellence and economy of Indian teas, and concluded by trusting that the Society of Arts would point out some means of protecting the people from the calamity of flooding the country with adulterated teas, and of securing for the Indian teas a fair field in the English market. A discussion followed, in which Mr. Hyde Clarke, General Tremenheere, Mr. Coates, Mr. Rehden, and others took part, and the proceedings closed with votes of thanks to the lecturer and the chairman.

THE American Postmaster-General, reports to the Postal Committee that the Pacific Mail Steamship Company, in violating their contract, have forfeited the last subsidy granted them of $500,000 a year, and that it will be necessary for Congress to re-enact the law granting it before they can again be entitled to it. The contract between the company and the Post-office Department provides that the company shall forfeit $1,000 for the first thirty days, and $2,000 per day for every day after, in which the provisions of the contract for increased service remain unfulfilled. The contract went into effect on the 1st of last October.

THE committee of management of the Bureau Veritas has just published the list of marine disasters reported during the month of December, 1873, concerning all flags. This list gives the following statistics:—Sailing vessels totally lost, 267, viz., 127 English, 31 German, 20 Greek, 16 French, 16 Norwegian, 11 Italian, 10 Russian, 9 American, 6 Danish, 6 Spanish, 4 Dutch, 4 Sweedish. 3 Austrian, 2 Portuguese, 1 Brazilian, and 1 Turkish. In this number are included 9 sailing vessels reported missing. Steamers totally lost, 31, viz., 17 English, 4 French, 4 Spanish, 2 Swedish, 2 German, 1 American, and 1 Japanese. In this number are included 9 steamers reported missing.

THE Japanese students in the Genoseo Academy, Genesee, New York, have left for Japan, having been recalled by the Japanese Government.

THE Rajah of Sarawak has been thrown from his horse when hunting with the Duke of Beaufort's hounds, but sustained no serious injury.

Monetary and Commercial.

The Austro-Hungarian Lloyd's Steam Navigation Company have issued a table of information as to their services, &c. Their fleet consists of fifty screw steamers and twenty-two paddle steamers, while three additional "Screws" are now building. They have twenty-one lines of service, named respectively the Isthan (1 and 2); the Crotian (3 and 4); the Dalmatian (5); the Trieste-Durezzo (6); the Albanian (7); the Trieste and Venice (8); the Direct Alexandria (9); the Trieste and Constantinople (10); the Trieste and Smyrna (11); the Syra and Piræus (Athens) (12); the Syra and Candia (13); the Syra and Constantinople (14); the Constantinople-Alexandria and Smyrna (15); the Constantinople-Smyrna-Beyrouth-Alexandria (16); the Constantinople and Trebizond (17); the Constantinople and Odessa (18); the Constantinople and the Danube (19); the Constantinople and Varna (20); and lastly, the service between Trieste and Bombay *via* the Suez Canal.

We hear that the Trans-Pacific Steamship Company have made arrangements with the Central Pacific Railway for the exclusive right to grant through tickets or bills of lading.

The following further announcements of dividends have been made by banking and other companies:—

The London and County Bank a dividend of 10 per cent. for the half-year, appropriating £25,000 to the reduction of premises account. This, with the June payment of 10 per cent., will make 20 per cent, for the year.

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The Credit Foncier of England a dividend at the rate of 5 per cent. per annum, or 2s. 6d. per share on the old shares, and 1s. 3d. per share on the new shares. The report states that the net profits for the half-year amounted to £58,776. A sum of £17,359 accrued interest, not yet received, has been carried to a separate suspense account, and £31,034 has been written off on account of losses on securities realised and bad and doubtful debts. These deductions leave a divisible balance of £33,177. At the corresponding period of last year the dividend was at the rate of 8 per cent. per annum, leaving £11,680.

The English, Scottish, and Australian Chartered Bank, a dividend at the rate of 7 per cent. per annum, and an appropriation of £9,000 to reserve (thus raised to £45,000). At the corresponding period of last year the dividend was of similar amount.

The British Land Company (Limited) a dividend for the past year of 3 per cent. At the corresponding period of last year the dividend was 4 per cent.

The London Financial Association a dividend of 7s. 6d. per share, equal to 2½ per cent. per annum, leaving £1,286 to be carried forward.

The English and Foreign Credit Company (Limited) a dividend of 5s. 6d. per share, being at the rate of £6 17s. 6d. per cent.

The Standard Discount Company, an undertaking formed in May last, a dividend at the rate of 8 per cent. per annum.

The Home and Colonial Marine Insurance Company, a dividend of 3s. per share, being at the rate of 6 per cent. per annum, for the six months ending the 31st Dec.

The Ocean Marine Insurance Company, an additional dividend of 5s. per share, carrying forward a balance of £27,125.

The directors of the Trident Marine Insurance Company announce that, by transferring to the underwriting account for 1873 a sum sufficient to meet estimated claims which may yet come forward against 1872, the directors are enabled finally to close that year with a net loss of £39,768, an amount which includes the whole of the preliminary expenses. It is added that the premiums received in 1873 amount to £55,014, and the interest earned to £1,708, and that after deducting all returns, re-insurances, claims, and charges, there is a balance to carry forward to the credit of 1873 of £20,771. The directors have not drawn any portion of their fees for the past year.

The Pacific Mail Company's steamer *China*, upon which fifty guineas was paid last week, arrived at San Francisco on the 15th ult., having been delayed by the breaking down of her engines.

The New York *Commercial and Shipping List* states that the new American silver trade dollars are becoming daily more popular in China, driving out the Mexican dollar, which does not bear a general uniformity of weight and quality.

Messrs. J. C. Sillar and Co. call attention to the word "interest" being printed in our extract from their Circular, instead of "usury," as in the original.

The high price of 59½d. per oz. for Bar Silver that was ruling last week caused supplies to come forward from various parts of the Continent. The demand has since become less urgent, and rates have slightly given way, transactions having been entered into at 59¼d. per oz., and this may be taken as the closing quotation. Mexican Dollars, to the value of about £180,000, by the West India and French steamers, have come to hand, but too late to be sent out by the P. and O. steamer leaving Southampton Thursday. There have been no purchases, and the value is nominally as last quoted.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 80, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-treet, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	6⅞ to 7⅛
25	Bank of Egypt	All	43 to 45
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	22¼ to 23¼
20	City	10	13½ to 14½
100	Colonial	30	56 to 58
500fr.	Comptoir D'Escompte de Paris	All	557.50 fr.
Th.200	Deutsche	All	Th.162
£28½	Hong Kong and Shanghai	All	37 to 39
50	Imperial	15	18 to 19
50	London and County	20	61 to 62
50	London Joint-Stock	15	46 to 47
100	London and Westminster	20	69 to 70
25	Oriental	All	44½ to 45½
—	Union of London	15	41 to 42
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 7⅞
10	Eastern Telegraph	All	7⅞ to 7⅞
10	Great Northern	All	9⅝ to 10¼
25	Indo-European	All	15½ to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company .	All	32¼ to 32⅝
20	India-rub., Gutta-perc., & Teleg. Works	All	29 to 31
8	Reuter's	All	11 to 11½
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4⅞ to 5¼
20	Globe Marine	4	1½ to 0¼ dis.
50	Home and Colonial Marine	5	2¼ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1½ to 2 pm.
10	Merchants' Marine	2	1 to 0¼ dis.
50	North British and Mercantile	0½	26½ to 27
25	Ocean Marine	5	7 to 8 pm.
20	Thames and Mersey	2	4 to 4½
20	Thetis Marine	5	5½ to 4¼ dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine	5	4⅞ to 5¼ pm.
	TEA COMPANIES.		
50	Assam	20	38 to 40
20	British Indian	All	4¼ to 4⅝
20	Darjeeling	All	19 to 21
10	Eastern Assam	All	
20	Iorehaut, Limited...	All	40 to 45
20	Do.	14	14 to 15 pm.
10	Lelong	All	9½ to 10¼
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4⅝ to 4⅞ dis.
20	Do.	5	3¼ to 2¼ dis.
50	Colonial	20	8 to 6 dis.
5	Credit Foncier of England	All	3⅝ to 3⅝
10	General Credit and Discount	7½	¼ dis. to ¼ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2⅝ to 2½ dis.
25	National Discount	5	10¾ to 11½
500fr.	Messageries Maritimes of France ...	All	545½ fr.
£50	P. and O. Steam	All	55 to 57
50	Do. Do. 1867	10	par to 1 pm.
100	Royal Mail Steam...	60	87 to 89
402fr.	Suez Canal	—	425 fr.
£98	Japan Loan, 9 per cent.	All	111 to 113
92½	Do. 7 per cent....	All	100 to 103

ARTICLES OF IMPORT.

TEA.

The tone of the market continues very strong, the demand from the Trade being of a full average character, whilst there have been a few speculative purchases. Prices of common to good red-leaf kinds show a rise of fully ½d. per lb., other kinds being firmly maintained. The public sales still continue on a very limited scale, only 6,996 packages, including yesterday's sales, having been brought to auction, nearly the whole of which have been sold without reserve at good prices. The deliveries for the week amount to 2,241,000 lbs., against 3,464,000 lbs. last year.

Congous.—Red-leaf kinds: Siftings, of old import, maintain the late improvement in price, with a fair demand. Broken-leaf kinds have advanced ½d. per lb., as also common to good common, which are now quoted 1s. 0½d. to 1s. 1½d. per lb., the latter for Teas free from dust. Fair to good Kaisows from 1s. 1½d. to 1s. 5d. show a rise of ½d. per lb. Good to fine have been firm, with a moderate business only; in finest

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but little has been done. Paklin kinds remain very firm. Black-leaf kinds: The advance last quoted in low to fair common kinds has been fully supported; good common has been firm. The few sales of fair to good medium have been at last week's prices; good to fine show no change, the demand being moderate, as also the finest kinds. New-make kinds have sold more freely, and in some instances at ½d. per lb. advance for fair to good quality. There has been a fair inquiry for Oolongs at full prices. Souchongs have sold to a fair extent at previous prices. In Flowery Pekoes and Uncoloured Japans there is nothing of interest to report. *Scented Teas:* There has been an improved demand for Canton Capers, but prices show but little alteration. Foochow kinds remain saleable at full prices. Orange Pekoes: Canton kinds have realised former prices. Foochow kinds have been more in request at an advance of ½d. to 1d. per lb. *Green Teas:* The market remains firm, with a fair business doing at the improved prices lately established, and for fine grades of Moyune even higher prices have been paid.

SILK.

There has been rather more inquiry during the week for China Silk, but at lower prices, and in a few instances a slight reduction has been submitted to, but the general tendency among holders is to be firm for full quotations. The transactions of the week are chiefly on Continental account, country buyers being probably somewhat taken up with the elections. Still there is more general disposition shown to be operating in certain classes of Tsatlees, and we may fairly look for more demand shortly. Cantons and Japans are unchanged, still quiet and with little doing. Deliveries are satisfactory, and compare most favourably with this time last year. The deliveries from 1st to 28th ult. inclusive have been:—

	1874.	1873.
China	2,813	2,052
Canton	639	560
Japan	745	527
Bengal	275	373
Total	4,472	3,512 bales

COFFEE.—Only a light supply, consisting almost wholly of Plantation Ceylon, has been offered by auction, and disposed of at firm rates to a slight advance, viz., triage at 114s. to 126s., small to low middling 131s. to 134s., middling 134s. 6d. to 136s. 6d., pea-berry 133s. 6d. to 134s. 6d. A good demand has prevailed afloat, and business has been effected at a further slight advance, Plantation Ceylon crops at 129s. to 130s., 200 tons Manila at about 118s., per cwt.

COCOA NUT OIL.—The market has been quiet at £36 10s. for Ceylon, and £40 for Cochin.

CUTCH.—Fine Pegu is in moderately active demand at 21s. 6d. per cwt., showing a slight advance.

GAMBIER is steady at the last quoted rates. For arrival about 50 tons have been sold at 24s. 6d. ex ship.

GALLS.—The quiet tone of the market continues, but holders of China continue firm at the previous quotation, 55s. per cwt., at which price 44 cases offered in public sale were bought in.

HEMP.—The market is without alteration.

HIDES.—At the fortnightly sales held Thursday there was a fair demand for East India kinds, and Singapore, Penang and Rangoon realised full prices, though they sold rather irregularly. Singapore and Penang Buffalo were in moderate demand at about previous prices. Batavia were in good demand, and the best sorts sold well. Of 4,350 Batavia Buffalo offered, 2,550 sold, yellow 1st light, average 17¼ lb. at 10d. to 10½d., 1st heavy 24⅞ lb. at 9½d. to 9½d., extra heavy 35⅛ lb. at 8⅝d. to 8⅝d., 1st light 15⅞ lb. at 8⅞d., 1st heavy 24¼ lb. at 7⅞d. to 8d., mixed 5½d. to 6¾d. per lb.

HORNS.—At auction 11,710 (18 tons) Siam Buffalo sold, average 713 to 620 horns to ton, at 33s. to 33s. 6d., being lower.

JAPAN WAX continues quiet; 17 cases stained saucer at auction were bought in at 60s. per cwt.

PEPPER.—Market dull and prices without important alteration.

PLUMBAGO.—At auction Thursday 476 barrels Ceylon offered met only a moderate demand, and about half the quantity was disposed of at a further concession in value, fair to good lump at 20s. 6d. to 25s. 6d., fair to good chips 11s. to 13s. 3d., ordinary ditto 8s., and dust at 10s. 3d. to 11s. 6d. per cwt.

SPICES remain unaltered since our last report. About 30 cases Penang Cloves have been sold at 2s. 3d.

RICE.—A decidedly quieter tone has prevailed for floating cargoes of new crop, and prices are weaker. In other respects the market is steady. A cargo of 1,200 tons new Rangoon now loading has been sold at 12s. 3d. open charter.

SUGAR.—Scarcely any demand has prevailed, and business has been exceedingly small.

TIN.—Telegrams from Rotterdam announce that the 20,000 slabs Banca offered there Wednesday realised from f.70¾ to f.71¼; average f.70¼; £121 laid down here. A further decline has occurred in this market, the current rates being Straits on the spot £117, afloat £118; Banca, £121; Billiton, £118 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £9 10s. to £10. Bars, £11 to £11 10s. Staffordshire Best: Bars, £12 5s. to £13 15s.; Nail Rods, £12 5s. to £13 5s.; Hoop, £14 to £15; Sheets, £16 to £17; Scotch Pig, No. 1, £4 8s. to £5 17s. 6d.; Swedes, Bars, Hammered, £19 10s. to £20; Swedes, Steel in kegs, ½ and ⅝ in., £21 to £22.

YELLOW METAL.—Sheets, 4 by 4 ft., 8½d. to 8¾d.; Sheathing and Rods, 8¾d. to 9d. per lb.

TIN.—English Refined, £120. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 29s. to 37s.

LEAD.—WB, £24 15s.; do., other brands, £23 15s. to £24; Spanish soft, ex ship, £22 15s.; Sheet, £25; Shot (kegs extra), £27; White do., £30; Red do., £25.

SPELTER.—Silesian, £25.

QUICKSILVER.—In bottles of 75 lbs. each, £19 5s.

Messrs. French and Smith's Circular says:—The demand for metals continues languid, and prices have been in favour of buyers. Iron without change. Copper: Charters for the last fortnight in December are advised as 2,200 tons. Chili Bar has receded to £81, and Wallaroo to £92, at which there has been more doing. Lead: It is reported that the stocks held by the failed houses have been sold for export, but no particulars have transpired. The market continues unsettled.

MANCHESTER GOODS.

Business in this market since the 23rd ult. has been interfered with by the disturbance in political affairs, and transactions have been only to moderate extent. The feeling is quieter, with less inquiry. Prices on the whole have been fairly maintained, but in some instances slight concessions have been submitted to.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	13	15	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 10½d. —	6s. 6d. —	6s. 10½d. —	7s. 6d. 7s. 7½d.	7s. 9d. 7s. 10½d.	8s. 1½d. 8s. 3d.	8s. 9d. 9s. 0d.	9s. 1½d. —
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	34
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price	9s. 6d.	9s. 9d.	10s. 6d.	11s. 1½d.	10s. 9d.	12s. 0d.	6s. 10½d.	7s. 10½d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price	8s. 0d. —	8s. 10½d. —	10s. 6d. 10s. 9d.	12s. 6d. —	10s. 7½d. —	11s.10½d. 12s. 0d.	13s. 0d. —	14s. 9d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 4½d. 5s. 6d.	5s. 6d. 5s. 9d.	6s. 6d. 6s. 9d.	6s. 9d. 7s. 3d.	7s. 3d. 7s. 7½d.	8s. 3d. 8s. 7½d.	8s. 6d. 8s. 10½d

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 7½	—
Maddapollams	3 4½	—
Long Cloths	9 0	—
White Spot Shirtings (nominal)	10 9	—
,, Brocade do.	14 0	—
,, Damasks do.	19 3	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	1 0 to	1 1
,, do. Nos. 28-32	1 1 to	1 2
,, do. No. 40 (mock)	1 1½ to	1 2½
,, (Mule Twist), No. 40	1 0½ to	1 2½
,, do. No. 30	0 11½ to	1 1

NEW YORK MARKET REPORT.

COFFEE.—The market for Brazil Coffee is very quiet, stocks being low and holders being inclined to ask extreme values. In Mild Coffees the market is strong, but, as stocks are low, business is impeded. We quote as follows:—Java (Government bags), 30c. to 32c.; Java (mats), 30c. to 34½c.; Ceylon Native, 21c. to 28c.

CORDAGE.—The current prices are as follows:—Manila Cordage, sizes above 12-thread, 16½c.; do., 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 17½c.; do., 12-thread, ⅜ in. diam., 17c.; do., Hay Rope, 17c.; do., Cordage, Bolt Rope Yarns, 18½c.; do., 6-thread and 9-thread, 19½c.

HEMP.—There are a few sales of Manila at 9½c., but business is inactive.

INDIGO.—This market is firm. The sales are 15 to 16 cases Manila at 75c. to 80c. currency, and 5 chests fair quality Bengal at $1 10c.

RICE.—The demand for all descriptions is good, and prices are fairly supported.

SUGAR.—Business in the raw Sugar market continues on a very moderate scale, the buying being only on account of immediate wants. The refined Sugar market is also slightly weaker.

SPICES.—Cloves are in demand and have been largely dealt in. Pepper is also in request. Other descriptions are quiet, but the market is strong. Prices are as follows:—Nutmegs $1.01 to $1.04, Mace $1.25 to $1.30, China Cassia $24½ to $25, and Batavia 20c. to 30c. (gold).

TIN.—Straits is quoted 28c. to 28½c., and Banca 32c.

TEA.—The Trade, having become pretty well supplied by late purchases, are not so anxious to buy as heretofore; the market, however, shows no signs of weakness, though late rates are perhaps not so readily obtained. New Crop, especially of desirable qualities, meet with ready sale, while Old Crop, including Oolong, which was bought freely on speculation at the time of a probable imposition of a tax, are not so easily moved, and it probably would be difficult to realise their cost. The stock of all kinds is considerably reduced. Tea is now brought here via the Suez Canal and England, in about the same time taken to come via San Francisco, and thence overland, with a slight difference as to cost in favour of the former routes. It is probable that considerable of our future supplies may reach us via England, as they are, as a rule, laid down here in better order. By auction 2,460 packages Green sold at 32½c. to 83½c.; 764 do. Oolong, 27c. to 60c.; and 42 do. Japan, 55c. to 56½c., cash.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan.22	Craigforth (s.)	Scott	China, Singapore, &c.	London
23	Somerset	Hicks	Colombo, &c.	Do.
23	Oxfordshire (s.)	Jones	China, Singapore, &c.	Do.
26	Glaucus (s.)	Wilding	Do.	Do.
22	Pontiac	Taylor	Maulmain for Sundld.	Off Falmouth
11	Lake Simcoe	Stewart	Yokohama	New York
13	Johanna & Wilhelm	Schruder	Singapore	Boston
25	Marianople	Benvenuto	Rangoon	London
25	Passover	Smith	Colombo	Do.
24	Arnore	Castello	Rangoon	Do.
27	Hong Kong (s.)	Symington	China, Singapore, &c.	Do.
26	Burmah	Nicholson	Rangoon	Falmouth
26	Golden City	Jones	Do.	Do.
25	Koning der Nederlanden (s.)	—	Batavia	Nieuwe Diep
23	Orient	Oriander	Do.	Brouwershaven
5	Glensannox (s.)	Capelo	Macao	Havana
25	Aurora	Costello	Rangoon	Shields
27	Tre Guiseppe	Biscio	Do.	London
26	Herschel	Friedrich	Java	Bristol
26	Oceaan	Cramer	Batavia	Texel
26	Eastern Queen	Cook	Do.	Do.
26	Soderhamn	Visger	Maulmain	Do.
	Taunton	Chalmers	Amoy	New York
29	Achilles (s.)	—	Hong Kong, &c.	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan.25	Yentai (s.)	Gibson	Singapore, China, &c.	London
21	Prins van Orange (s.)	Aukes	Batavia	Southampton
23	Navigator	Nymann	Shields and Singapore	London
21	Jorgen Bruhn	Wildfang	Singapore	Newport
22	Empress	Wellburn	Do.	Sunderland
10	Evening Star	Asburn	Anjer	New York
24	Avonmore	Corfield	Hong Kong	Cardiff
25	Thor	Bromem	Singapore	Do.
25	Nicolo Tommasino	—	Do.	Shields
24	Felix Mendelssohn	—	Do.	Newcastle
28	Amandine	Farrow	N. Shields & Singapore	London
29	Vanessa (s.)	Martin	Colombo, &c.	Do.
28	Europa	Nyberg	Newport & Singapore	Do.
26	Louis de Geer	Dunberg	Singapore	Cardiff
25	Otac Miho	—	Do.	Penarth
27	Grand Master	Gibson	Manila	Crookhaven
27	Diomed (s.)	Jackson	Singapore, China, &c.	Liverpool
28	Emiliano (s.)	Larrinaga	Manila	Do.

(*See Shipping Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, Hiogo, and Nagasaki: Tehihatchoff. For Singapore, Batavia, Cheribon, Samarang, and Sourabaya: Ionia. For Colombo, &c.: Oxfordshire. For Penang, Singapore, Hong Kong, and Shanghai: Russia, Hong Kong. For Singapore, Hong Kong, and Shanghai: Galley of Lorne, Glenfalloch, Lord of the Isles.

SAILING VESSELS.—For Yokohama and Hiogo: Ambassador, Mary Ann Wilson, Coulnakyle. For Hong Kong: Deerhound, Aracan. For Colombo: Granville, Clymping. For Singapore: Eurias, Atma.

At LIVERPOOL.—For Yokohama and Hiogo: Cathaya. For Penang, Singapore, Hong Kong, and Shanghai, Ulysses (str.), Agamemnon (str.). For Hong Kong: Waltikka. For Hong Kong (via Cardiff): Golden Spurs, Frank N. Thayer. For Singapore: May Queen. For Manila, Aurrera (str.). For Batavia and Samarang: City of Halifax.

At [GLASGOW.—For Penang, Singapore, Hong Kong, Shanghai: Montgomeryshire (str.).

SPOKEN.

AYR (barq.), Ayr to Singapore, Dec. 10, 17 S., 31 W.
CERES (barq.), Bangkok to Marseilles, Dec. 26, 26 N., 39 W.
Q.S.K.R. (Nor. Ger. barq.), Cardiff to Hong Kong, Dec. 14, 25 S., 29 W.
CHINA (str.), Hong Kong, &c., to San Francisco, Dec. 17.
CALCUTTA, Cardiff to Singapore, Dec. 20.
PEVERIL OF THE PEAK, Colombo to London, Jan. 24, 46 N., 17 W.
ETTIE (barq.), for Galle, Dec. 22, 21 S., 28 W.
SLIEDRECHT, Batavia to Amsterdam, Dec. 16, 23 S., 2 E.
ANDROMEDA, Singapore to London, Dec. 25, 8 S., 14 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports have a downward tendency, owing probably to the large amount of tonnage now offering. Coal freights to Galle have improved since our last report. Homeward chartering is dull, and there is but little business doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 40s. to 45s. weight or meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 50s. weight, 40s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): 50s. weight, 55s. meast. To Batavia: 60s. weight or meast. To Batavia (direct): 50s. weight or meast. To Padang: 80s. meast. To Cheribon (direct): 70s. weight, 65s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. 6d. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 30s. weight, 27s. 6d. meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £40. To Singapore (f.c.): £35. To Singapore: £34. To Penang: £34 f.c. To Macassar, per ton: 35s. To Batavia: 30s. to 32s. 6d. To Java: 30s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Galle, per keel: £33 to £35. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 39s. To Manila: 30s. To Macassar: 35s. To Java: 30s. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Singapore: 32s. To Galle: 34s. To Trincomalee: —. To Colombo: 33s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong 32s. 6d. To Manila: —. To Singapore: 27s. 6d. To Penang: —.

CASUALTIES.

GLASGOW, 22nd Jan.—A telegram dated Batavia, 20th Jan., from the master (Kerr) of the Tamerlane (ship), of Greenock, from Yokohama to New York, which stranded on the Alceste reef, Gaspar Straits, states that the vessel has got off, and that she will proceed to Batavia for repairs as soon as her cargo is landed.

IMPROVED COMPOUND MARINE ENGINES.—The screw steamer Teniers, owned by Messrs. Lamport and Holt, which lately completed her cargo in the Victoria Docks and sailed for the West Indies, has been fitted for her present voyage with new compound engines, upon a plan which the owners have had in use for eight or ten years past, but which during that period has been subjected to various modifications and improvements. As now carried out, it is found to effect so considerable a saving of fuel, at the cost only of a comparatively small diminution of speed, that it is likely to be generally adopted for steamers from which very quick passages are not required. The compound engine was first patented by Arthur Woolf, in the year 1804; and he placed his two cylinders in a vertical line, one above the other, and worked them by a single crank. Since that time a great many experiments have been made in relation to the subject, and almost every conceivable combination of cranks and cylinders has been tried; but the accepted type at present is the two-cylinder engine, with the cylinders placed either vertically or side by side. The engines of the Teniers afford, perhaps, the latest example of the construction by which economical steaming may be accomplished; and they occupy so much less space than those with which she was originally fitted that the change has in this way also, as well as in the smaller amount of coal stowage required, added considerably to her carrying capacity. They were built for Messrs. Lamport and Holt by Messrs. John Jones and Sons, of Liverpool.

A RETURN has just been issued under the authority of M. de Lesseps showing the total traffic on the Suez Canal, as well as the amount of tonnage and receipts, month by month, during the year 1873, and contrasting it with that of the corresponding months of the years 1871 and 1872. In 1871 the number of ships which passed through the Canal was 765, of 761,467 tons, and the receipts were 8,993,732 frs.; in 1872, 1,082 ships, 1,439,169 tons, the receipts being 16,407,591 frs.; while last year the ships had increased to 1,172, the tonnage to 2,085,032, and the receipts to 22,891,861 frs.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BROADHURST—On the 27th Jan., at Woodhill, Prestwich, the wife of H. Tootal Broadhurst, prematurely, of a son, stillborn.
COUTTS—On the 16th December, at Foong Mow, Mrs. James C. Coutts, of a son.
ELPHINSTONE—On the 27th Jan., at The Grange, Wimbledon, the wife of Howard Warburton Elphinstone, of a son.
GILMOUR—On the 30th Jan., at 66, Belsize-park, South Hampstead (the residence of her mother), the wife of David Gilmour, late of Shanghai, of a daughter.
HOBSON—On the 7th Dec., at Chefoo, the wife of R. M. Hobson, Imperial Maritime Customs, of a son.
JENNER—On the 29th Jan., at 31, Brixton-road, the wife of Thomas Jenner, of a daughter.
STUBBS—On the 22nd Dec., at Singapore, the wife of S. Stubbs, of a son.

MARRIAGES.

ARMSTRONG—GREIG.—On the 23rd Dec., at St. George's Church, Penang, by the Rev. Julian Moreton, Farleigh Armstrong, to Eliza Jane Helen, daughter of James Greig, of Perth, N.B.
CHALMERS—MCLEAN.—On the 5th Dec., at the United States Consulate, by the Rev. Henry Stout, James Calders Chalmers, of Shanghai, to Christina McLean, of San Francisco.
MOSS—STANLEY.—On the 3rd Dec., at Yokohama, at H.B.M.'s Legation, Charles D. Moss, of Cirencester, Gloucestershire, to Ellen Jane, youngest daughter of the late H. E. Stanley, of Stourport, Worcestershire.
PLUMB—WALLING.—On the 2nd Dec., at Foochow, by the Rev. S. L. Baldwin, assisted by Rev. C. Hartwell, the Rev. N. J. Plumb, to Miss Julia F. Walling, of Des Moines, Iowa, U.S.A.
ZIMMERN—NEUFVILLE.—On the 15th Jan., at Frankfort-on-Maine, Adolf Zimmern, late of China, to Matilda, eldest daughter of Dr. Eckhard de Neufville, of Frankfort-on-Maine.

DEATHS.

CLIFFORD—On the 22nd Jan., at Shanghai, of typhoid fever, Jesse Edward Clifford, aged 29.
FRENCH—On the 25th Jan., at Belgrave-road, Eccleston-square, Lieut.-General French Colonel of the 80th Regiment of Foot, in the 78th year of his age.
GERNON—On the 29th Dec., at Singapore, Mary Ann O'Mara, daughter of Patrick Gernon, aged 16 years.
HORNBY—On the 13th Dec., at Shanghai, Lady Hornby
MONIOT—On the 14th Dec., at Penang, John Adolphe Moniot, M.D., late Assistant Colonial Surgeon, Province Wellesley, aged 30 years.
PHILLIPS—On the 24th Jan., at 6, Mote-road, Maidstone, suddenly, Ethel Mary, youngest child of Geo. Phillips, H.M. Consular Service, China, aged one year and three months.
ROSS—On the 15th Dec., at sea, on board the steamship *Poonah*, near Galle, Charles, youngest son of the late Colonel Hugh Ross, H.E.I.C.S., of Kerse, and surgeon in the P. and O. Company's Service.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Gunpowder.	Earthenware and Glass.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.	lbs.	£.
James Shepherd	Shanghai	London..	Dec. 15	170	82	...	...	...	250	...	12	1239	710800	...	...	...	...	2912	...	268	239	...	...	707	1649	516	1629	1101	278	...	...	701	150	138895	580& 5cs.
Eleanor	Penang	,,	,, 23	100	...	...	...	...	...	...	...	129	...	...	...	...	110	...	...	90	82	186	...	4500	357	494	42	...	50	...	...	...	130 &£63	45250	207
Osaka	Hong Kong ...	,,	,, 30	...	104	...	...	...	52	...	...	1463	£870	...	...	...	...	...	...	...	292	450	...	440	288	542	1111	60	66	...	...	57	5	70000	1276
Min	Singapore	,,	,, 31	642	...	...	...	...	...	...	...	233	...	...	170	60	...	...	...	...	12	...	...	3663	584	...	110	...	...	...	...	...	...	...	760
Palestine	Colombo	,,	Jan. 7	...	29	32	...	...	...	22	160	1116	...	...	...	...	...	5712	...	516	161	1737	...	...	251	571	1359	77	65	35	135	...	5& 16 run.	21950	1681
Harrington	Yokohama	,,	,, 12	...	...	...	...	...	...	...	522	908	...	...	...	...	...	...	...	17	261	797	...	...	91	...	728	...	...	...	...	...	...	...	699
Do.	Hiogo	,,	,, 12	...	...	...	...	...	...	...	522	46	...	...	...	400	...	...	...	...	23	...	...	...	19	80	40	...	...	...	...	...	...	...	129
County of Argyle	Java	Glasgow.	Dec. 29	306	...	...	...	...	...	...	1180	1662	221534	430584	...	130	...	33240	...	47	...	...	...	...	...	...	...	...	247	...	100	...	...	...	1105

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.
James Shepherd	Shanghai	13& £790	...	179	25	...	...	100	300	47	...	...	...	9	91	155& 20cs.	38	...	...	1777	65	5	470	...
Eleanor	Penang	20	...	...	...	...	...	110	...	...	...	...	...	...	32	69	19	...	...	...	95	...	65	...
Osaka	Hong Kong ...	34	...	288	11	2	...	44	...	...	...	...	...	...	128	98	...	...	...	1650	101	...	56	...
Min	Singapore	...	...	...	...	...	...	...	15	...	...	...	...	...	...	373	...	...	168	...	23	...	78	...
Palestine	Colombo	87	48	131	112	...	...	535	52	143	...	...	41	82	...	23& 10cs.	25	18	...	746	81	40	...	...
Harrington	Yokohama	76	3	174	627& 10cs.	...	...	104	80	53	...	...	...	85	...	43	...	...	250	250	59	...	27	...
Do.	Hiogo	17	...	...	...	...	...	45	...	31	...	...	...	...	...	...	...	...	...	...	121	...	...	...
County of Argyle	Java	...	...	102	...	...	...	...	...	...	...	...	...	...	...	...	...	...	119	...	...	...	110	...

ADDITIONAL.—Per *James Shepherd*.—Grindstones, £5; sugar, 124 cwt.; composition, £35; fire-bricks, £39; chalk, £3; sheathing felt, £90; hair felt, £9; oakum, £105; bath bricks, £10; capsules, £11; wine cases, £17; cyder, £29.

Per *Eleanor*.—Carriage, £70. To Singapore: Lead, 50 tons.

Per *Osaka*.—Asphalte, £10; lignum vitæ wood, £300; felt, £90; tinplates, 500 boxes.

Per *Min*.—Felt manufactures, £338.

Per *Palestine*.—Tape, £80; grease, £240; sugar, 10 cwt.; ginger, ale, and wine, £56; chalk, £5; asphalte, £22; cement, £258; tea, 94 lbs.; marble, £10.

Per *Harrington*.—To Yokohama: Corks, £1; railway materials, £6,173; sugar, 5 cwt.; bags, £1,750. To Hiogo: Sponge, £5; corks, £35.

Per *Scawfell*.—Elm kegs, £81.

Per *Derwent*.—Plated ware, £50.

Per *Kate Carnie*.—Oilmans' stores, £47.

Per *Trinidad*.—Earthenware, £1,015; saddlery, £80; iron mouldings, £15; lithographs, £10.

Per *Elizabeth Nicholson*.—Ale, 80 casks (shortshipped).

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RHEUMATISM AND GOUT

Prevented and cured safely, quickly, and effectually by one box of

STEEL'S GOUT AND RHEUMATIC PILLS.

ESTABLISHED 1835.

The numerous genuine and extraordinary testimonials received by the Proprietor are a convincing proof that these Pills are the greatest boon ever offered to sufferers from these complaints. Sold in boxes, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. Can be obtained of all London houses, and of Mr. Glasse, Hong Kong; Scott, Thompson, and Co., Calcutta, &c. Prepared only by FRANK W. STEEL, M.P.S., 283, Liverpool-road, London, N. N.B. Ask for Steel's Pills.

NOTICE TO HOMEWARD BOUND PASSENGERS.

ARTHUR FENNELL,

many years an Officer in the Peninsular and Oriental Company, having established an

AGENCY IN LONDON AND SOUTHAMPTON,

is prepared to undertake the Landing and Clearing of Passengers' Baggage, and all the duties of a General Shipping and Commission Agent.

Passengers intending to land at Brindisi should label their Luggage care of

ARTHUR FENNELL, Southampton,

and on arrival in England may either forward their keys with instructions to Southampton, or

51, ST. MARY AXE, CITY, LONDON,

when they will be promptly attended to.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London. E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854. and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HOLLOWAY'S PILLS

THE LIVER, THE STOMACH, AND THEIR AILMENTS.—Alternations of temperature, muggy weather, a troubled mind, sedentary habits, excesses at the table, and a gay, reckless mode of life exert the most deleterious influence over the liver and stomach. When once these organs are fairly out of order, great inroads are quickly made on the general state of the health; the constitution, which loses the aid of two of its noblest organs, soon gives way, and diseases quickly follow, from which, if neglected, the worst consequences will inevitably result. If a course of Holloway's celebrated Pills be persevered in, all will be well again, as they are the finest and noblest correctives of the blood ever known, and effect certain cures of all disorders of the liver and stomach.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras. Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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Agent for the *London and China Express*.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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OVERLAND ROUTE.—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN	Thursday, Jan. 1, 15, & 29, at 2 P.M., and every alternate Thursday.	Friday morning, Jan. 9, 23, & Feb. 6, and every alternate Friday.	Monday, Jan. 12, 26, & Feb. 9, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, Jan. 15, at 2 P.M., and every fourth Thursday.	Friday morning, Jan. 23, and every fourth Friday.	Monday, Jan. 26, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 123, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

JAPAN AND CHINA.

Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway ransit across the American Continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

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San Francisco, in 18 days from England.
Japan... ... in 38 „ „
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Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

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CASTLE LINE of STEAM PACKETS from LONDON.—

For SINGAPORE, HONG KONG, and SHANGHAI, To follow the "Crocus," the magnificent Clyde-built steamship GORDON CASTLE, 100 A1, 2,000 tons register, 255-horse power nominal; W. HOLMES, Commander; will load in the South West India Dock. This well-known steamer has elegant accommodation for first-class passengers, including bath rooms, ice house, ladies' cabin, &c.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Atma	523	Wright Bros. & Co.	Feb. 5
Lord of the Isles, s.s.	1,846	Shaw, Maxton, & Co	Feb. 5
Hong Kong, s.s.	—	Norris & Joyner ...	Feb. 12
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Feb. 10
Gordon Castle, s.s	1,930	Thos. Skinner & Co.	Feb. 20
Galley of Lorne, s.s.	1,390	Shaw, Maxton, & Co	Feb. 21
Ionin, s.s.....	1,145	Robertson & Co....	Feb. 25
Montgomeryshire, s.s.	1,750	Norris & Joyner...	Feb. 28
Eurus...	327	Wright, Bros. & Co.	Feb. 28
LIVERPOOL.			
Ulysses, s.s.	1,520	Alfred Holt ...	Feb. 5
Agamemnon, s.s. ...	1,550	„ ...	Feb. 16

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Anadyr ...	Feb. 15	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre... ...	March 1		
Amazone ...	March 15		
Ava	March 29		
Irouaddy ...	April 12		
Peiho ...	April 26		

The Steamers of the 15th Feb., 15th March, and 12th April connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 1st March, 29th March, and 26th April connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage, Freight, or information, apply to the Company's Agent, 97, Cannon-street, E.C.; or to West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also to the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

MESSAGERIES MARITIMES DE FRANCE, London Head Office, 97, Cannon-street, E.C.—A WEST-END SUB-AGENCY, for the transaction of passenger and parcel business only, is now OPENED at Gellatley, Hankey, Sewell, and Co.'s West-end Branch Office, 51, Pall-mall, S.W.

THE "CHINA" LINE OF STEAMERS, via the Suez Canal, from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates at shippers' risk for JAVA, JAPAN, &c.).

The following high-classed steam ships, which have been built especially for the China trade by the celebrated builders, Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tnnge	Docks.	H.p.n.	Last shipping day.
Hong Kong ...	100 A1	1,881	S.W.I.	200	Feb. 10
Hankow ...	100 A1	3,500	S.W.I.	500	To follow
Whampoa ...	100 A1	3,500	S.W.I.	500	To follow
Nankin ...	100 A1	2,423	S.W.I.	300	To follow
Canton ...	100 A1	1,881	S.W.I.	200	To follow

These fine steam ships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c. The Hong Kong, s.s., will carry a surgeon and stewardess.

For Freight or Passage, apply to the owners, WATTS, MILBURN and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill), E.C.

Steam, via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, with liberty to call at Falmouth, to embark passengers, taking cargo for transhipment to JAVA, JAPAN, AUSTRALIA, &c., at through rates at shipper's risk. Last shipping day, 28th February. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 225 horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, just built on the Clyde especially for the China trade, is expected, from her superior model and large power to make a very fast passage. She has elegant and spacious accommodation for saloon passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, D. J. JENKINS and Co., 30, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

YOKOHAMA, HIOGO, and NAGASAKI, without transhipment.—The fine ocean steamer TCHIHATCHOFF. Last shipping day, Feb. 10.

Apply. GEORGE RUSSELL rnd Co., 151, Fenchurch-street; or, ROBERTSON and Co., 5, Newman's court, Cornhill, E.C.

YOKOHAMA AND HIOGO DIRECT.—The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

STEAM to JAVA, direct from LONDON, without transhipment via SINGAPORE.—The very fine, ocean steamship IONIA, A1 18 years. Having the greater portion of her cargo engaged will have quick despatch.

Apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

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THE above fine Hotel has lately been opened to the Public, and offers great advantages to Residents and Tourists. It is situated in the best location in Yokohama, at the extreme end of the Praya, or Bund, and the view from it, for marine scenery, is unsurpassed in any part of the world.

The Hotel is replete with every Western convenience and accommodation, and may safely be said to be, without exception, the finest Hotel in the East.

A European will always attend the arrival of all vessels, and take charge of the Baggage of Passengers, thus saving them the trouble and inconvenience of passing it through the Custom-house.

Tiffin and Dinner, per Mensem ...	... $35.00
Breakfast, Tiffin, and Dinner, per Mensem ...	38.00
Board and Lodging, per Mensem, from ...	58.00

Yokohama, Sept. 20, 1873.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day, Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

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LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL EUROPA, VENICE.

ONE of the best Hotels on the Grand Canal. Passengers per P. and O. steamers will find this a most comfortable House.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

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F. SAUNDERS,

Importer of Havana and Manila Cigars.

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(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges fc · ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

PRIZE MEDALS, 1851. **BURROUGHES & WATTS,** PRIZE MEDALS, 1862.

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

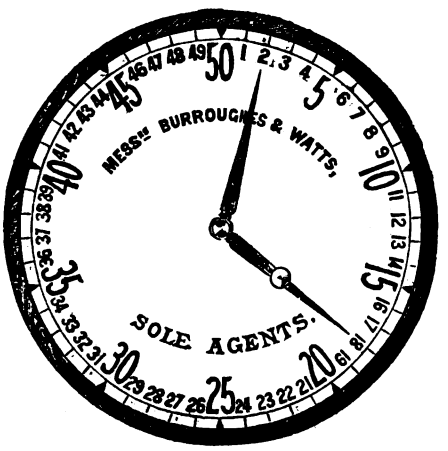
COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushin without moving from the table; the most convenient and best marker in the world, price £10 10s.



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—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

19, SOHO SQUARE, LONDON, W.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS, via Suez Canal:—

Port.	Ship.	Class.	Dock.	To sail.
Singp., Bata., Cheribon, Samarng., & Sourabaya...	Ionia, s.s.	A1 18 yr.	S.W.I.D.	With des.
Peng., Sing., Hong Kong, & Shanghai.	Russia, s.s.	100 A1	S.W.I.D.	Feb. —
Ditto, also Yoko., Higo., & Nagasaki..	Tchihat-choff, s.s.	AB1	S.W.I.D.	Feb. 10
Hong Kong..	Aracan	A1 14 yr.	S.W.I.D.	With des.
Shanghai.....	Taitsing.....	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Coulnakle. Devana ...	A1 13 yr.	S.W.I.D.	With des. To follow

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

CHINA AND JAPAN.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Shanghai ...	Lothair	A1 16 yr.	E.I.D.	With des.
Yokohama ..	Eliza Shaw ..	A1 17 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Feb. 10
Glenearn	100 A1	2,120	330	March 2
Glenlyon	100 A1	2,119	275	March 24
Glenroy	100 A1	2,121	250	April 15
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glencaglea.	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to MCGREGOR, GOW, and Co., No. 1, East India avenue.

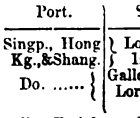
GLEN LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates to JAVA and JAPAN PORTS, the magnificent Clyde-built steamship GLENFALLOCH, 2,126 tons, 100 A1, 275-h.p. nominal; South West India Dock; last shipping day, 9th Feb., to sail positively on 10th Feb. The attention of shippers and passengers is especially directed to this splendid steamer. She has elegant accommodation for a limited number of passengers.

For Freight or Passage apply to MCGREGOR, GOW, and Co., 1, East India-avenue, London, E.C.

To be followed by the magnificent new Clyde-built s.s. "Glenearn."

S. S. VANCOUVER, DIRECT FOR SINGAPORE, HONG KONG, and YOKOHAMA.—This fine, powerful, Clyde-built steamer, classed 100 A1 at Lloyd's, 2,000 tons gross register, 530-h.p. nominal, 2,650-h.p.e., is the second steamer of the CHINA TRANSPACIFIC STEAMSHIP COMPANY (Limited), and is fitted most luxuriously for a large number of first-class passengers, with ladies' saloon, smoking saloon, and general saloon on deck; carries surgeon and stewardess. Owing to this vessel's immense power, a very rapid passage is expected. Last shipping day in the Victoria London Docks, 8th March.

For plans and particulars as to rate of freight or passage apply to GELLATLY, HANKEY, SEWELL, and Co., 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.



SHAW, MAXTON, and CO. will despatch the undermentioned steam ships via Suez Canal:—

Port.	Ships.	Tons.	Dock.	Sailing.
Singp., Hong Kg.,&Shang.	Lord of the Isles, s.s.	1,846	S.W.I.D.	Feb. 5
Do.	Galley of Lorne, s.s...	1,390	S.W.I.D.	Feb. 21

For Freight or Passage apply to MELBOURNE CLARK, Chapel-walks, Manchester; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, Cornhill, E.C.

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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 545.] LONDON, WEDNESDAY, FEB. 11, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Feb. 11.
JAPAN—Yokohama	Oct. 31	Dec. 22	Dec. 23
Yedo			
Osaka and Hiogo	„ 17	„ 8	„ 17
Hakodadi			
Nagasaki	—	—	„ 19
CHINA—Peking	—	—	„ 10
Tien-tsin	—	—	„ 12
Chefoo	—	—	„ 16
New-chwang	—	—	„ 15
Hankow	—	—	„ 20
Kiu-kiang	—	—	„ 18
Chin-kiang	—	—	„ 16
Shanghai	„ 31	„ 20	„ 26
Ningpo	—	—	„ 24
Foochow	„ 24	„ 11	„ 20
Formosa	—	—	„ 18
Amoy	—	—	„ 21
Swatow	—	—	„ 23
Hong Kong	Nov. 21	„ 31	Jan. 1
Canton	—	—	Dec. 30
Macao	—	—	„ 31
PHILIPPINES—			
Manila	„ 7	„ 18	„ 25
COCHIN-CHINA			
Saigon	—	—	Jan. 5
SIAM — Bangkok	—	—	„ 3
BORNEO			
Labuan	—	—	„ 2
Sarawak	—	—	„ 2
JAVA — Batavia	„ 28	Jan. 3	„ 4
Samarang	—	—	„ 1
Sourabaya	—	—	„ 2
MALACCA STRAITS—			
Singapore	Dec. 5	„ 7	„ 9
Penang			
CEYLON—			
Galle	„ 19	„ 13	„ 14
Colombo	—	—	„ 13

THE MAILS, &c.,

The French mail, bringing advices as above, was delivered, *via* Marseilles, this morning, two days late, having been detained in the Suez Canal, and subsequently by heavy weather in the Mediterranean. The Pacific mail, with Yokohama advices to the 23rd Dec., reached London, *via* San Francisco, on Monday last. The next inward (P. and O.) mail, with dates Yokohama, 30th Dec.; Shanghai, 2nd; Hong Kong, 8th; Singapore, 15th Jan., left Alexandria on the 9th inst., and will probably be delivered on its due date, Monday next.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Hoogly*, arrived Feb. 9.—From Yokohama: None. From Shanghai: Messrs. Albert, Recker, Syle, Mr. and Mrs. Price. From Hong Kong: Messrs. Cassambrook, Cunningham, Gonzales. From Saigon: Messrs. Regnaud, Rocard, Laugier. From Singapore: Messrs. Gaillard, Waars, Houghton, Emmerich, Vaughan, Gomez, Orosco, Goddeau. From Galle: Messrs. Reboul, Chambeyron, Gourdon, Goudehand, Ridley, Mayou, De Villiers, Brunster, Von Rosler, Richaud, Ravel, Otuza, Schwaal, Puybert, Eggers, Graham, Louth, Pelletti, Vinay, Mr. and Mrs. Garcia, Mr. and Mrs. De la Touche, Mr. and Mrs. Driessen, Mrs. Gordon. From Aden: Messrs. Rozier, Hart, Lauzier, Richard, Mrs. Vitry, Mrs. Green, Miss De Cousson, Miss Somerville.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, Jan. 29.—To Yokohama: Mr. S. Yastinna, Mr. Bland. To Shanghai: Mr. J. Morris. To Hong Kong: Dr. Jones, Asst. Controller Molony. To Penang: Mr. D. Logan. To Ceylon: Mr. M. Brown.

Per P. and O. steamer *Ceylon*, from Venice, Feb. 6.—To Hong Kong: Mr. W. Detmers.

Per P. and O. steamer *Ceylon*, from Brindisi, Feb. 9.—To Singapore: Mr. F. Groger. To Penang: Mr. Forbes Brown, Mrs. David Brown, and two Misses Brown. To Ceylon: Mrs. Skerrs, Mr. J. R. Fulton.

Per P. and O. steamer *Pekin*, from Southampton, Feb. 12.—To Yokohama: Miss M. P. Joyner, Miss Dennis. To Shanghai: Mr. J. Dunn. To Hong Kong: Mr. J. Sproule, Comd. A. J. Powlett, Comd. W. C. Singleton Comd. F. Stirling, Rev. J. S. Ladds, Brevet Major Rowland, Lieut. Howard. To Ceylon: Mr. Aitken, Mr. H. M. Fitzgerald.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 23.—To Yokohama: Mr. F. Page. To Shanghai: Hon. H. G. Edwardes.

Per P. and O. steamer *Sumatra*, from Southampton, Feb. 26.—To Singapore: Mr. J. Sheriff.

Per P. and O. steamer *Simla*, from Brindisi, March 9.—To Hong Kong: Mr. T. J. Crutch, Mr. G. Towend. To Batavia: Mr. E. M. Owen. To Ceylon: Mr. A. Giles Puller.

Per French steamer *Sindh*, from Marseilles, Feb. 1 (booked from London).—To Yokohama: Mr. Lawrence. To Shanghai: Dr. Macartney, Mr. Haas Mrs. Bishop, Mr. and Mrs. R. Mackenzie, Mr. Bovenschen. To Singapore: Mr. Pouget, Mr. Girard, Mr. Munoz, Mr. Nash. To Saigon: Mr. Chedal, Mr. F. de Fourcron. To Batavia: Mr. G. Van Baerle, Mr. A. Verbrugge, Mr. F. Van de Velde. To Hong Kong: Mr. Evecart. To Galle: Mr. Newman.

Per French steamer *Anadyr*, from Marseilles, Feb. 15 (booked from London).—To Yokohama: Mr. and Mrs. Goodwin and family. To Shanghai: Mr. and Mrs. Dyer, Mr. H. H. Hollins, Mr. Simpson. To Singapore: Mr. Oscar Durr. To Batavia: Mr. de Mortanges, Mrs. Sneither, Mr. Homans and family, Mr. Fritz Zorn. To Galle: Mrs. Fitzroy Kelly, Mr. Bodman, Mr. Laurie. To Saigon: Mr. Caramari, four Sisters of Mercy. To Hong Kong: Mr. and Mrs. Harten, Mr. Wardlaw.

Per French steamer *Tigre*, March 1 (booked from London).—To Shanghai: Mr. and Mrs. Beazley, Mr. and Mrs. Kircholf, Mr. and Mrs. Lay.

Per French steamer *Amazone*, from Marseilles, March 15 (booked from London).—To Shanghai: Mr. and Mrs. T. F. Hughes, Mr. C. Lucas, Mr. F. S. Deacon, Mr. Simpson. To Batavia: Mr. and Mrs. Otto Comissaert, Mr. and Mrs. O. Furst, Mr. Ludwig Frisch, Mr. Kruyff.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French and Pacific mails bring advices from this port to the same date, the 23rd Dec. The French mail from London Oct. 10 arrived out on the 29th Nov., the P. and O. mail of Oct. 17 on the 5th Dec., the French mail of Oct. 24 on the 16th Dec., and the P. and O. mail of Oct. 31 on the 22nd Dec. The news has been to a great extent anticipated by the lengthy telegraphic intelligence which was published in our last issue.

One of the chief events of the interval had been a visit of the Mikado and the Empress to the Government Dockyard and Arsenal at Yokoska. The subjoined account of the proceedings is condensed from the *Japan Herald*:—

The Mikado arrived in Yokohama by special train from Yedo. On alighting from the train, the Royal party, entering the vehicles awaiting them (the body guard on either side of the Imperial carriages), proceeded leisurely from the Station along the thoroughfares leading to the landing place of the English Hatoba, where the Mikado and his suite at once stepped into a ship's gig, and were rowed off to the *Tsoju-Maru*, the band of which, on his arrival, played the Japanese national anthem. Her Majesty and suite followed in the barge in waiting, towed by one of the steam launches. His Majesty had no sooner entered the gig than the foreign vessels of war in harbour manned yards, and fired Royal salutes in honour of the occasion. On the conclusion of the demonstrative salutation of the men-of-war, the Japanese squadrons got under way, the *Riojo-Maru* leading, closely followed by the *Hosho-Kan, Tobo-Kan, Tsoju-Maru, Wingo-Kan, Adzuma-Kan*, the *Nishin-Kan*, containing the Foreign Ministers, bringing up the rear. As the *Tsoju-Maru*, on her way to Yokoska, passed the various foreign men-of-war, the yards were again manned, and the Mikado received with hearty cheers. After the departure of the fleet carrying the Imperial party and Diplomatic Corps from Yokohama, the vessels observed the order they took at starting, until about half-way between this port and the Arsenal at Yokoska, when the *Nishin-Kan*, carrying the Foreign Ministers, put on steam, and passed the other vessels, in order to arrive at the landing pier first, where his Majesty was to disembark.

The Mikado, having landed from the *Tsoju-Maru*, the fleet meantime saluting, and the band playing the national anthem, was received by the Diplomatic Corps, M. Verney, and the officials of the Arsenal in full uniform. The reception over, his Majesty, passing through a triumphal arch of tasteful design, preceded by some officials and his standard-bearer, the Empress following, accompanied by the kuge or ladies of the Court, proceeded to a small house on the Bluff, where seats on a throne, in a rustic but tasteful style, had been prepared for their Majesties. Here the Mikado, in a few appropriate words, expressed his pleasure at seeing the Foreign Ministers on the occasion, and thanked them for their presence. Sir Harry Parkes, the *doyen*, replied in a short but pithy speech,

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manifesting the interest with which the Diplomatic Corps watched the progress of the Empire; and on their behalf complimented the Emperor on the solicitude he had shown, on this and many other occasions, in regard to whatever might be of moment touching the welfare of his people. On the conclusion of the ceremony, the Emperor commenced the inspection of the Arsenal works, beginning with the patent slip, on which was a vessel in course of construction. During the inspection several ribs were put in position. The Imperial party, mixing freely with visitors, foreign and native, next proceeded to the blacksmiths' shop, where several machines were seen at work, cutting iron plates, &c. Thence the party sojourned awhile for refreshments in Mons. Verney's offices. This finished, a diver descended into the basin opposite, going down at one side and coming up at the other. This took some eight minutes to accomplish, in the course of which his Majesty manifested much curiosity. A vessel was next floated in the new dry dock, after which the Imperial party returned to the workshops, and inspected the steam hammers from a raised platform, on which was also seated the Empress. The operations consisted chiefly in beating into different shapes a mass of iron some two feet square. The party remained here some twenty minutes, apparently much interested. The store-room was next gone through, and then the smelting furnaces were visited. The party here presented a most unconstrained and heterogeneous character, the Mikado and the Empress apparently mixing freely with all comers. There were some five of the furnaces in operation, from the molten iron of which several large castings were made. The rope-works were next visited, where the various processes of this division of the establishment were inspected, from the rough hemp to the making of the final cords and ropes.

Thousands of Japanese were present to witness the inspection; everything passed off in a most orderly manner. As formerly, whenever the Mikado passed, his faithful subjects fell on their haunches; in other respects there was no indication of restraint. At sunset the whole of the Arsenal buildings were illuminated with parti-coloured lamps, the effect of which after nightfall was very agreeable, and contributed not a little to the pleasures of the occasion. The Royal party returned to Yedo next day.

The following items of news are also taken from the *Japan Herald*:—

The Japanese, since their return from Europe, have become somewhat exacting and impracticable. The return they are making for the consideration and kindness shown them abroad is by rendering the clauses in the existing treaties as obnoxious as possible. After having enjoyed the liberty to travel everywhere, they are restricting foreigners to within the narrow limits of the Treaty Ports, and have issued instructions to the tea-house keepers to deny foreigners food or shelter. As to the foreigners themselves, they are arrested and sent back to the ports.

The Ministers have put themselves in communication with the Government with respect to the unpaid instalments of the balance of the Simonosaki Indemnity, long overdue. The Government has admitted its liability, and the amount, with the exception of that due to America, will probably be paid.

Yamada, one of the late Embassy, has been appointed Minister to China, and Mori, late Minister to the United States, has been appointed Under-Secretary for Foreign Affairs. Hanabusa, the new Minister to Russia, left by French mail steamer on the 9th December, with Kawase, Minister to Italy. Yanigawara, who was lately designated Minister to Holland and Belgium, will not proceed abroad, but has accepted an appointment in the Foreign-office.

Another theatre is in course of erection. The proprietors of the German Hotel are hastening towards completion a building intended to be opened permanently as a theatre and public meeting room some time during the coming Christmas season. The construction measures 97 ft. by 25 ft.; from floor to ceiling, 13 ft. The stage is 24 ft. square; the front or drop scene, 15 ft. by 9 ft. At the other end of the building are private boxes, with seats for some forty persons. The entire building is calculated to contain about 300 persons.

Several lots belonging to the bankrupt estate of Messrs. Textor and Co. have been sold by auction by Messrs. Bourne and Co. Lot No. 29 was bought by Messrs. Ahrens and Co. for $22,000; lot No. 46 by Mr. R. B. Baker, for $5,900; and lots 158 and 159 by Captain Lane, for $5,200 and $1,700 respectively.

The residence of Mr. De Long, on the Bluff, has been purchased by Mr. Pistorius, Yokohama agent for the Netherlands Trading Society, for the sum of $12,000.

The agent of the Oriental Bank Corporation announces that the bank is prepared to keep current accounts, and receive fixed deposits in gold and silver yen. This step will involve some extra clerical work on the part of the bank officers, but will be a convenience to several of its customers. It indicates that the bank has every confidence in the management of the Mint, and the integrity of its issues.

The Government, in order to check the rabbit mania, has issued a notification imposing a tax of $1 per month on each rabbit. This has at once brought the trade in these animals to an abrupt conclusion.

The *Japan Mail* contains the following items of intelligence:—

It has been announced that the Government had intimited its recognition of the illegality of the institution known as the *Kiito Aratame Kaisha*, or guild of native silk merchants. The intelligence is, so far, premature; but the Government has pledged itself to inquire into the procedure and mode of action of the guild, with the view of learning how far they may be a variance with the terms of the treaty stipulations.

Lord Granville has intimated that Her Majesty's Government has decided to discontinue the payment of the sum of £400 per annum out of the public funds towards the chaplaincy at Yokohama. The allowance will, however, be continued in 1874.

A notification has been published by H.B.M. Minister announcing that the exportation of rice, barley, and wheat is now permitted by the Japanese Government.

A statement of the position of the Bluff Gardens property has been circulated by the directors. Three years' rent is now due, and it is proposed to pay off two-thirds of this, and to request the Government to forego its claim to the remainder on the condition of the proprietary rights of the original subscribers being unconditionally surrendered to the public.

The Japanese Postal Authorities have introduced stamped envelopes and paper, in imitation of the postal card system, which has come into universal use.

An Imperial notification has been issued of a new "Statute of Limitations" to be introduced into Japanese judicial practice. The reasons given by Iwakura, who signs the notification, for its introduction, are that owing to the mildness of Japanese creditors debtors have often escaped before the majesty of the law was attempted to be invoked; and even when the debtors were to be had witnesses were not unlikely to have died or left the place. To obviate these inconveniences it is enacted:—

1. That money due for the following shall not be recoverable unless sued for before the end of six months after the debt be incurred, viz., salaries to teachers, expenses of portage, sleeping and other hotel bills, bargain money, goods on credit between merchants, coolies' services, day labourers' services, money due on contracts, admittance to and price for seats in theatres and hire of musicians, &c.

2. Doctors' expenses, expenses of their keep by scholars boarded by their teachers, money for goods sold on credit to a customer, and overdue wages to a yearly servant, must be claimed within *one year* of the accruing of the debt.

3. Money or rice lent on interest (together with the interest) or deposited for safe keeping, rental of house, ground, or rice-fields, bond-money, *shiki-kin* (money deposited by an incoming tenant with the landlord, to be returned on leaving), money for clothes, &c., lent and not returned, for bringing up a child, or due to a servant hired for over five years or without agreement, must be claimed within *five years*.

The law is to come into effect on the 1st January.

SHANGHAI.

The present mail brings advices from this port to the 26th Dec.; the P. and O. mail from London Oct. 31 arrived out on the 20th Dec. The following items of news are from the *North China Herald*:—

We hear that Mr. Coryell and Captain Paul went up the Yangtsze in the S.S.N.Co.'s steamer *Shanse*, to take the machinery, &c., out of the wreck of the *Kiangloong*.

The First Concert of the Philharmonic Society for the season was undoubtedly one of the best with which we have yet been favoured. The attendance, we regretted to notice, was not so large as the efforts of the Society for our amusement entitled them to expect.

We have been disappointed in a promised report of Saturday's paper hunt, and are only able to say that Mr. Bigsby was the first to reach the Fox, Mr. Shaw leading the heavy weights. We are informed, however, that objection has been made that these gentlemen did not follow the line of paper at the finish.

We have received a further letter from "Liberal," going more fully into the Missionary question, raised by correspondence in our columns some weeks ago; but we have advised the writer to withdraw it, on the ground that it would probably lead to acrimonious discussion that is better avoided.

An ingenious contrivance has been fixed up in the club for giving alarm to the several police-stations in case of fire in the neighbourhood. Inside a locked case is an instrument connected with the telegraph wires on the Bund. By turning a handle, a certain number of strokes are rung on the bells at the different stations—this number indicating the neighbourhood from which the alarm is given. In case the key of the case should be not readily obtainable, it is possible to gain access to the handle by smashing a piece of plate glass in its front.

The frigate (No. 6) was successfully launched at the Arsenal.

It is stated in the papers to hand by the *Costa Rica* that the Hon. F. Low, United States Minister to Peking, has not resigned, as was reported at the time of his departure. It is expected that he will shortly return to China. Mr. Low has fulfilled his duties so ably that this will no doubt afford much satisfaction not only to the citizens of his own country, but to the foreign communities generally in China.

Kiukiang is now beginning to show signs of recovery in the shape of municipal improvements from the wretched state in which the rebels left it. Last year some Tls. 25,000 were expended on the embankment and the Chentai's Yamen, and this year Tls. 15,000 have been granted for the erection of a yamen for the departmental examiner (Literary); in addition to which a handsome temple is being completed near the pagoda. The official buildings are paid for out of the Likin fund, and the temple by subscription. Eleven small gunboats have been

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launched, and appeared to be for the maintenance of order on the river, and preventive service work. The troops have taken to the European drill, though they have not quite abandoned the bow and gingall. An English missionary has just returned from the western part of the province, where he seems to have been well treated by all but the officials. One magistrate refused to see him on terms of equality, because his passport described him as a *Min jen*—one of the *bourgeoisie*, who are never admitted on equal terms into the official presence. It is stated that the Catholics have succeeded in getting the mandarins to rebuild the chapel destroyed by the mob in the Fuchow prefecture of this province. Our community has been increased by the addition of two missionaries from the States.

CHINESE PROCLAMATIONS.

The following are the official translations of the Proclamations recently issued in connection with Mr. Mayer's visit :—

Proclamation by Liu, Bat'uru of the Chen-yung grade, Financial Commissioner and Director-in-Chief of the general Li-kin Board of the Province of Kiang-si.

Whereas, when Chinese or foreign merchants, having taken out duty certificates, transport foreign merchandise inland for sale, they are wholly exempted from payments along the course of their journey, as is set forth in regulations publicly notified, with the tenor of which every one is acquainted—it is incumbent upon the officials and other persons employed at the *li-kin* taxing-stations to exercise a watchful supervision, and to tolerate no discrepancy in the weight or number of packages, or variation as regards the point of delivery. In like manner, it is their duty to act in a spirit of entire justice and integrity, and to suffer no obstructiveness to be wilfully indulged in by clerks or underlings. In cases where fines and confiscations are entailed, they must, in conformity with the action already established, transmit the merchandise to the provincial capital to be re-weighed and examined, thus combining just and equitable treatment, with a proper regard for the careful discharge of duty. If all ye Chinese and foreign merchants will but implicitly observe the established regulations, letting no disturbance of packages, or divergence from the declared points of destination take place, there is no occasion to fear that partiality or harshness will be manifested at the taxing-stations, neither can there be any reason for timorously holding back, whereby ye yourselves do harm to your trading interests.

This proclamation is accordingly issued—wherefore it is hereby notified to the clerks and underlings of all taxing-stations, as also to the Chinese and foreign merchants, that they may be informed, one and all, of what is set forth above.

Disobey not.

T'ung Che, 12th year, 10th moon, 6th day (Nov. 25, 1873.)

Translated by W. F. MAYERS, Chinese Secretary.

Proclamation by Liu, Financial Commissioner; Li, Judicial Commissioner; Wu, Comptroller of the Salt Gabelle; Wang, Comptroller of the Rice Levy; and K'iao, Expectant Intendant of Circuit—constituting the General Board of Reorganisation* for the Province of Kiang-si.

Whereas, since the establishment of treaties between China and foreign Powers, liberty to trade (in China) has been conceded to the subjects of different foreign countries, whence advantage is mutually enjoyed on either side—and whereas it is similarly permitted to them to journey into the interior for purposes of travel, in which particular also no detriment accrues to the country, now, ye scholars and people in general, although ye be not restrained from gazing at such travellers as come from distant lands, yet must ye be careful to avoid clamorous shouting or crowding, which may go so far even as to produce disturbances, whereby the gracious wish of his Majesty to cherish tenderly those from afar would be set at naught, and ye yourselves would become liable to punishment. Accordingly, this proclamation is issued. Wherefore, it is hereby notified to all of ye scholars and people aforesaid that all may be alike informed thereof, and obey with trembling.

A special Proclamation!

T'ung Che, 12th year, 10th moon (November, 1873).

Translated by W. F. MAYERS, Chinese Secretary.

An inquiry has been instituted with reference to the burning of the steamer *Moyune*. The inferences drawn from the evidence taken were that the fire did not originate from the furnace of the donkey-boiler nor in the coal bunkers, but from some accident at or near the lamp-room. The steamer *Appin* arrived on the 19th inst. from Tientsin. She has accomplished twenty trips between Shanghai and that port during the year. This performance exceeds that of any other steamer on the line, and may be attributed in a marked degree to the ability of her commander and the general good management.

The French Council having opposed a projected meeting with reference to the covered wharfs in front of the Bund, the Consul-General very properly urged that the public could not be denied the right of discussion, and a meeting was called. In consequence of this, it is stated that Messrs. Leroy and Mackintosh, together with the Rev. A. Aymeri, have resigned their seats at the Council.

Some interesting particulars are given in the *North China Herald* of a journey from Hankow to Szechun.

Mr. J. Livingston has retired from Tientsin; his partner, Mr. William Forbes, will continue the business in his own name.

The following remarks, having reference to Mildewed Shirtings, are from the Shanghai Trade Report :—

Locally, the trade has been supplied from mildews, which, unfortunately, are again on the increase—unfortunately, because even the natives are now getting tired of them, and are claiming and obtaining heavier allowances than ever on mildew damaged goods. In former years, Ningpo was the distributing centre for the refuse of the Shanghai market, and in those days buyers claimed 1 mace to 1½ per piece allowance for damage; but last season the Northern dealers also entered the market, and the value of mildews was raised to within 3 or 5 cands. per piece of that of sound goods. The Northern fancy, however, is played out. The native advices by the last steamers from Tientsin and Cheefoo discourage, if they do not actually forbid, further operations in damages, in which are included mildews, wax-finish, sizings, and false weights; and, by the courtesy of a friend, I am permitted to insert here the following laconic extract from a letter lately received by him from a traveller in the North of China. "Great complaints at Tientsin about the rotten goods from Manchester—sizing and false weights. The English manufactures are suffering from universal discredit." It must be borne in mind that Drills, and almost every kind of Plain Cottons, share equally with Grey Shirtings in this "universal discredit," and it is just within the bounds of possibility that Lancashire, in her desire to send "what they ask for in China," may discover when too late that her weighing and finishing genius might have been turned to better account.

HONG KONG.

We regret that our Hong Kong files have not come to hand.

PHILIPPINES.

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MANILA.

The following paragraph regarding the loss of an American vessel appears in the *Diario de Manila*:

The year about expiring has been a fatal one to shipping in this Archipelago. A new disaster at sea has come to our knowledge. The American ship *Charger*, which left this for Cebu on the 10th inst., in which port she was to take in for Europe the remainder of her cargo, has been lost on a coral reef, at about a dozen miles from the entrance to that port. The *Charger*, despatched by the firm of Peele, Hubbell, and Co., had on board two thousand piculs of hemp.

The *Comercio* supplies the following additional particulars :—

By the steamer *Pasig* we have received a letter from Cebu, dated the 20th instant, in which the sad intelligence of the loss of the fine American ship *Charger* is furnished us. The letter is as follows :—The only news current here is the loss of the American ship *Charger*, which left Manila for this on the 10th inst. On the night of the 14th inst. she struck upon a coral reef called *Dajun-Tajun*, near the entrance to this port. It is possible that, owing to the badness of the weather, neither the vessel nor her cargo will be saved, notwithstanding the assistance afforded afterwards to the captain, who arrived here in his boat on the evening of the 15th, in order to bring intelligence of the disaster.

The drawing of the Manila lottery took place on the 23rd, on which occasion the largest prize ($50,000) fell to ticket No. 7,717, which had been forwarded, along with others, to China. The second prize for $25,000 was won by an artillery lieutenant, who is now in Spain.

$6,367.95 had been collected at Manila for the benefit of the sufferers from the hurricanes which lately raged in the Philippines.

BORNEO.

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SARAWAK.

The *Gazette* has the following from Mr. W. Walters, who writes from Gunong Tabong :—

"December 12, 1873.

"I beg to report that I have cut a line and made a batang road from the coal at Silantik to this place (about thirteen miles), and that the ground is very favourable, *i.e.*, undulating, and giving sufficient earth for filling up the lower parts of the line within a great distance of them. I have avoided the great swamps predicted to be met with, also the hills or mountains on each side of the line, by merely crossing the lower part of the spurs.

"On the 30th of last month I received a fine specimen of coal from Gunong Tatei, a place which I previously wrote to H.H. the Rajah as being likely for coal to be found. When I have completed this job, which I hope to do in about a fortnight, I propose to visit both the coal of Tatei and Sibuyau, the latter of which is reported to be five feet thick; and on having done so I will forward to you the facts of my investigations, &c."

JAVA.

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BATAVIA.

The Customs and Excise regulations framed to enable the new Netherlands India tariff, which came into operation on the 1st inst., to be worked, were submitted, in draft, to the Chamber of Commerce in Java for their opinions. The result is thus described by the *Indier* :—

As we had foreseen, the general regulation for the levying and collection of import and export and excise duties, as also the ordinances for the levying of an excise duty on native distilled spirits, have been announced to come into operation on Jan. 1

* NOTE.—The *Shan-how Tsung Ku*—literally a General Committee or Board for arrangements contingent upon the restoration of peace and order. This title is given to the Councils of administration existing in each Province since the conclusion of the Taiping Rebellion, taking the place of the Councils of War or Military Boards which wer previously constituted by the same officials.

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next. The excise law endows us with an unfree (shackled) territory, and the formalities connected with the excise are considered to be so oppressive that most of the arrack distilleries will disappear. The former farm was also an excise one, but did not work in such an offensively vexatious manner. The regulation on the levying and collection of duties has been left unchanged, in the main, although the most draconic of the rules have been modified. Thus, sixty hours after arrival, instead of forty-eight, are now allowed to make the general manifest. Thus, forfeiture of ship and cargo is replaced by fines which reach f.5,000 and upwards. But forfeiture of goods and fines are retained, even for actions which do not affect the captain. The favourable regulations for discharging cargo from steamers, first introduced in 1871, have disappeared. The chief difficulty from a legal standpoint, the price current, whereby the *ad valorem* tariff principle is set aside and broken, remains. The whole forms a collection of badly drawn up regulations, in conflict with the spirit of the age, and with every idea of freedom of trade, which will inflict injury upon the trade of Netherlands India, and will cause the trade of Singapore's free port to flourish and increase. We pointedly draw the attention of the powers that be in the mother country, who passed the law, to this method of carrying out a truly liberal law.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail extend to the 9th Jan.; the French mail from London Dec. 5 arrived out on the 7th Jan. The following items are from the *Straits Times*:—

We think the petition of the Province Wellesley planters is a very moderately worded document, except in so far as it impeaches the late Magistrate of the Province of having encouraged vexatious proceedings against them, and of having far exceeded his legal powers. No doubt the action of his Excellency Sir Andrew Clarke, in immediately appointing three Government Hospitals in the Province, will have, even in their eyes, sufficiently provided against a continuance of the medical neglect they complain of; and we think they may be satisfied that the Magistrate's conduct will be well looked to in the trial of the coming coolie cases.

We cannot congratulate the Government upon the appearance of the new post-office building now in course of erection on the site of the late Fort Fullerton. The lower story, with its numerous columns, looked promising, and we were under the impression that an elegant building was in course of erection, but when, instead of an upper story that would have been in keeping with the heavy architecture of the lower part, the whole is topped with a squatty roof, the effect is sadly marred. A roomy upper story would have afforded very valuable accommodation either for the post-office or for other public purposes.

Though it was beyond all doubt very desirable that the Legislative Council of the Settlement should have restored to it the full strength of its unofficial element, we question if we have much room to congratulate ourselves on the manner in which this restoration has been effected at the present juncture. Better men than the three honourable members who re-accepted office on Tuesday last it would be impossible for us to obtain, men even as good it would be difficult to obtain. Yet it seems to us, unless we have been grievously misinformed, that by the manner of their re-acceptance of their seats in Council they have cancelled any good which their resignation on September 29th was calculated to secure.

His Excellency seems inclined to look difficulties fairly in the face, and to take pretty bold measures to meet them, if what we hear of the interview the municipal commissioners had with him be true. In alluding to the town drainage, so long in abeyance, and to the distribution of the water supply, which we are now to have in earnest, his Excellency said it was just as well to make up our minds at once to an expenditure of $450,000 on those two undertakings, as they would cost very little less; and to meet this expenditure he said he was quite prepared to sanction a new municipal loan of £100,000 sterling, and to give the guarantee of the Straits Government to the same. Well, it is certainly a good deal of money this, and there is no doubt a species of moral courage in being able to look its expenditure in the face; but having attained to this courage, we trust we shall reserve a proper caution as to the manner in which the money goes.

The Commissioners, it appears further, made his Excellency aware of their wish to have a first class engineer for the Municipal Works; and we believe the prompt reply was the despatch, there and then, of a telegram to London for an engineer whose abilities are well known to his Excellency, and whose salary is to be £1,000 per annum. We are half induced to cry "Ca canny" on hearing this last.

His Excellency the Governor and the Hon. the Colonial Secretary, accompanied by Mr. W. H. Read as Consul for the Netherlands, has proceeded on a visit to the Resident of Rhio.

The following commercial nocices have been issued:—

Mr. Walter Oldham has been admitted a partner in our firm from this date. BRENNAND AND CO.

Singapore, 1st January, 1874.

From and after this date, Mr. Richard Adolph Crasemann is authorised to sign our firm here and in Batavia, and Mr. Carl Rose is authorised to sign the same per procuration. REME BROTHERS.

Singapore, 1st January, 1874.

The interest and responsibility of Mr. Adolph Emil Schmidt in our firms ceased on the 31st ultimo.

RAUTENBERG, SCHMIDT, AND CO., Singapore.
SCHMIDT, KUSTERMANN, AND CO., Penang.
SCHMIDT and KUSTERMANN, Hamburg.

Singapore, 1st January, 1874.

Mr. Alexander Gentle has been admitted a partner in our firms from this date. MACLAINE, FRASER, AND CO., Singapore.
FRASER and CO., Penang.

Singapore, 1st January, 1874.

Mr. Isaac Henderson, Mr. Fairleigh Armstrong, and Mr. Thomas Cuthbertson, are this day admitted partners in our firms at this place and at Penang. BOUSTEAD AND CO.

Singapore, 1st Jan., 1874.

The interest and responsibility of Mr. James G. Caswell in our firm ceased on 31st ult. by lapse of time.

Mr. Charles F. Tremlett and Mr. Wm. Detmering are this day admitted partners in our firm. WM. G. HALE AND CO.

Saigon, 1st Jan., 1874.

We have granted our general power of attorney to Mr. Henry Oliver Allbrook. J. PERT AND CO.

Batavia, Jan. 1, 1874.

SUMATRA.

—o—

THE ATCHIN WAR.

The following account of the events in the Atchin Campaign up to the 17th Dec. is supplied by a correspondent of the *Penang Gazette*:—

On the 28th November the *Princess S. Alexandra*, with General van Swieten, arrived, and was lustily cheered by the troops on board the fleet and saluted by the flag-ship. The same day the surgical and medical staff arrived in the *Koningen Sophia*, also the landing pontoons and rafting materials in the *Sumatra*. On the 29th two small war steamers, accompanied by the General and Naval Commander, proceeded to the mouth of the Atchin river on a reconnoitring expedition. About 9 A.M. they saw what they took to be a masked battery, and fired into it. They were answered immediately by two guns, which were so well manned that one shot passed right over the bridge where the General and Naval Commander and their staffs were collected, and struck the water about fifty yards on the other side of the vessel. On the 2nd Dec. as many men as could be accommodated on board the store-ships were removed to them, in order to relieve the overcrowding of the transports, and the sick were landed on Pulo Nassy. On the 7th, all the available forces were collected off the entrance to Nazar River and a show of landing was made; thirty-five vessels in all anchored off it; rafting, pontooning and collecting boats astern of the transports was the order of the day. This move however turned out to be a clever ruse on the part of the Dutch in order to mislead the Atchinese. On the night of the 8th the ships received orders to be ready to move early next morning. At 1.30 A.M. on the 9th the war ships commenced to heave up their anchors, and by 4.30 the whole squadron, transports included, were under way and steaming to the eastward. At 6 A.M. Pedro Point was reached, and the fleet stood in, making for the land about half a mile to the westward of that headland. At 7 o'clock the war ships ranged up and opened fire, shelling the jungle all along the foreshore.

The first landing division, amounting to 1,980 men, was in the meantime got into the boats, which, while the shelling was going on, were laying on their oars, ready to start for the shore when the signal was given. A few Atchinese were seen among the bushes, but no demonstration was made by their large guns. At 9 A.M. the boats began to move towards the shore in two divisions; no opposition was shown until they were within a few yards from the beach, when they were met by a brisk fire of musketry from the sand ridges, behind which the Atchinese had entrenched themselves. The boats replied with their bow howitzers, but there was apparently some hitch, as the boats stopped for a few minutes; this was caused, we afterwards found out, by the cowardly conduct of the convict boatmen, who stopped plying their oars as soon as the firing of the enemy commenced. At the sight, however, of some of the Atchinese on the shore, the troops cheered lustily, and the convicts evidently managed to pluck up courage, and a few strokes of their oars landed the boats on the beach. At 9.20 A.M. the first man (a lieutenant of the 14th battalion) leaped on shore, the troops followed and scattered along the beach in apparent disorder, but were seen to form themselves almost immediately and moved up steadily under the Atchinese fire, the Dutch reserving theirs till the sand ridges were gained, when a few sharp volleys were exchanged and the Atchinese positions taken; the Dutch flag replacing that of the Atchinese in less time than it takes to describe the struggle. It is supposed that the number of Atchinese defending these ridges was very small, as there was not time for them to concentrate any large force to oppose the landing of the invaders. Through the remainder of this day there was little or no opposition shown to the Dutch troops, who were marching to the westward along the shore; several of the fortified positions of the Atchinese being found deserted, the shells from the vessels of the fleet making them untenable. A rather exciting incident was witnessed during this march by those on board the fleet. Two sailors managed to land suddenly from one of the ships some distance ahead of the troops, and were seen to make for the thicket; no one appeared to know what they were up to, and they were for a few minutes lost to sight, when suddenly one of them was seen climbing up a flagstaff in one of the mud forts, and to tear the Atchinese flag down amid great cheering from the troops and fleet. The boats after landing another detachment of infantry commenced to land cavalry and artillery.

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In the evening, the troops having reached Gegan Creek, encamped for the night, the fleet occupying a position commanding both flanks. About two A.M. on the 10th very heavy firing was heard around the camp. The Atchinese appeared to be attacking in considerable force, but were beaten off. At seven A.M. the whole of the troops forded the Gegan Creek, and the day was spent in skirmishing along the shore towards the westward, the fleet moving in a parallel line to the land forces, keeping slightly ahead and pouring shot and shell into every position of the enemy which was within range. At night the Dutch encamped on the west side of the creek. On the morning of the 11th, portions of the land force were detached and disappeared into the jungle skirting the banks of the creek and cleared it of the enemy. At noon the Atchinese came down with a large force and attacked the Dutch with great vigour. They came to the assault without any apparent order, yelling and screaming like so many red Indians. When this assault was commenced it must have taken the Dutch troops by surprise to a certain extent, as all of them, with the exception of the sentries and pickets, were evidently resting themselves, and were scattered about in undress in the camp; but so perfect was their discipline that within two minutes from the time when the alarm was first sounded almost the whole force was under arms, and marched forward in array to repel the attack of the enemy. The battle lasted for three quarters of an hour, when as many of the Atchinese as escaped the terrible fire of the Dutch breach-loaders disappeared into the jungle. The band struck up the Dutch national air, and all was quiet again for that day. There is no computing the loss of the Atchinese, but it must have been fearfully large, owing to the manner in which they repeatedly exposed themselves in the most reckless manner, in vain attempts to come to close quarters, and they were consequently literally mown down. An hour after the close of this fight the whole bush in front of the Dutch Camp was one sheet of fire. It is not known exactly how this was caused, but it is supposed that some Dutch sailors did it in order to drive the Atchinese out; be this as it may, there was no fighting for the rest of that day, nor all that night, owing to the conflagration, which separated both forces from one another.

On the 12th, at day light, a portion of the troops recommenced their westward march, the ships continuing their programme of keeping in advance and shelling the works of the enemy. No fighting of any importance took place that day, and the troops encamped about a mile to the eastward of the Atchin River. After dark however the Atchinese made a series of harassing attacks, and the firing of musketry and field pieces was heard throughout the whole of the night. The morning of the 13th saw the fleet heavily bombarding several extensive earthworks which were discovered on both sides of the entrance to the river. At 7 A.M. the fleet ceased firing, and the troops advanced to take the above, but were met by a brisk fire of musketry from them and a fort which was situated about 600 yards from the beach. The troops immediately retired, and the fleet opened fire and continued blazing away for about two hours. At noon the ships again stopped firing, and the troops advanced inshore and attacked the forts and earthworks from the rear, but met with very little resistance, and they captured the whole of them with ease. During these operations an officer of cavalry, in attempting to cross a creek to attack an earthwork, was drowned; besides this the Dutch losses for the day amounted to three killed and twenty-two wounded. The camp at the Gegan creek was deserted that afternoon, and a permanent camp was pitched on the same spot as a portion of the forces had encamped on on the 12th (within three quarters of a mile of the river). Firing was heard all night, but nothing serious took place.

On the 14th, at six A.M., all the troops moved from the camp and marched on in fighting order, and were met by a heavy fire from the Atchinese, who were in ambush, and under cover of the jungle. The Dutch replied at once, and continued moving forward; after half an hour of very heavy firing on both sides, the Atchinese suddenly ceased theirs, and the Dutch entered the jungle in pursuit. The latter, however, only went in a short distance, when they brought their mortars to the front, and commenced to throw shells in advance, so as to drive the enemy out, an object which they were not long in accomplishing. On the afternoon of that day the troops all marched further to the westward, and took possession of the whole east bank of the river. There was some slight fighting going on that day inshore, but nothing worth recording happened. On the morning of the 15th, twenty armed launches went up the river and captured a fort on the west side of it. The Dutch commenced landing wooden materials for erecting hospitals and quantities of stores during the course of the day. The fighting among the troops was confined to a few skirmishes with the pickets. That night the bush was again on fire in several places. On the 16th an advance was made from the camp in the direction of the Kraton, the course taken being apparently in a straight line from the Dutch camp to it. There was during the early part of the day a good deal of firing and skirmishing going on, and at night the Atchinese managed to come to close quarters with the Dutch several times.

On the 17th a portion of the troops crossed an arm of the river. After a hot engagement, which lasted half an hour, in which a captain of infantry was killed and several Dutch were wounded, the Dutch captured several strong and well fortified earthworks. In one was found a 40-pounder gun of European manufacture. In another they came across two, the smaller measuring 13 ft. 6 in. in length, and 8½ in. in bore; the larger was 20 ft. in length, of 5½ in. bore, 19 in. at the muzzle and 2 ft. at the breach in diameter. Both these were of solid brass, and evidently cast in the country; the latter had not, however, been mounted, so of course was of little use to the defenders. The principal features of the earthworks themselves were that they all consisted of holes dug in the ground, and the earth was thrown up in front of them, being thus well calculated to protect the occupants against every kind of missile, with the exception of shell. The firing of the Dutch vessels was excellent, as is testified to by the fact that several shells dropped right into the holes and exploded there, of course causing great havoc.

The Dutch have lost a great many of their small boats, which, owing to the heavy surf on the coast, have been dashed to pieces, but so far without any loss of life arising therefrom. The medical arrangements of the expedition are perfect, and it is but fair to say that great humanity has been shown by the Dutch towards the Atchinese, the wounded of the latter being attended to by the medical department just as carefully as those of the former. What loss the Atchinese have suffered it would be impossible to say, but judging from the large number of dead which are met with, in the creeks and swamps, and taking into consideration that the enemy carry away as many of their dead as they can, there must have been fearful havoc committed amongst them.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Business had been on a small scale, in consequence of the fire at Yedo, coupled with the near approach of the new year. For Grey Shirtings, 8¼lbs., a good demand had existed at higher prices, which, however, had ceased at the close. For Cotton Yarn there had been rather less inquiry at higher prices for best qualities, while almost all other goods had been neglected.

HIOGO-OSAKA.—There had been little change in the market. Business in imports generally had remained on a limited scale and unsatisfactory as hitherto during the season. Stocks of many articles were still excessive, whilst, on the other hand, there was altogether only a trifling demand. Cottons: In consequence of heavy supplies Shirtings had declined in value to $2.60 to 2.70 for 8¼ lbs., but had since recovered, and closed firm at $2.78 to 2.81 for best chops of this weight; other descriptions were not wanted. The demand for Black Velvets had ceased, and prices were consequently weaker, $8½ to 9½. Taffachelass continued in good demand and firm, good assortments being scarce. Yarns were unchanged, but with a little better feeling at the close. Woollens: Except Black Orleans there was scarcely any article in demand, and most of them, especially Cloth and its substitutes, such as Union Cloth, Pilots, Presidents and Sealskins, were lower, and more or less nominal. Nail-rod Iron was wanted, and prices were firm at an advance.

SHANGHAI.—No alteration of importance had taken place in the market during the week. In Grey Shirtings a moderate business had been done at rather easier rates for 7 lbs. descriptions. White Shirtings had still been firmly held, but the additional settlements had been small. T-Cloths and Drills had continued almost unsaleable. Fancy Cottons had been in rather better request. The further sales of Woollens had been mainly confined to Long Ells and Black Lastings.

FOOCHOW.—The only sale reported had been 200 pigs Lead, at $8.50 per picul.

HONG KONG.—The market had been quiet, and unchanged for all descriptions of merchandise, as the usual holidays had interfered with business.

MANILA.—The market for Plain Staples remained in much the same position as last reported, and no alterations had occurred in quotations. Coloured Goods maintained the advance previously recorded for suitable styles.

SAIGON.—After a somewhat weak market, brought about by abundant supplies from Singapore, holders had become decidedly firmer. Quotations: Grey Shirtings, 8¼ lbs., $2.55 per piece; ditto, 7 lbs., $2.12½; Irish Linen, No. 150, $1.60; Grey Supers, $1.90; ditto, No. 1, $2; T-Cloths, 6 lbs., $1.62; ditto, 5 lbs., $1.32½; ditto, 4½ lbs., $1.20; ditto, 4 lbs., $1.

EXPORTS.

—o—

TEA.

YOKOHAMA.—A steady business had been done in medium to choice grades at former prices. Settlements were estimated at 5,000 piculs; arrivals had been on a smaller scale than last reported, and stocks were somewhat reduced. Quotations:—Common (nominal), $21 to $23 per picul; good common, $24 to $27; medium, $29 to $32; good medium, $33 to $36; fine, $38 to $41; finest, $43 to $47; choice, $50 and upwards. Export from June 1 to date, 8,198,553 lbs., against 8,696,743 lbs. for the corresponding period last season.

HIOGO-OSAKA.—There had been a fairly active business doing durin the month, and settlements aggregated 4,200 piculs. Quotations showed little alteration, but were very irregular. Stocks were estimated at 4,000 piculs. Shipments by this (Pacific) mail were 520 tons, which made the export to date about 1,000,000 lbs. under last season for a similar period.

SHANGHAI.—*Black:* The few parcels remaining at the date of last advices had been eagerly bought up, at prices ranging from Tls. 12½ to 20½ per picul, showing a further advance of one tael per picul, except for the very common kinds. The market was bare of stock, and the season was considered as practically closed. *Green:* An advance of about two taels had been established, at which a considerable business had taken place. Supplies had come forward on a small scale, and the stock was considerably reduced. Total arrivals, 508,585 half-chests. Settlements had been Teenkai, fine, at Tls. 3.50; Teenkai, fine lines, Tls. 53; Moyune, fine to finest, Tls. 36 to 45; Moyune, medium to fine, Tls. 31 to 35.50; Moyune, common to medium, Tls. 25.50 to 29; Fychow, medium to fine, Tls. 29 to 35.50; Taeping, Tls. 27.50; Pingsuey, Tls. 20 to 33; Local Packed, Tls. 25 to 28.50. Total settlements 20,982 half-chests. The stock consisted of 24,379 half-chests Country Tea; 11,206 half-chests Pingsuey; and 3,000 half-chests Local packed. Export to Great Britain (lost cargoes included):—

		1873-1874.			1872-1873.	
Black	...	62,475,783 lbs.	against		64,534,600 lbs.	
Green	...	7,990,191	„	„	9,102,082	„
Total		70,465,974	„	„	73,636,693	„

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FOOCHOW.—During the week transactions on this market had been on a moderate scale, the selection on offer having been of most undesirable character. The remaining stock consisted of the lowest grades, and but little more Tea was expected from the country. Considerable purchases had been made in Oolongs for the United States. The Export to Great Britain and the Continent of Europe to date had been:—Season 1873-74, 50,594,258 lbs.; season 1872-73, 50,111,456 lbs.

AMOY.—The small remaining stock of Oolong had been all bought up, and as no further arrivals were expected from the country we may consider the season as at an end. The total supply had been 151,102 half-chests, or nearly 70,000 half-chests under last season's. The Oberon sailed for New York on Dec. 18, taking 339,073 lbs. Amoy Oolongs: There was still a fair quantity of Tea waiting shipment, but as yet no vessel had been fixed to take the berth, and it would most likely be shipped coastwise.

CANTON.—There was no activity whatever in the market, and no settlements of general merchandise were reported. Tea had remained entirely neglected, no offers having been made for any description, and both the Teamen and purchasers appearing disposed to await the result of the Home market before taking any steps towards resuming business. Three small vessels, the Peiho, Hohenzollern, and Glamorganshire, had been advertised to load for New York, and it was reported that they would take only part cargoes from this port.

SILK.

YOKOHAMA.—There had been a current business doing, and settlements were estimated at 900 bales. Good average parcels of Hanks were very difficult to meet with, and rejections had again been heavy. Arrivals had been fair and stock was slightly increased. There had been scarcely any change in prices, and last quotations were virtually unaltered; in some cases lower prices had been accepted, and with the near approach of the New Year and settling period a slight weakness was apparent at the close. Silk-worms' Eggs: A few cards were going forward by this American Mail, which close the season, and the total export had been 1,400,000 cards, against 1,280,000 cards last year.

SHANGHAI.—The market had been less active than for some weeks previously, and French buyers were less eager. The stock although large was mostly undesirable, and of very coarse and inferior qualities. Chop silks were very scarce. For Red Peacock Tls. 185 was asked, and quality was 1s. worse than early shipments. Dealers were disposed to sell, and lower prices were expected before China New-year. Total settlements to date about 47,000 bales; unsold stock about 6,000 bales.

CANTON.—During the week 70 bales of Tsatlee Reel had been purchased for Europe, and some 400 boxes of Rereels were reported as settled for the United States. Quotations for Tsatlee Reel and Loong Kong continued unchanged. No. 4 Tsatlee Reel $375 per picul, and No. 1 Loong Kong $455; Rereels however were somewhat dearer, Lacklow Extra calling for $505 per picul, No. 1 $475 to 480, and No. 2 $465; Rereeled Kotengon No. $560 per picul. Stock was estimated at 1,000 bales Tsatlee Reel, 150 bales Loong Kong, 100 bales Cumchook and Lacklow, and 300 bales middling to inferior Longreels.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1 to Dec. 24, 1873	—	69073316	46855739	361183	14587769	129878034	38553
From June 1 to Dec. 24, 1872	—	72470227	46899298	104023	19498447	138971995	48303

Shipments since last report, and included in above total:—

Dec. 5	per Melbrek (str.)	From Foochow, &c.	1,169,655	
— 6	... Achilles (str.)	... Shanghai, &c.	1,865,529	371
— 7	... Lothair	... Canton	738,243	35
— 11	... Provence (str.)	... Shanghai	36,780	
— 11	... Sunda (str.)	... Canton	108,000	544
— 15	... Nestor (str.)	... Shanghai	1,251,165	70
— 18	... Provence (str.)	... Shanghai, &c.	—	625

TO THE CONTINENT.

	Bales.
From June 1 to Dec. 24, 1873	8325324	20670
Do. do. Dec. 24, 1872	—	19960

Shipments since last report, and included in above total:—

Dec. 8	per F. H. Drews	From Canton	6,000	
— 9	... Andreas	... Foochow	533,480	
— 11	... Sunda (str.)	... Canton	—	322
— 18	... Provence (str.)	... Do.	9,156	1,093

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1 to Dec 24, 1873	31274710	3885
Do. do. Dec. 24, 1872	17915394	7232

Shipments since last report, and included in above total:—

Nov. 20	per Alaska (str.)	From Yokohama	298,256	
Dec. 4	... Tamerlane	... Do.	736,103	
— 4	... The Murray	... Shanghai	1,005,780	
— 6	... Achilles (str.)	... Do.	65,192	
— 8	... Black Prince	... Do.	894,115	
— 11	... Sunda (str.)	... Canton	19,672	
— 12	... Golden Age	... Shanghai	163,358	3
— 12	... Colorado (str.)	... Canton	69,196	
— 15	... Nestor (str.)	... Shanghai	40,110	79
— 20	... Kinfauns Castle	... Canton	78,013	54

TO AUSTRALIA.

From June 1 to Dec. 24, 1873	13,488,164
Do. do. Dec. 24, 1872	14157419

Shipments since last report, and included in above total:—

Dec. 14	per Crested Wave	From Canton	108,392
— 17	... Rifleman	... Do.	87,790
— 22	... Rowena	... Do.	238,000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1853 to 1854	117,463,586	46,603
1845 to 1846	57,334,240	18,690	1854 to 1855	121,236,870	32,813
1850 to 1851	63,972,000	22,144	1855 to 1856	118,333,012	62,890
1853 to 1854	77,327,800	61,283	1856 to 1857	118,423,290	50,052
1855 to 1856	92,210,500	50,481	1857 to 1858	116,890,430	57,449
1857 to 1858	76,994,255	68,315	1858 to 1859	142,780,804	70,917
1858 to 1859	65,789,792	83,134	1859 to 1870	139,744,193	63,807
1859 to 1860	85,550,452	61,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

TEA CARGOES AFLOAT.

Sailed.	Name.	From	Cargo—lbs.
Oct. 18	Laurel	Shanghai	847,300
„ 21	Northampton	„	1,592,900
„ 22	Leucadia	„	1,316,000
Nov. 17	Halloween	„	1,231,800
Dec. 17	Nestor (str.)	„	1,251,100
Sept. 4	Dilpussund	Foochow	878,000
„ 19	Lord Macaulay	„	1,138,700
Oct. 21	Carolihe	„	1,174,600
Nov. 2	Thyratira	„	1,248,800
„ 18	Carmarthenshire	„	1,094,700
Dec. 5	Melbrek	„	1,169,700
Oct. 25	Star of China	Canton	801,800
Dec. 7	Lothair	„	738,200
„ 11	Sunda (str.)	„	108,000

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¾d. to 4s. 3d.	4s. 3¼d. to 4s. 3½d.	4s. 3¼d.
Shanghai „	5s. 8¼d.	5s. 8¼d. to 5s. 8⅜d.	5s. 9d.
Canton „	4s. 2¾d. to 4s. 2¾d.	4s. 2¾d.	4s. 3d.
Hong Kong „			
Macao „			
Singapore „	4s. 3d.	4s. 3¼d.	4s. 3¼d.
Manila „	4s. 0⅝d. to 4s. 1d.		

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305	225 to 225½
„ Hong Kong	25⅞ to 26⅛ dis.	—
Bar silver	Tls. 111.3 5	8½ prem.
Mexican dollars	„ 73.9.7	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 47 per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance Company, $950 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 29½ per cent. premium.
Hong Kong Fire Insurance Company, $352½ premium.
Union Insurance Society, $500 premium.
China and Japan Marine Insurance Company, Tls. 92 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $21 premium.
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 13 per cent. prem.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Nov. 20, Ceylon; Dec. 22, Vanguard; from Hamburg, Nov. 22, Jan Peter.

At HIOGO.—From London, Dec. 10, Tartar (str.); 12, Glenlyon (str.).

At SHANGHAI.—From London, Dec. 19, Ningpo (str.); Feb. 5, Mikado (str.); from Liverpool, 7, Priam (str.).

At HONG KONG and CANTON.—From London, Jan. 29, Consolation (str.), Naomi, Egeria (str.); Feb. 5, Canton (str.).

At MANILA.—None.

At SINGAPORE.—From London, Jan. 5, Egeria; Feb. 3, Eleanor, Comet; from Liverpool, Jan. 3, Consolation (str.); 6, Leon (str.); from Cardiff, 5, Liberta (str.).

At SAIGON.—From Newcastle, Dec. 15, Victorine; from Bordeaux, 10, Cananore; from Marseilles, 12, Ttrait d'Union.

DEPARTURES.

From YOKOHAMA.—For New York, Dec. 4, Tamerlane.

From HIOGO.—For London, Nov. 20, Westbury; Dec. 1, Amoy; 4, Alexander; 6, Gordon Castle (str.); 9, Bermah; for Falmouth, f.o., 13, Jason.

From SHANGHAI.—For New York, 17, Sea Serpent; 22, C. R. Bishop; 23, Silver Eagle.

From FOOCHOW.—For New York, Dec. 19, Eme.

From MANILA.—For New York, Dec. 24, Puritan.

From SINGAPORE.—None.

BY a telegram in our Shipping news it will be seen that the Pacific Mail Company's steamer *Relief*, on the Shanghai and Japan line, has been lost.

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LATEST TELEGRAMS.

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THE WAR IN SUMATRA.

THE HAGUE, FEB. 6.—A telegram from the Dutch Consul at Penang was received at noon to-day at the Colonial-office, announcing that cholera is decreasing among the Dutch troops. Official advices, dated the 1st inst., have been received here from Atchin, stating that the Dutch troops made a reconnaissance on the 29th ult., to seek a line of communication between the two provinces, when they encountered the enemy, who opened fire on them, killing three and wounding eighteen men. The inhabitants of three provinces appeared desirous of submitting upon the Dutch guaranteeing to secure them liberty of religion. No reinforcements were needed. The cholera was decreasing.

THE HAGUE, FEB. 8.—The Government has to-day received an official despatch from Atchin, dated the 4th inst., announcing that the Atchinese chiefs remain hostile and are erecting forts in the interior. This, however, is not regarded as of much importance, the capture of the Kraton having broken the enemy's strength. The Dutch camp is now no longer subject to alarms from the Atchinese. Lieutenant-General van Swieten, before resuming operations, will see what attitude is taken up by the less hostile portion of the natives. A rumour is current that the Sultan of Atchin is dead.

MARKET REPORT.—CHINA.

HONG KONG, FEB. 5.—Market for Cotton Piece Goods dull; Woollens lower; Grey Shirtings, 6½ catties, 8¼ lbs., $2.55; Cotton Yarn, 16-24, $119; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2.05. Cotton: Fair medium Bengal, $13. Exchange on London: Bank bills, six m.s., 4s. 3⅜d. Tea: Canton market quiet; Settlements for the season, at Foochow, 700,000 chests, at Canton, 250,000 boxes; stock, at Foochow, 2,000 chests, at Canton, 35,000 boxes; total export from (China and Japan) since commencement of the season, 137,750,000 lbs.; freights by steamers, £3. Silk: No 4 Tsatlee, at Canton, $415; total export from China and Japan, for the season, to England, 40,000 bales; to the Continent, 23,000 bales.

SHANGHAI, FEB. 5.—Nothing doing in Cotton Piece Goods or Woollens; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.2 to 2.0.3; T-Cloths, 6lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.4.8. Cotton: Fair medium China Tls. 8½. Silk: Some business doing, but at lower prices; Tsatlee, No. 3 Koonfoongs, Tls. 440 to 460; No. 4, Tls. 390 to 410; Red Peacock, Tls. 360; Blue Elephant, Tls. 370; total settlements from 1st June to date, 50,625 bales. Exchange on London: Bank bills, six m.s., 5s. 10½d. to 5s. 10⅝d.; Mexican Dollars, Tls. 73½.

SHANGHAI, FEB. 10.—Grey Shirtings, 8¼ lbs., best Eagle Chop, Tls. 2.0.2; ditto, second quality, Tls. 1.9.2; 7 lbs., best Eagle Chop, Tls. 1.7.2; C.P.H. Scarlet Long Ells, Tls. 7.2.5. Lead L. B. large pigs, Tls. 6.2.0. Stocks: Grey Shirtings, 55,000 pieces; T-Cloths, 1,160,000 pieces; Drills (all kinds), 420,000 pieces; Silk: No. 4 Tsatlee (Red Peacock), Tls. 385. Exchange on London, Bank Bills, six m.s., 5s. 10½d. Total export of Tea to Great Britain, from 1st June, 63,500,000 lbs. Black; 8,000,000 lbs. Green.

THE MAILS.

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PRESENT INWARD MAIL.—MARSEILLES, FEB. 9.—The Messageries Maritimes steamer Hooghly, with the Inward French mails from China and Japan, arrived here at 10 A.M. to-day. She brings 128 passengers and a general cargo, including 800 bales of silk, 9,813 packages of tea, and 309 packages of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 20th inst.

HEAVY PORTION OF LAST INWARD MAIL.—SOUTHAMPTON, FEB. 9.—The P. and O. steamer Hydaspes, from Alexandria 26th ult., arrived here this morning with the heavy India and China mails, 42 passengers, £18,304 in specie, and a general cargo.

NEXT INWARD MAIL.—ALEXANDRIA, FEB. 9.—The P. and O. Company's steamer Malta left here at noon, and the Sunda at 1 P.M. to-day, with the homeward India, China, and Australian mails. The former may be expected at Brindisi on the 12th, and the latter at Southampton about the 22nd inst.

INWARD MAIL DUE FEBRUARY 23.—ADEN, FEB. 7.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, left here to-day for Suez and Marseilles.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, FEB. 3.—The P. and O. Company's steamer Tanjore, with the India and China heavy mail (from Southampton on the 29th ult.), arrived at 1, and left at 7 P.M. for Alexandria; all well.

OUTWARD MAIL OF DEC. 26.—HONG KONG, FEB. 4.—The P. and O. mail from London, Dec. 26, arrived here to-day.

OUTWARD MAIL OF DEC. 12.—SHANGHAI, JAN. 30.—The P. and O. mail from London, Dec. 12, arrived here to-day.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Feb. —, at Queenstown, from Batavia, Barbadian.

DEPARTURES.—Feb. 4, from Shields, for Singapore, Cattarina Pietro; 5, from Liverpool, for Singapore, China, &c., Ulysses (str.).

SPOKEN.—Min, London to Singapore, Jan. 18, 38 N., 16 E.

MISCELLANEOUS.—At Table Bay, Dec. 21, Alexandra, Foxworthy, from Colombo; Jan. 2, Cosmao, Le Fevre, from Japan; 7, Belle of Southesk, Shotton, from Singapore. The Admiralty have invited tenders for the conveyance of 85 tons of stores to Hong Kong.

CASUALTIES.—A telegram announces that the Pacific Mail steamer Relief was lost on the coast of Japan January 19th; mails and treasure saved. Advices from Mauritius, Jan. 9, state that the Rainbow, Thayer, from Zebu to Boston, which put in there, 30th Dec., with foremast and foreyard sprung, had experienced a heavy gale from SW., WNW., and NW., 26th Oct., in lat. 3 N. long. 121 E., when she was obliged to carry on sail to clear the land. She will refit, and will have to discharge about 400 bales of hemp to step her new foremast.—Deal, 9th Feb., 8.40 A.M. A barque, reported the Tindell, Johnson, from Shields to Singapore, went ashore on the Main, near Kingsdown, about six A.M., during a thick haze, and remains; she has taken assistance; weather fine.—Deal, 9th Feb., 4 P.M. The Tynedale (barq.,) for Singapore, has been assisted off the Main, and is now proceeding in tow for the River.—Gravesend, 10th Feb. The Tynedale, from the Tyne to Singapore, has put back, having been ashore at Kingsdown.—Pernambuco, —. —., Lisbon, 9th Feb., 11.15 A.M. The Kate Carnie, from London to Hong Kong, has put in here with damage to pumps.

ARRIVED.—The Vasco de Gama has arrived at San Francisco from Hong Kong; 17 days' passage.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOWES—On the 4th Feb., at Cambridge, the wife of Robert Bowes, of a son.
CORNES—On the 1st Feb., at Woodbury, Teddington, the wife of Frederick Cornes, of a son.
CREMER—On the 22nd Dec., at Penang, the wife of J. T. Cremer, Administrator of the Deli Company, of a son.
GILLINGHAM—On the 13th Dec., at Kobe, the wife of J. Gillingham, of a son.
KALTENBACH—On the 29th Jan., at Paris, the wife of G. Kaltenbach, of a son.
KENNEDY—On the 4th Feb., at Cromwell-place, South Kensington, the wife of Rear-Admiral Kennedy, of a daughter.
KOPSCH—On the 15th Dec., at Shanghai, the wife of H. Kopsch, Esq., Commissioner of Customs, Kiukiang, of a son.
RICKETT—On the 11th Dec., at Yokohama, the wife of John Rickett, of a son.
SIMONI—On the 17th Dec., at Yokohama, the wife of P. M. Simoni, of a son.

MARRIAGES.

D'IFFANGER—BOURCHIER.—On the 9th Feb., at the parish church, Gray's Thurrock, Essex, Frederick D'Iffanger, of Yokohama, to Mina Mary, eldest daughter of Staff-Commander William Sutherland Bourchier, R.N.
NUTT—LAPRAIK.—On the 5th Feb., at St. George's, Hanover-square, by the Rev. Henry Howarth, rector, Edwd. Henry, son of John Walton Nutt, of Highbury-quadrant, to Jessy Lapraik, Pomfret House, Highbury New Park.
SINCLAIR—LISTER.—On the 23rd Oct., at Newchwang, Mr. William Sinclair, pilot, to Eleanor Jane, eldest daughter of Mr. William Lister, British Consulate constable.
ZIMMERN—ECKHARD.—On the 15th Jan., at Frankfort-on-Maine, Adolf Zimmern, late of China, to Matilda, eldest daughter of Dr. Eckhard, of Frankfort-on-Maine.

DEATHS.

ANNESLEY—On the 8th Feb., at Faunconberg-villas, Cheltenham, Surgeon-Major J. C. Annesley, Bengal Army, aged 41.
DIETRICH—On the 22nd Dec., at Shanghai, Oscar Dietrich, aged 26 years.
GIBSON—On the 9th Dec., at Shanghai, suddenly, Thomas Gibson, of the China Navigation Company's Wharf, aged 43.
HELYER—On the 28th Nov., at Simanggang, Borneo, Captain Giles Helyer, Commander of H.H.'s gunboat *Heartsease*, aged 37 years.
JAMESON—On the 29th Jan., at Hope House, Park-road, Holloway, Eliza, wife of G. H. Jameson, aged 48.
MOSBERGEN—On the 3rd Jan., at Singapore, Beatrino Mosbergen, aged 31 years.

ROYAL GEOGRAPHICAL SOCIETY.—At the meeting of this society on the 9th inst., the President, the Right Hon. Sir Bartle Frere, in the chair, a paper was read on "A Journey Outside the Great Wall of China," by Dr. S. W. Bushell, physician to the British Legation at Peking. The route taken was north-westerly, through inner Mongolia to Kalgan, and thence north-easterly to Dolonnor (a large town the exact position of which was previously unknown), and Shang-tu, the old northern capital of the Yuan dynasty, described in glowing terms by Marco Polo. The ruins of Shang-tu, built by the famous Kublai Khan, were identified by the existence of a marble tablet, with an inscription of the 13th century. It is the place referred to by Coleridge in his well-known lines—

"In Xanadu did Kublai Khan
"A stately pleasure dome decree," &c.

The author found the site a complete desert, overgrown with rank weeds and grass, the abode of foxes and owls, which prey on the numerous prairie rats and partridges. The walls of the city, built of earth faced with unhewn stone and brick, are still standing, but are more or less dilapidated, and the enclosed space is strewn with blocks of marble and other remains of large temples and palaces, while broken lions, dragons, and the remains of other carved monuments lie about in every direction, half hidden by the thick and tangled overgrowth. From Shang-tu the author travelled south-easterly past the great enclosed park called the Imperial hunting grounds, to the city of Jehol, and thence to Peking. A second paper was read on a Chinese subject by Mr. George Phillips, entitled "Notices of Southern Mangi." In the discussion which followed, Sir Rutherford Alcock dilated on the great service rendered to general knowledge by contributions on special points of geography like the papers of Dr. Bushell and Mr. Phillips, which, although apparently of limited interest, supplied accurate data for subsequent use. Mr. Baber, the Rev. Joseph Edkins, and Mr. W. Lockhart also took part in the discussion.

THE American Postmaster-General is reported to have declared that he shall be guided in the matter of the Pacific Mail Company subsidy by the action of Congress. If that body made the usual appropriation for a subsidy for the next fiscal year he will pay the amount to the company if they perform their contract, not otherwise. The impression prevails that the appropriation for the present fiscal year will be returned to the Treasury, the company having failed to comply with the contract made with the Department.

THE Messageries Maritimes Company's extra steamer *Danube*, with the screw steamer *Provence* in tow, left Aden on the 8th inst. for Suez and Marseilles, at which latter port they may be expected on or about the end of this month.

THE Japanese houses exhibited at the Vienna Exhibition have been purchased for the Alexandra Palace at Muswell-hill, and the Japanese builder who had them in charge is now on a visit to England.

IT is announced that 111 ships passed the Suez Canal in January, and the receipts from transit dues alone amounted to f.2,190,000 from the 1st to the 31st of Jan. Total receipts in 1873, f.24,297,060 80c.

DR. M'DOUGAL, formerly Bishop of Labuan, has been installed Canon of Winchester Cathedral, the vacancy having been caused by the death of the Rev. Dr. Watson some months since.

THE China Trans-Pacific Steamship Company's steamer *Vasco de Gama*, Capt. J. F. Rice, arrived at San Francisco on the 8th inst. from Hong Kong and Yokohama (seventeen days from Yokohama).

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, FEB. 11, 1874.

"FLOUNDERING AND FOUNDERING."

THE expression which we have prefixed to this article, and which was applied by Mr. GLADSTONE to the leader of the Conservative party, in reality very happily describes the conduct of those who, during late years, have controlled our policy, and charged themselves with their country's interests in the East. *Reges delirant*, rival statesmen fall out, and deliver themselves of contradictory assertions; but meanwhile—whoever may be the responsible party—and this is no business of ours to decide—the prospects of our trade in quarters of the globe "about as far off as the kingdom of Brobdingnag" are most materially sacrificed. Our relations with the Dutch in the Malay Archipelago, and more especially our behaviour towards Atchin, have been dragged before the British public, and represented to audiences naturally unfamiliar with the subject in lights shaded and coloured to suit the immediate purposes of electoral warfare, rather than intensified so as to convey true and accurate information. We have a more faithful and a more important duty to discharge, we wage no partisan strife; our simple task is to say what we can in defence of our true commercial interests, and while desiring to so set out our facts and put forward our arguments as to be understood by all, we do not forget that a goodly number of our readers are actually better versed in the history and bearings of the case than either Mr. GLADSTONE or Mr. DISRAELI can pretend to be. As to these two gentlemen, it is hardly worth our while to discuss and criticise their utterances. Each makes use of the Atchin question as a peg on which to hang political invective; and the Treaty lately concluded between the Dutch and ourselves is tossed from one side to the other like a shuttlecock. This treatment is of a kind little calculated either to redress mischief already occasioned, or to prevent further mischief in the future. One thing is at any rate apparent from the controversy, that both parties acknowledge the disastrous character of what has been done by our Foreign-office with respect to Sumatra and the Atchinese; for if this were not the case we should not see Mr. DISRAELI and Mr. GLADSTONE striving alike to shift the responsibility—it would be more correct to say the blame—on to the shoulders of his antagonist.

We may, however, take Lord DERBY'S recent letter to *The Times* as being not only substantially correct, but as a clue which will guide our less instructed readers through the mysteries of a question in itself somewhat involved, but which has been designedly enwrapped in complications in order to screen those who have offended from condemnation. On April 22nd, 1819, Sir STAMFORD RAFFLES concluded a Treaty of friendship and defensive alliance between the East India Company and the Sultan of ATCHIN. Nearly five years afterwards (that is, in 1824) we ratified another Treaty with the Dutch, by which—subject to certain conditions—we made over to the Netherlands Government our possessions in Sumatra. At the same time, we notified them of our compact with Atchin, agreeing to modify its provisions, but on the understanding that the integrity of the Atchinese dominions was to be respected. We never did—as it would seem—take any steps to modify this now partially superseded Treaty, and so the matter rested until September, 1868, at which time the Dutch made propositions to Lord DERBY to revise their Treaty relations in connection with this subject. A draft of a new Treaty was therefore prepared, in which—in return for certain points conceded to us by the Dutch, we on our part consented to recognise all the actual territorial acquisitions which the Dutch up to that time had made in Sumatra—for these were accomplished facts—but we purposely excluded all mention of Atchin, the status of which was to continue unaltered. The Cabinet of 1868, however, ceased to exist before these negotiations were completed, and it is now pretty clear that the Treaty ratified by Mr. GLADSTONE'S Government in 1871 differed in material points from that left unfinished by Lord DERBY when he quitted office in 1868—the most notable alteration being that by which the retention of Atchin as an independent State was abandoned. We have every desire in considering this question to put the saddle on the right horse—if we may be allowed to use a colloquial phrase—and we fear that the facts force upon us no other conclusion than that Mr. GLADSTONE'S late administration are solely responsible for the fall of Atchin, and for all the consequent mischief. We certainly should not like—in the interests of our trade with China and elsewhere—to see a predominant controlling power in territorial possession all along one side of the Straits, yet such—by our own weakness and want of foresight—must ever after be actually the case. Our pepper trade in Penang will also most seriously be affected—as we have once before pointed out—and many other evils, less easy to foretell now, are likely hereafter to ensue.

One other remark may here be added of a more general character as affecting our Eastern Foreign-office policy. We urge upon our friends to reflect upon the moral damage, the loss of prestige and confidence—sustained by the English among all the neighbouring native States. We overthrew the Sultan of ATCHIN by concluding a treaty on which he was never consulted, and he and his people—who have been taken greatly by surprise—consider that they, though unoffending, have been abandoned and betrayed by English statesmen. This view will also be shared generally among the Malay rajahs, and hence we shall forfeit much of that salutary moral influence over them which is so important where trade and credit are concerned. We may perhaps revert to the SULTAN and to his recent treatment by our authorities when he recently applied himself to them with appeals for succour and support, but we have no space to do full justice to this last point here; so much only we believe to be well ascertained that, by giving up our Treaty of 1824, we have suffered greatly commercially, and also in *prestige*, and while we brought this direct injury upon ourselves, we also placed ourselves in a position so equivocal towards a former ally that we shall at any rate be *considered* to have broken faith.

OPENING UP OF CHINA.

MR. CONSUL MEDHURST, in his report on the trade of Shanghai, makes some comments, which we give in another column, on the difficulties and obstructions now felt to the pushing of our manufactures into the interior. When the negotiations for a revision of the Treaty in 1869 were instituted this was the chief demand, and its urgency increases every year. That we should be still only scratching at the crust of China after so many years' trade is discreditable to our energy and enterprise, not on the part of our merchants, but of our Government. It is a singular coincidence that the position of the English is in this respect precisely analogous to that of the Chinese. Both suffer from the action of their respective Governments. The Government of China are obstructive to all extension of privileges to the foreigner, while our Government quietly acquiesce and cannot be roused to a sense of their duty. The only other Governments actuated by the same interests, viz., the extension, pure and simple, of trading facilities, are unfortunately precluded from acting alone in making demands for the benefit of their subjects. Combined action by the German, American, and English Governments, could hardly fail to bring about concessions for free travel and trade throughout the Empire, as well as the working and development of its mineral resources. It is aggravating to feel that we are kept at arm's length at a few ports, while all China—except the governing classes—are anxious for our aid in

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developing the resources of the country. The whole army of petty mandarins, who now exact their squeeze from every article of foreign manufacture, are of course opposed to our getting any nearer to the consumer. They very naturally wish all this trade to pass through their filters. It is, however, now time that action be taken on the part of the merchants and others interested to bring about a revision of our Treaty.

THE *Pall Mall Gazette* prints an account, "gathered from eye-witnesses," of the reception of the Foreign Ministers by the Emperor of CHINA. We have reason to believe that this account is authentic, and from the pen of a well-known Peking resident. It is informal, and is evidently from a private letter, not written for publication, though this hardly justifies such slip-shod English as the last sentence, which is delightfully complicated in its construction, and might be set to candidates for the Consular Service as a test of their powers of parsing. We must be grateful for very small mercies, indeed, if we profess ourselves satisfied with the miserable and humiliating ceremonies which terminated the long-vexed question of the Imperial Audience, and we by no means agree with the writer of the letter in question in his jubilations over the event.

WE note the arrival in Europe of Mr. MALET, C.B., Her Majesty's Secretary of Legation at Peking, transferred to Athens as Chargé d'Affaires. As already mentioned, the successor to Mr. MALET is Mr. JOHN WALSHAM, but we do not yet see his name as a passenger. Hon. H. G. EDWARDES, Second Secretary, Peking, is entered for the mail of 20th inst. We can understand that the "dirt, dust and decay" of Peking are most unpalatable to men accustomed to the luxuries and life of a great European capital, and we do not wonder that there is among the diplomatic service a dislike and disinclination to visit the Chinese Court, where receptions are held at daylight, and society is entirely of the masculine gender.

WE hear that Captain LEWES has submitted to the Chinese Government an effective and economical scheme for dredging the Woosung Bar. Better late than never, though we should think the Chinese authorities would be ashamed to look the Bar in the face.

THE consecration of the Rev. Dr. BURDON, the new Bishop for Victoria, Hong Kong, which has been postponed, will be held about the 15th of next month, in the Chapel of the Episcopal Palace at Lambeth.

MR. R. B. READ has been appointed Swedish Consul at Singapore.

EXTRACT FROM MR. MEDHURST'S REPORT.

It must be remembered that the consumption of goods in China is not so elastic as the productive powers of Lancashire and Yorkshire, and cannot be so so long as the bases from which the goods are distributed are but limited, and the means of transport into the interior as defective as they are at present. Undoubtedly there do exist large, fertile, and thickly-populated districts in China to which an inappreciable quantity of foreign goods has as yet penetrated, and this fact, together with that of the well-known commercial spirit of the Chinese, which drives them to buy their goods in the cheapest market, makes the merchants here and manufacturers at home look anxiously for the time when new markets will clear out overstocks of goods, and equalise again production and consumption. As yet the import trade has not readjusted itself to suit the new condition of the telegraph and Suez Canal; and it is to be feared that it will not, so long as the facility of shipment from England to China is confronted by the difficulty of carriage from the Treaty Ports to the inland marts.

THE MALACCA STRAITS.

In the course of a speech delivered to his constituents at New Cross, Mr. Gladstone has made further reference to the passage in Mr. Disraeli's address which had reference to our policy with regard to the extension of the powers held by the Dutch in Sumatra, and to the letter of Lord Derby on the subject, which appeared in our last issue.

One word (said Mr. Gladstone) upon the subject which has become almost an old friend with us—the Straits of Malacca. A new question has been introduced to your notice, which I never mentioned on Blackheath—the question of the kingdom of Atchin. I never spoke about the kingdom of Atchin. Lord Derby published a letter in the newspapers—I must say it was impossible there could be a letter couched in more moderate and becoming terms—in which he said that some might suppose from my speech that while he was at the Foreign-office the Government had given powers to Holland with respect to Atchin which they had not given; and therefore he said they had not given these powers or privileges. Now, you are my witnesses that I never spoke of Atchin at all. I found in the address of Mr. Disraeli a statement that we had surrendered control over the Straits of Malacca. This is a geographical question. If you will turn to the map you will find that the kingdom of Atchin is separated by little short of 200 miles from the other side of the water. Do you call a sea of 150 or 200 miles broad "Straits?" I should like to know what Straits in the world are 150 miles broad. You have heard of the Straits of Gibraltar, which are about twenty miles wide. You have heard of the Straits of Dover, which are about twenty miles broad. The real Straits of Malacca are also twenty or thirty miles broad. "But no," says Mr. Disraeli, "the Straits of Malacca are betwen Atchin and the Continent, where the sea is 150 miles wide." Now, I ask, is it not reasonable, when I found him complaining that we had abandoned the Straits of Malacca, that I, in examining the case, instead of saying what we had done with respect to the part 150 miles broad, should look to the part which was twenty miles broad, and which I really thought to be the Straits? I said that control had been given up over the movements of the Dutch with regard to the Straits of Malacca. I added that this control was reasonably and properly given up, being of itself of little or no practical value, and that it was given up in return for most valuable concessions—namely, perfect equality of trade in those countries; and I would this good act, which has been charged upon us as a bad act, had been done by the preceding Government. Every word of that is strictly true. But Mr. Disraeli—I have no doubt quite unintentionally—has fallen into a sad error, which I will endeavour to expose. The narrow part of the Straits in the island of Sumatra is bordered by the kingdom of Siak. It was with regard to Siak I stated that Lord Malmesbury had accepted with thanks the Treaty transmitted by the Dutch announcing that they had assumed the control of Siak. I stated also that the kingdom of Siak was the part of Sumatra which was important with respect to the Straits. Mr. Disraeli has unfortunately been led to state, if he be correctly reported, that Lord Malmesbury was perfectly right in making no remonstrance, because he says we had no more power to stop the Dutch from obtaining control over the kingdom of Siak than we had to stop the transit of Venus. When he said that we had no more power to do so, I suppose he meant that we had no more right to do so, because I suppose we have power to cope with Holland if we please. However, he says we had no right to stop that proceeding on the part of Holland. Now, on this point I will quote the language of Lord Derby, Mr. Disraeli's own Foreign Secretary. In 1868 Lord Derby demands from the Dutch Government commercial privileges and equality; and what is the equivalent he offers? The equivalent he offers is the surrender of our right of remonstrance against the acquisition by Holland of Siak and the other territories she had acquired in Sumatra. On May 11, 1868, Lord Derby writes:—"The equivalent we offer is the withdrawal of our right of protest against territorial encroachments effected in Sumatra, which we have never acknowledged, and the concession to the Netherlands of the right to consolidate acquisitions in that island, which, under existing circumstances, it is impossible for Great Britain to recognise." So that even Lord Derby assumes the right to protest against these acquisitions, which right Mr. Disraeli says we did not possess.

Mr. Disraeli has also adverted to the subject in the course of an address to his constituents. He said—

Mr. Gladstone is a Minister especially of peace and economy, and he must know very well that the conduct of the Government in that part of the world has, at any rate, occasioned already two wars, and, according to Mr. Goschen, an expenditure of one million of money to this country. I think, therefore, gentlemen, that what has occurred in the Straits of Malacca is, at any rate, no laughing matter. That subject, gentlemen, as I have to trouble you, although as briefly as possible, on one or two topics, is one on which I will not now longer dwell than to make one observation. After a long trial you know it is the business to sum up the merits of the case, and all that I have got to remind you is, that in my address to you which was published some days ago I stated that the present Government, from ignorance or from folly, had, by terminating the treaty which we passed with Holland, which secured, according to the opinions of English Ministers, independence of the Straits of Malacca, involved themselves in engagements, and at the same time, to adopt the language of Mr. Gladstone, had involved this country in engagements so equivocal and entangling that a war with Ashantee was the consequence; a war which had already incurred great expenditure, and the cost of which is still indefinite. Now, it is said that the Treaty which had produced these effects, or at least which had indirectly led to these consequences, had been negotiated by Lord Derby, the Secretary of State for the Government over which I presided. That was one of the most serious charges which could be made against a public man, and imputes an incapacity or levity, or perhaps even a want of principle, in public statements, which would have been, as was said by his friends, of a crushing character, if it were true. However, there can be no doubt, from what has since transpired, that that statement of Mr. Gladstone's was entirely incorrect, that the Treaty negotiated by Lord Derby had no provision in it which surrendered the points in question, namely, Atchin to the Dutch Government; but, on the contrary, it had been negotiated with a condition on the principle that the independence of Atchin, which we considered vital to our interests, should be respected.

Mr. Alderman Cotton, the newly elected member for the City of London, in the course of a speech to the electors, said there seemed to be one point which had never been alluded to either by Mr. Disraeli or Mr. Gladstone, and although not in Lord Derby's councils whenher refused to allow the kingdom of Atchin to be included in the draft of the treaty about to be made with the Dutch Government in 1868, he

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(the speaker) could well imagine that one of his objects was to protect the trade between that country and the British island of Penang, from whence the former derived all its Manchester goods, paying for them in pepper and other articles of produce to the extent of about a million sterling per annum; and he could not help expressing his surprise that a Government which called itself Liberal, and prided itself upon its free-trade principles should hand over to the tender mercies of a Government (the Dutch) which existed only upon monopolies, the control of an important commerce which had hitherto been free and untrammelled.

Mr. Thomas G. Bowles, who wrote the article referred to by Mr. Gladstone and Mr. Disraeli on the Straits of Malacca, has addressed the following letter to *The Times*:—Since the credit has been given to me of inventing the Straits of Malacca as a political question, allow me to say one word as to that abandonment of Atchin to Dutch conquest by which their control has been lost to England. Lord Enfield maintains that Atchin was effectually abandoned and debarred from calling on England to fulfil her engagement to defend it by England's Act in 1824 and by its own Act in 1857. Mr. Gladstone gives us to understand that it was abandoned by Lord Derby's Act in 1868. In reality, Atchin was not abandoned nor the obligation of England repudiated until 1871, as anybody may see who will read the Sumatra Convention dated the 2nd of November in that year. By this Convention England "desists from the reserve" contained in the notes attached to the Treaty of 1824, which is a reserve of the independence of Atchin as against the Dutch. If that reserve had ever been "desisted from" before there would have been no sense in the Convention. Since, therefore, Atchin was not abandoned until 1871, it could not have been abandoned in 1868, still less in 1857, and, least of all, in 1824. What is more important is that, as I submit, this Convention of 1871 could not release, and has not released, England from her obligation under the Treaty of 1819 to defend Atchin; and it is a flagrant violation of public faith to refuse to fulfil that obligation.

THE SUMATRA TREATY OF 1871.

Subjoined is the official text of the Convention between Her Majesty and the King of the Netherlands for the settlement of their mutual relations in the Island of Sumatra, of which the ratifications were exchanged at the Hague on Feb. 17, 1872:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and his Majesty the King of the Netherlands, being desirous to consolidate more and more, in the spirit of the Treaty of the 17th of March, 1824, the friendship between the two countries, and consequently also to remove all occasion of misunderstanding in their mutual relations on the Island of Sumatra, have agreed to conclude a Convention for that purpose, and their Plenipotentiaries have agreed upon and concluded the following articles:—

ARTICLE I.

Her Britannic Majesty desists from all objections against the extension of the Netherland dominion in any part of the Island of Sumatra, and consequently from the reserve in that respect contained in the notes exchanged by the Netherland and British Plenipotentiaries at the conclusion of the Treaty of the 17th of March, 1824.

ARTICLE II.

His Majesty the King of the Netherlands declares that, in the kingdom of Siak Srie Indrapoora and its dependencies, as it is defined in the compact concluded by the Netherland Indian Government with that kingdon on the 1st of February, 1858, the trade of British subjects and the British navigation shall continue to enjoy all the rights and advantages that are or may be granted there to the trade of Netherland subjects and to the Netherland navigation; and, further, that the same assimilation shall be granted to the trade of British subjects and to the British navigation in any other native State of the Island of Sumatra that may hereafter become dependent on the Crown of the Netherlands, provided always that British subjects conform themselves to the laws and regulations of the Netherland Government.

ARTICLE III.

The stipulations of the preceding Article shall not interfere with the distinction established by the Netherland-Indian laws and regulations between individuals of Western and individuals of Eastern extraction, nor with the application of the stipulations of the Convention of the 27th of March, 1851.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 3.

The excitement created in the minds of the German public at the result of the general elections has been only fomented by the great number of fresh trials of strength between the two candidates at the head of the polls, and who in every case represent two different political parties. The *fiasco* of the Liberal and respectable portion of the inhabitants of this city, who at the first election, on the 10th January, were outvoted in two of the three electoral districts, not so much by their numerical weakness as the apathy of individuals has had the effect of rousing them to some exertion, but by no means to the extent desired. In the first electoral district Herr Möring was placed at the head of the poll, having 10,481 votes, whilst his competitor, the Social Democrat Hartmann, had only 6,262, and about 130 voting cards were irregular and inadmissible. Zacharias, who was in the minority at the first ballot, and might have been at the head of the poll and returned as representative of the Liberal party, had not Möring been put up in the eleventh hour by his friends, which caused a division in their camp, was now *hors de concours*, and could not come forward again, as the battle was solely between the two at the head of the poll. After spending some 30,000 marks in—call it electioneering expenses, for there is no law here against bribery and corruption—he is dreadfully put out, and has been heard to threaten to resign the offices that he holds (he is member of the Finance Department and President of the Chamber of Commerce), and retire to Berlin, of which city he is a native. But perhaps by-and-by, when his anger has had time to cool down, he will think better of it.

In the second electoral district the trial lay between the blacksmith, Schmidt, and the journeyman shoemaker, Hartmann. He is first cutter-out of our principal boot and shoemaker, Carl Kegel, in the Hermannstrasse, but a Social Democrat of the first water, whilst Schmidt belongs to the more moderate section of the working classes, and may perhaps be found useful in the German Parliament, should they be locked in or the keys lost or mislaid. This latter polled 10,276 votes, and his opponent Hartmann 8,217, so that Schmidt is returned for the second district. This result is more favourable than might have been expected, for though Hamburg may be for a time deprived of, I daresay, a good locksmith, it is a consolation to think that Herr Carl Kegel will not lose the services of his foreman, nor his customers risk having to wear ill-fitting boots.

From the above figures it will be seen that the number of votes polled in the two electoral districts was about 36,000, which, with the 16,000 given in the third or rural district, makes a total of 52,000 persons who exercised their right of suffrage. It is true that at this final election some five or six thousand more voted than on the 10th of January; but as there are more than 80,000 electors entitled to vote, it appears that 28,000 declined to go to the poll at all.

A still greater indifference or apathy is recorded of the final struggle at Berlin, where, in almost every electoral district Social-Democrats have won the victory and been returned for the metropolis of Germany, which is far from being a subject of rejoicing. A day or two afterwards the semi-official *Norddeutsche Allgemeine Zeitung*, in commenting on the elections, ventilated the question as to the expediency of passing a law to make it compulsory on every elector to vote, under the penalty of a fine. This was put forth as a "feeler," and has been taken up by the press, and is now being argued according to the views entertained by the various writers of leading articles. The most powerful remarks on this subject have appeared in the Berlin *National Zeitung*, where a certain H.B. Oppenheim pleads strongly in favour of such an enactment, urging its necessity as the natural consequence of the present electoral law, which requires an *absolute* majority, and pointing out that in the districts containing the most educated persons and advanced politicians the electors that go to the poll are never more than fifteen or twenty per cent., whilst in those inhabited by the poor and ignorant classes, who lose their time—which to them is money—by recording their votes in the ballot-box, much more enthusiasm is shown, and more than fifty per cent. of their number make use of their suffrage. He adds that in Prussia fines are inflicted for refusing to serve on juries or undertake unpaid duties and appointments of the Municipal Corporations and Communes, so that there is a precedent for making voting compulsory; but he admits that there are serious difficulties in the practical execution of the proposal, especially in the manner of exercising a proper control, which, however, he thinks are not insurmountable.

On the other hand, a writer in the *Hamburg Correspondent* rejects Oppenheim project as totally out of time and place, although, as he confesses, the same idea once in an idle hour crossed the brain and fertile imagination of Prince Bismark, but was quickly laid aside as an anachronism. "Oppenheim," the writer says, "maintains that the people don't vote from apathy and laziness, but that is not the case. A part of the non-voters remain at home because they are in different as to the result and take no interest in the election, and if forced to vote would probably take the wrong side and support the objectionable candidate, in doing which they would only make matters worse. Another part of the non-voters keep away because none of the candidates have the same political creed as themselves, and if forced to vote, would probably give in their voting paper with no name at all, against which no law can provide, as they are delivered in rolled up or folded." He therefore concludes by arguing in favour of open voting and doing away with the ballot.

A day or two ago the friends and political supporters of Herr A. G. Mosle entertained that gentleman at a public banquet at Bremen, to celebrate his return as member for our sister city. Professor Hertzberg was in the chair, and a number of loyal and patriotic speeches and toasts opened the door for a great consumption of wine. A special telegram was sent off to Prince Bismark, informing him that 400 citizens of Bremen, met to celebrate the return of their new member, had just drunk the health of his Highness, whose policy they supported, and placed the fullest confidence in his mode of conducting the affairs of the now happily united Fatherland.

Just as I prognosticated when I wrote you last summer that Captain Werner, of the German navy, had been recalled from the command of the squadron on the coast of Spain for capturing the insurgent vessels sailing under piratical colours, and was superseded by another officer, it is now stated on good authority, though not yet officially announced, that Captain Werner, who is the Senior Captain on the list, is about to be promoted to the rank of Rear-Admiral. As a further proof of his being restored, to favour it may be mentioned that he was decorated with a distinguished Order of Knigthood on the recent birthday of the Emperor.

We learn from Vienna that the recall of the Japanese Minister Resident Dano Tsockotaemi, hitherto accredited at the Austrian and Italian Courts, appears to be a settled thing. In future the representation of Japan at Vienna and Rome will be separate. The new Envoy for Italy is Yositaka, who has hitherto held a high and important office at the Court of the Mikado, whilst Watameble, the First Secretary of the Embassy at Vienna, is promoted to be the head of the Mission, and will continue to reside there.

COMMERCIAL.

The Tea market is firm, with strong indications of a tendency to rise, especially for good ordinary to good middling Congou. The sales amounted to 3,200 chests of Congou and Souchong. Favourable accounts from other markets have influenced the holders of Rice here, as they refuse to make any further contracts for spring delivery at the rates hitherto paid; low and middling qualities are one-half mark per centner higher. Cassia Lignea is calm, small parcels realised 75 marks.

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Of Flores 200 half-chests lately to hand, per Solo, have been sold at 118 to 120 marks. Pepper is not in favour, prices without alteration. Star Aniseed in great demand for the interior, and looking up. Large purchases of refined Camphor have been made at full prices. There was a fall in the value of Oil of Cassia, but at the reduced rates a great demand was created, in consequence of which the prices have nearly reached their previous level. No transactions in Spelter; nominal price 25¾ marks.

SHIPPING.

SAILED.—Cassandra (str.), to Singapore and China.

The weather continues mild, and as the winter is now so far advanced, it is not likely that any serious apprehensions of frost need be entertained,—at all events not so as to interrupt the navigation.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, FEB. 3.

Public interest is chiefly centred in the telegraphic news from Atchin, or "Atjih," as it is now written. I have told you already that in all our principal towns the greatest joy was manifested at the news that General van Swieten had successfully attacked the Kraton. From every part of the country congratulatory telegrams were forwarded to the King, who himself used the telegraph to countermand a great demonstration which it was intended to hold in the Hague in honour of the great victory. It is said that the King took this measure because he intends to have a grand *fete militaire* for the same purpose. I need not add that the telegrams from Atchin are not very clear, and that much was left for further elucidation. The chief question is what had become of the Atchinese soldiers who garrisoned the Kraton, who numbered at least 10,000, and who appear to have quitted the Kraton without being observed by our troops. Another question is shall we be involved in a guerilla war if the Atchinese have fled to the mountains? It is of no use to repeat here all the utterances of our pessimists and optimists. Less satisfactory is the Reuter's telegrams stating that the ex-Prime Minister of the Sultan of Atchin has positively declared that the Treaty alleged to have been concluded between Holland and Atchin in 1857 is a fabrication. Several papers have already declared this to be false, and that it had no other signification than that the Atchinese were endeavouring to destroy the principal basis of our ultimatum. The *Amsterdamsche Courant* offers the following explanation of the real circumstances of the case. The Treaty of Peace and Friendship was laid before the Sultan, who believed it to be an *offensive and defensive alliance*. When, however, the document came to be ratified, he found that it was not the same which had been first submitted to him, and he refused to sign, and complained that he had been deceived. Thereupon a very clever diplomatist, a naval officer, was sent to the Sultan to persuade him to sign the Treaty. Our Ambassador succeeded in convincing the Sultan that there could be no question of an offensive and defensive alliance, because the Sultan did not possess the same naval and military force as we had. Thereupon the Sultan signed the Treaty without making further objection. I may here state that a copy of the Treaty was laid before the Second Chamber in September, 1857, whereas the section report thereupon, was not published until 1870.

The same telegrams which record the success of our arms mention the deplorable fact that in the space of only three days eighty-three cases of cholera have occurred in our army, so that we shall probably lose more men by that epidemic than by conflict with the enemy. It seems that Panglima Polim, an Atchinese chief, has been attacked, whilst it is not by any means certain whether the Sultan himself has not succumbed to the epidemic. But whatever has been his fate it is certain that peace will very soon be concluded with Atchin. Before leaving this subject I must notice the fact that our press is most angry that the foreign newspapers speak in so depreciative a tone about our policy in Atchin. Formerly the general complaint was that the foreign papers did not take any notice of Holland, but now the leading papers are scolding because *The Times, Pall Mall Gazette, Holnishe Zeitung, e tutti quanti*, do not say exactly what we should wish. *Nascetur ridiculus mus.* There are some of our journals which urge that our diplomatic agents should be instructed to contradict the statements which have been made.

Our home political news is very scanty, and we cannot expect anything lively before the Second Chamber reassembles. On the 17th inst. another election must take place at Gouda, the same district where, some weeks ago, the Liberal candidate was beaten by the Ultra-Orthodox-Protestant, Mr. A. Kuyper. It is, however, very improbable that he will take his seat in the Chamber. The paper war about the monument to Mr. Thorbecke still continues. Our Conservative papers are bringing another monument question on the *tapis*. They propose that a statue should be erected to the memory of Carl van den Bosch, who introduced the "squeezing" system in Java, and who died in the year 1844.

The Netherlands India Trading Bank and some other trading houses have forwarded an address to the Government, in which they beg that on the export permits it should be obligatory to mark, with regard to cotton goods, whether they are bleached or not, and also the width. They think this necessary to ensure correctness in the statistical returns. The Government, however, decided—after having consulted the Rotterdam and Amsterdam Chambers of Commerce—that the demand should not be granted.

The Trading Company have issued a circular to the shareholders, in which an alteration of the statutes is proposed. The main points are—to increase the capital to fl.38,500,000, by means of distribution of the reserve fund on the 31st December next. The distribution is proposed as follows:—Every holder of a 2,000 guilders share would obtain a half share of fl.500; every holder of a 4,000 guilders share a whole share of fl.1,000. The minimum of interest would be fixed at 5 per cent., whilst the reserve fund would be reduced to five million. On the 14th of February a general meeting will be held, in order to discuss this proposal, which has made a very bad impression on the Bourse. The price of the company's shares has gone down considerably, notwithstanding the well-provided money market and the total want of any speculative demand for foreign funds. The Bank has decreased the minimum rate of discount one-half per cent.

According to the *Handelsblad* the Minister of the War Department is occupied with the reorganisation of the medical service in the army. The plans will very shortly be laid before the Second Chamber.

A solemn mourning lodge has been held in the Hague, in consequence of the death of Captain Lafors in Atchin. The lodge was open to the public the day after the service, and the entrance fees will be given to the "Red Cross" Society.

The weather is still very mild, and the whole winter has passed without frost or snow. The public health is in general satisfactory, notwithstanding that in some towns cholera still prevails.

PRODUCE MARKETS.

COFFEE.—Prices have gone up again 1c., so that good ord. Java is quoted 72c., whilst holders decline to operate at the close of the market without a further advance of ½c. Several lots of private import found buyers. The unsold Trading Company's stock is 434,500 bales.

SUGAR.—The market looks dull for this article. Some small parcels have changed hands, viz., 1,000 mats No. 15 at f.32, 597 mats No. 17, ex Zuid-Holland, at a price not named.

TEA.—Firm, without anything doing; 774/4 and 1811/12 ch. China were sold at Amsterdam at 90c. to 115c.

RICE.—The market remains unaltered; 1,000 bales Rangoon were sold at f.7.

SPICES.—Some transactions took place in Nutmegs, Nos. 2, 3 and 4. Cloves are nominally quoted at 105c. to 106c. Pepper 39c.

VANILLA.—Prices are enormously declining; 30 kilos. Java were sold at f.25.

TIN.—There has been some demand for Banca, to be delivered out of the January auction, for which from f.72 to f.73 was paid, but at the closing of the market only f.72 could be obtained. The result of the auction was anything but satisfactory; the average price was f.71½. To-day a small parcel was sold at f.69. Billiton has found buyers at f.68¾ to f.68½.

CUTCH.—Very firm at f.14½.

COCOA-NUT OIL.—The stock of white quality is rather abundant. The nominal quotation is f.22, but without transactions.

INDIGO has met with a good demand, and about 125 chests Java changed hands. The quality was in average very inferior.

RATTANS.—230 piculs ex Electra, 180 piculs ex County of Berwick, and 75 piculs ex Copernicus found buyers at high but unstated prices.

HIDES.—An important business was done in this article, but as usual no particulars transpired.

CIGARS.—200 mille Manila Nuevo Cortados 1873 were partly sold (160 mille) at f.44½ to f.45½; 40 mille were bought in. Of 100 mille Nuevo Habano 70 mille were sold at f.42, whilst the rest was bought in.

TOBACCO (Java).—The market looks rather dull, but prices are well maintained. The stock includes 7,058 bales Java and 336 bales Sumatra.

SHIPPING.

ARRIVALS.—Jan. 27, at Texel. from Pangool, Stad Dockum; 30, at Texel, from Batavia, Waterloo, Noordzee-kanaal.

DEPARTURES.—Jan. 28, from Brouwershaven, for Batavia, Industrie; for Samarang, Willem Poolman; from Texel, for Batavia, Java; for Samarang, Louise; for Sourabaya, Constance; 29, from Brouwershaven, for Batavia, Lichtstraal, Kortenaer; 30, from Texel, for Batavia, Tromp.

PASSENGERS INWARD.—From Java, per Waterloo, Mr. de Waal and family; per Noordzee-kanaal, Mr G. E. Samuelse and family.

PASSENGERS OUTWARD.—For Java, per Java: Messrs. J. Jaspers, J. A. G. van Dyk; per Louise: Mr. N. H. de Graaf.

Monetary and Commercial.

Tenders for £500,000 in bills on India were received on the 4th inst. at the Bank of England, when the amounts allotted were—to Calcutta, £440,000; to Bombay, £60,000. The *minimum* price was fixed, as before, at 1s. 10d. on all Presidencies, and tenders on Calcutta at 1s. 10¾d. will receive about 76 per cent., above in full; on Bombay, at 1s. 10¾d., in full. These results show a reaction of about 1½ per cent. from the rise of about 3 or 4 per cent. caused a fortnight back by the extreme activity of the demand for means of remittance to the East.

The receipts of the Eastern Extension, Australasia, and China Telegraph Company (Limited) for the month of January amounted to £20,717, against £16,523, the receipts in the corresponding period of 1873 of the four separate lines—viz., the British Indian Extension, China Submarine, British Australian, and the Victoria and Tasmanian Telegraph. The Eastern Telegraph Company's receipts for the month amounted to £37,037, against £33,287 in the corresponding period of 1873. The traffic receipts upon the China and Japan lines of the Great Northern Telegraph Company during the month of January were 156,431 francs, against 38,470 francs in January 1873.

In the list of directors of the Light Cable Telegraph Company we observe the name of Sir Rutherford Alcock, our late Minister at Peking.

With reference to the telegram referring to the large stocks of Woollens on the Yokohama market, which appeared in our issue of the 26th ult., a correspondent writes:—

I do not know where your last correspondent on the subject of over-

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stocks in Japan may derive his information, but yours is confirmed by a private telegram dated 4th inst., saying "You must stop shipments. Financial crisis probable. Large supplies of all goods unsaleable." I am confident of the correctness of my information as regards woollens, and I should suggest that your correspondent should take the stocks of cloth and moussellaines, and see how many months' consumption there are.

Messrs. Malcolm, Hudson, and Co., of London and Yokohama, have been appointed commercial agents to the Finance Department of the Japanese Government.

The Union Insurance Society of Canton have opened a branch at Liverpool under the management of Messrs. Escombe Brothers and Co.

Mr. Sam Mendel has prepared some very useful tables, showing the exports of plain, coloured, and printed cottons, from London, Liverpool, Southampton, and the Clyde, during the last ten years to the following places, viz., Singapore, Batavia, Manila, Hong Kong, Shanghai, and Japan, Calcutta, Bombay, Madras, and Ceylon, the Brazils, the River Plate, and the West Coast of South America. From the same source we are also supplied with a tabulated statement of the fluctuations in the Bank rate of discount, Consols, together with the prices of cotton, yarn, and cloth during the last ten years.

The following further announcements of dividends have been made by banking and other companies :—

Lloyd's Banking Company (Limited), a dividend at the rate of 20 per cent. per annum, and an appropriation of £20,000 to reserve. At the corresponding date of last year the distribution was of similar amount.

The Anglo-Italian Bank (Limited), a dividend at the rate of 5 per cent. per annum, leaving £1,502. At the corresponding date of last year the dividend was of similar amount.

A letter from Mr. John Fordred appears in Friday's *Times* upon the subject of tea adulteration. Mr. Fordred says :—

In the lengthy correspondence which has been published in *The Times* relating to the suppression of the adulteration of tea, none of the writers appear to have been aware that there is machinery already in existence by means of which the required object could be attained with little trouble, and at an almost nominal cost. I allude to the Government Laboratory at Somerset House, where there is an efficient staff of chemists specially trained in the detection of adulteration, and where thousands of samples are yearly examined, not only for the two great Departments of Inland Revenue and Customs, but also for almost all other Departments of the State. It is true, as stated in your columns, that Excise officers have the power of seizing adulterated tea offered for sale, but this power is never exercised in cases where the adulterated tea is in the state in which it has paid the duty, and it would obviously be unjust to do so while the Customs knowingly allow it to pass into consumption. The case of tobacco affords a striking illustration that so long as the present course is followed it will not be possible to suppress the trade in adulterated tea. Prior to 1863, the Customs accepted the duty upon all imported Cavendish tobacco, whether genuine or not, and although, as in the case of tea, the Excise Department had the power of seizing all that was offered for sale in an adulterated state, it was found impossible to check the traffic in illicit Cavendish, whether smuggled or of home manufacture, until a change in the law was made in the above-mentioned year. Nothing would be easier than to make similar regulations with regard to tea ; for probably not more than 2 per cent. of the entire quantity would require any examination whatever, and in only a fractional number of cases would a reference to the chymical officers be necessary. A knowledge of the regulations in force is now sufficient to prevent all but isolated attempts to import adulterated tobacco, and in such cases as do occur the tobacco is not confiscated, but is allowed to be re-exported. It is well that this should be known, as I believe there is a very prevalent, but mistaken, idea abroad that, should the Government undertake the examination of tea in bond, all that was found to be adulterated would be confiscated and destroyed.

A dividend of 2s. in the pound has been declared in the winding-up of the Oriental Hotels Company (Limited).

Bar Silver has varied in price since our last report. Transactions were entered into on the 30th ult. at 59¼d. per oz., and the rate then gradually receded to 59-1-16d. per oz. standard on the 4th inst. The depression increased on announcement of the price of issue of the India Council Bills, and the market for the moment is quite in a state of suspense, 58⅞d. per oz. being the nearest quotation for an actual transaction. Mexican Dollars lately arrived by the West India Mail and French Steamers have been sold at 57½d. per oz., showing a decline of ½d. per oz. in the price.

ARTICLES OF IMPORT.

TEA.

Messrs. Shephard, Harrison and Rehden's Circular says :—The position of the market remains firm, but business has been restricted the past few days, the sudden dissolution of Parliament drawing attention to the elections now taking place. Orders from New York have come in daily at increasing limits, preference being given to Moyune, which is in short supply. Deliveries for January are very good :—

	1874.	1873.
	lbs.	lbs.
Home Consumption for London from 1st to 31st January	9,295,000	9,173,500
Export do. do.	2,101,000	1,900,000
Sent Coastwise do. do.	3,481,000	3,250,000
Total delivered	14,877,000	14,323,500

Red Leaf : Dust, siftings, and leafy kinds rule very firm ; flavoury kinds at 11½d. to 1s. 1d. no change ; Kaisow kinds, and medium Kaisow at 1s. 2d. to 1s. 7d., in improved demand, as also fine and finest at 1s. 8d. to 2s. 3d. per lb. Pakling : None offered of fine quality ; a few parcel, medium sold at 1s. 4d. to 1s. 6d. per lb. Tayshan leaf : Supplies have been liberal, with fair transactions at 11d. for good common, 1s. to 1s. 0½d. for fair, 1s. 1d. to 1s. 3d. medium, malty kinds, 1s. 4d. to 1s. 6d. Pekoe kinds, fine quality 1s. 7d. to 1s. 10d. A small parcel per "Achilles," made to imitate Indian leaf, sold at 2s. 2d. per lb. Black leaf : There is nothing under 8d. per lb., in old leaf ; Shantam district, new 1s. to 1s. 1d. ; preferable kinds at 1s. 1½d. to 1s. 3d., are rather scarce, medium to fine 1s. 4d. to 1s. 10d., and finest at 1s. 11d. to 2s. 2d., transactions limited at no change in prices. Souchong : Good to medium 1s. 2d. to 1s. 5d. ; a small parcel of finest sold at 2s. 8d. per lb. Oolong : Supplies have come on rather freely of late, and prices are easier, except for Formosa leaf, which has been taken for export. Scented Tea : No change. *Green :* There has been an active inquiry for Moyune kinds, and the market is bare of desirable quality, fine Young Hyson and Gunpowder being dearer. Ping Suey kinds comprise the bulk of the supplies held by importers, and have not been so saleable.

Messrs. Percival and Co.'s Monthly Circular says :—The improved tone noticed in our last of the 9th ultimo has continued to strengthen day by day, and a large business has been done at a further considerable advance in prices of both Black and Green Teas. Latest advices from China report the closing of the season at the various ports, with a very material falling off in the total shipments, as compared with the previous season ; this, coupled with the serious falling off in the stock in this country, and the quantity afloat, which together show a deficiency of nearly 20,000,000 lbs. as compared with same period last year, cannot fail to place holders in a very strong position for some months to come. It is also worthy of remark that before the arrival of New Season's crop the stock in the United Kingdom will be reduced to a lower ebb than was perhaps ever before known, and will probably be little more than equal to three months' deliveries at the end of June. Deliveries for the month have been good, and compare favourably with last year.

SILK.

Messrs. Kilburn, Kershaw, and Co.'s Circular offers the following remarks :—Since the first fortnight of January, during which the Silk market was very quiet, there has been rather more disposition shown to buy, and one or two pressed sales of Chinas at a slight reduction from recognised quotations have further stimulated the market by inducing more general inquiry at lower prices. Importers, however, as a rule, decline to accept lower rates for Silk than those now current, and there is in consequence a firmer tone with some little daily business doing at steady rates. Owing to the rather full arrivals last month the stock of China Silk shows an increase of 3,000 bales on 1st February, as compared with same date last year ; but as the arrivals during the next few months, until the beginning of the new season, must necessarily be at least 4,000 bales less than in the corresponding season of last year, a fairly steady delivery will soon tell upon present stocks, and a reduction may be confidently expected. Canton Silk is firmer, and nothing in market Tsatlees is now to be had under 13s. ; stocks are declining. Japans are quiet, but prices are unchanged ; there was a good delivery last month. The deliveries for the month are satisfactory.

	Stocks. 31st January.		Imports. January.		Deliveries. January.	
	1873.	1874.	1873.	1874.	1873.	1874.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
China ...	25,934	28,925	1,564	3,845	2,322	3,143
Canton ...	10,055	7,696	754	310	630	688
Japan ...	7,500	6,624	483	640	609	803

Messrs. Durant and Co.'s Circular says :—We have to report another month of dull dragging business. The deliveries show some improvement upon the two preceding months, just good enough to prevent any increase of stock, but not sufficient to warrant the idea of any decided extension of consumption, although prices having still further drooped would seem to hold out considerable inducement for more active operations. At present, however, we do not hear of any increased demand for manufactured goods, and so buyers seem content to go on from week to week taking only what they really require for immediate objects, relying on the very heavy stocks preventing any sudden rise in prices.

ANTIMONY.—In public sale 294 bags and 3 tons loose Ore from China were bought in at £11.

CAMPHOR.—The market for China has ruled quiet throughout the fortnight, and there has been but little business done. Prices are, however, without change, and rule as last quoted, viz., at £4 10s. to £4 10s. 6d. per cwt.

CARDAMOMS have been dull, with a declining tendency ; Ceylon have, however, been scarcer than other kinds, and have improved 28 cases, being quitted at 5s. 3d. to 5s. 6d. per lb.

CHINA PRESERVES.—At auction of 713 cases 50 casks Ginger 110 cases Chyloong sold at 10d., the remainder being bought in at 7d. to 9d., and 13 cases dry at 1s. per lb. in bond.

COCOA-NUT OIL has been in request at easier prices. Ceylon is obtainable at £36. In public sale 228 pipes Ceylon dull to good sold at £35 15s. to £36, 10 puncheons, yellow to fair at £36 to £36 5s., and 54 hogsheads common to fine at £35 15s. to £36 5s. per ton.

CUTCH has been in improved request, and has been speculatively dealt in to some extent, about 7,000 cases having changed hands privately up to 22s. per cwt., but in auction 1,314 cases and bags were offered and retired ; the market closing quiet, though holders are firm.

CUBEBS.—There is no demand, and we have no business to report ; 202 bags offered in public sale were bought in.

COLOMBO ROOT is in steady demand but large supply ; in auction 46 bags were sold at 11s. to 13s. 6d. per cwt. for fair quality.

DRAGON'S-BLOOD.—The market has ruled quiet ; of 15 cases Reed offered part sold at £11 10s. for good, and of 42 cases lump one-half sold at £6 5s. to £7 10s. for fair and good.

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ESSENTIAL OILS.—*Aniseed* has been dull; spot sales effected at 9s. 6d., and afloat at 9s. 6d.; *Cassia* very dull; 40 cases offered and retired. *Nutmeg* very quiet and lower; 5 cases bought in at 8d. *Cinnamon* scarce; 3 cases leaf sold at 3d. to 3½d. per oz. *Citronelle* steady; 10 cases retired. *Lemon Grass* quiet.

EBONY.—Ceylon has continued quiet, but has, notwithstanding, slightly improved in value, 10 tons Ceylon having been sold at auction at £10 12s. 6d. for large logs, rather roughly cut.

GUMS.—*Benjamin:* Siam scarce; 14 cases sold, low to good 4ths at £3 15s. to £8. Sumatra steady, but a large stock of 2nds; of 60 cases, one-third sold at 67s. 6d. for middlings 3rds. *Copal* dull; 262 cases offered retired. *Damar* dull; 454 cases at auction retired. *Gamboge* lower; of 41 cases offered one-half sold at £11 5s. to £11 10s. for good pipe partly run.

GALLS.—China have continued firm but quiet at the previously ruling quotation, viz., 55s. per cwt., which is the present value; of 144 cases at sale one-fourth sold at 54s. 6d.

GAMBIER has been firm and is rather dearer; afloat 300 to 400 tons have changed hands at 24s. 9d. for October-November, and 25s. January shipments; on the spot about 600 bales at 24s. 6d. to 24s. 9d. (ex quay), and at auction, of 2,181 bales, bags, and mats, about one-fourth sold at corresponding prices.

GUTTA-PERCHA.—The market has been very dull; of 1,422 baskets, and about 8 tons in blocks offered, only about 200 of the baskets were sold at 1s. 1d. to 1s. 3d. for fair, and 7d. to 9d. reboiled, being lower.

GALANGAL ROOT.—Quotations have been steadily maintained, but no business is reported.

HIDES.—Messrs. Dyster, Nalder and Co.'s Monthly Circular gives the subjoined report upon the market:—East India Hides have been in moderate supply, and with an active demand for all descriptions of light weights (7 lb. and under), prices of these have advanced quite ½d. to 1d. per lb.; Kips of about 9 lb. have generally realised full to slightly advanced rates, whilst Extra Heavy of 11 to 13 lb. are still most difficult to quit, and may be quoted fully ½d. per lb. lower, thus making the all round price of import parcels of heavy average little, if any, dearer than on the 31st Dec. Singapore and Penang Ox and Cow Hides have been in good demand, and full to slightly advanced rates have been paid, especially on light averages. Sales 18,862 Singapore and Penang, light 11½d. to 13½d.; heavy 8d. to 11½d.; thirds 8d. to 10¾d.; fourths 5½d. per lb. 22,971 Rangoon, light 11½d. to 12½d.; heavy 8d. to 10d.; thirds 7½d. to 8d.; fourths 5d. to 5½d. per lb. Singapore, Penang, &c., Buffalo Hides: The demand has not been active; about former rates have been paid for fair to good qualities, whilst stale ordinary parcels have occasionally sold slightly in buyers' favour. The sales of the month comprise 6,747 Singapore and Penang; slaughtered, 1st heavy, average 39½ lb., 6¼d.; fair to very good, 1st heavy, average 22½ lbs. to 35¼ lbs., 6¼d. to 6¾d.; 1st light, average 10⅝ lbs., 6¾d.; ordinary to fair, 1st heavy, average 24 lbs. to 35 lbs., 5d. to 5½d.; 1st light, average 4⅝ lbs. to 16⅞ lbs., 5½d. to 7d.; seconds, 4⅝d. to 5d.; thirds, 4d. per lb. Java Hides: Ox and Cow are in fair demand, and some small parcels have realised good prices for the quality. Buffalo are also in fair demand, and by public and private sale 3,702 hides have been sold at full rates. The prices paid at auction were as follows:—Shaved, first light, average 17¼ lb., 10d. to 10½d.; 1st heavy, average 24⅞ lbs., 9¼d. to 9½d.; extra heavy, average 35⅛ lbs., 8⅝d.; unshaved, average 6½ lbs. to 15⅞ lbs., 8⅞d.; average 24¼ lbs.; 7⅞d. to 8d. per lb.

HORNS.—About 20 tons Siam Buffalo have been sold under the hammer at 33s. to 33s. 6d. per cwt. for horns averaging 620 to 713 to a ton, being rather lower.

HEMP.—The market for Manila has exhibited no recovery from the dulness which has characterised it since the beginning of the year. The business transacted has been extremely small. The current quotation for fair roping is £37 to £37 10s. per ton.

INDIA-RUBBER has been steady, with a fair amount of activity in the market, considerable sales of Borneo being effected at 1s. 6½d., and of Penang at 2s. per lb.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan.29	City Camp	Green	Rangoon	London
30	Papa Olivari	Repetto	Do.	Do.
30	Waterloo	Stewart	Batavia	Texel
25	Insulaire	Fleuriot	Ilo Ilo	Genoa
30	Elisabetta D.	Corsini	Rangoon	London
29	Sea Foam	Wilkins	Batavia	Bristol
31	India	Zachariam	Do.	Falmouth
30	Noordsee Kanaal	Bron	Do.	Texel
Feb. 2	Taitsing	Bloomfield	Japan	Off the Lizard
	Arvio	Palm	Batavia	Queenstown
	Hilje	—	Do.	New York
	Falcon	Dunn	Canton	Do.
2	Glaucus (s.)	Wilding	Singapore	Liverpool
	Lothair	Leslie	Rangoon	Queenstown
	Pewkesbury	Bailey	Do.	Do.
	Cerruti Pietro	Scotto	Bassein	Do.
	Orco	Gambaro	Akyab	Do.
Jan.19	Nabob	Featherstone	Cheribon	San Francisco
Feb. 3	Olympia (s.)	Paulson	China, Singapore, &c.	London
2	Mentor	Greeve	Java	Scilly
Jan.2	Forest King	Olsen	Ilo Ilo	New York
	Leander	Knight	Shanghai	Do.
Feb. 4	Urzanore (s.) (P.&O.	Parish	Galle, &c.	London
4	Gordon Castle (s.)	Holmes	Japan	Off Deal

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Jan. 28 ...	Lotus	... London	... Singp., Java, &c.
Feb. 3 ...	Hindoo	... Do.	... Colombo, &c.
3 ...	Hector	... Liverpool	... Singap., China, &c.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan.29	Ulva	McIntosh	Cardiff and Singapore.	London
28	Africano	Balester	Galle	Cardiff
Feb. 1	Jas. C. Stevenson (s.)	Beal	Colombo, &c.	London
1	Cassandra (s.)	Canger	Singapore, China, &c.	Do.
4	Crocus (s.)	Jay	Do.	Do.
2	Eldorado (s.)	Kerr	Colombo, &c	Do.
1	Don Quixote	Penhallow	Cardiff and Singapore	Do.
1	Crest of the Wave	Harris	Singapore	Do.
Jan.31	Chusan	Hill	Japan	Liverpool
30	Swiftsure	Beardle	Hong Kong	Cardiff
30	Emiliano (s.)	Larrinaga	Manila	Liverpool
Feb. 2	Granville	Gallichan	Colombo	London
4	Deerhound	Shearer	Hong Kong	Do.
Jan.31	Odin (s.)	—	Singapore	Newcastle
31	Hypatia	Olive	Do.	Sunderland
31	County of Elgin	Miller	Batavia	Glasgow
Feb. 2	Elizabeth Ann	Coates	Singapore	Sunderland
3	Mariner	Legender	Do.	Do.
1	Peter	Lange	Nicolajefsk	Hamburg

(See Shipping Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, Hiogo, and Nagasaki: Tchihatchoff. For Singapore, Batavia, Cheribon, Samarang, and Sourabaya: Ionia. For Colombo, &c.: Oxfordshire, Navarino, Mazeppa. For Penang, Singapore, Hong Kong, and Shanghai: Russia, Hong Kong. For Singapore, Hong Kong, and Shanghai: Galley of Lorne, Glenfalloch, Lord of the Isles, Gordon Castle.

SAILING VESSELS.—For Yokohama and Hiogo: Ambassador, Mary Ann Wilson, Coulnakyle. For Shanghai: Taitsing. For Hong Kong: Aracan. For Colombo: Clymping. For Singapore: Atma, Eurus.

At LIVERPOOL.—For Yokohama and Hiogo: Cathaya. For Penang, Singapore, Hong Kong, and Shanghai, Glaucus (str.), Agamemnon (str.). For Hong Kong: Waltikka. For Hong Kong (via Cardiff): Golden Spurs, Frank N. Thayer. For Singapore: May Queen, Cameo. For Manila, Aurrera (str.). For Batavia and Samarang: City of Halifax.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Montgomeryshire (str.).

SPOKEN.

WILHELMINE (Dut. barq.), Rotterdam to Java (?), Nov. 10, 19 S., 30 W.
HONIGBY (Dut.), Rotterdam to Sourabaya, Dec. 5, 27 S., 29 W.
ANTENOR (str.), Liverpool to China, Jan. 6, 14 N., 43 E.
NORGE (ship), Newcastle to Galle, Jan. 2, 4 S. 24 W.
NOACH (Dut. ship.), Rotterdam to Batavia, Dec. 18, lat. 28, lon. 22 W.
JOHANNA MARIA, Batavia to Rotterdam, Dec. 23, 6 N., 22 W.
TYBURNIA (ship), Java to New York, Jan. 9, 11 N., 36 W.

FREIGHTS AND CHARTERS.

Rates of freight are not quite so firm to the East since our last issue. In homeward chartering there is more activity, and a good inquiry exists for tonnage from the rice ports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 50s. weight, 40s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): 50s. weight, 55s. meast. To Batavia: 60s. weight or meast. To Batavia (direct): 50s. weight or meast. To Padang: 80s. meast. To Cheribon (direct): 70s. weight, 65s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. to 50s. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 30s. weight, 27s. 6d. meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £38. To Singapore (f.c.): £35. To Singapore: £33. To Penang: £34 f.c. To Macassar, per ton: —. To Batavia: 30s. to 32s. 6d. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: —. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 38s. To Manila: 30s. To Macassar: —. To Java: —. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: —. To Ternate: —. To Singapore: 32s. To Galle: 34s. to 35s. To Trincomalee: —. To Colombo: 33s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Singapore: 27s. 6d. To Penang: —.

CASUALTIES.

The Insuldine, of Amsterdam, Duinker, which sailed April 26 from Sunderland with coal, for Macassar, has not since been heard of; she has been posted at Lloyd's as a missing vessel.

A telegram from Port Said announces that the Harrington (str.), from Java to Rotterdam, arrived at Suez Jan. 25, and is likely to be detained a fortnight for repairs, the junk packing ring of one of the cylinders having broken.

MISCELLANEOUS.

BRIXHAM, Jan. 31.—The surveyors of the Blair Athol, from Sunderland to Singapore, which put into Dartmouth Jan. 23, with crew refusing duty, have pronounced the vessel to be seaworthy; they are, however, of opinion that the space allotted to the crew is not in a fit condition, and the charge against the crew for refusing duty has therefore been dismissed by the magistrates.

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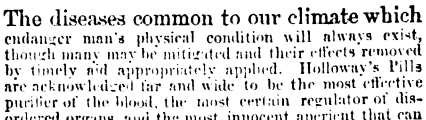

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Shanghai.....	Taitsing	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Coulnakyl.	A1 13 yr.	S.W.I.D.	With des.
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Glenroy	100 A1	2,121	250	April 15
Glengyle	100 A1	1,676	200	May 9
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Glenartney	100 A1	2,106	330	June 20
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These fine steam ships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c. The Hong Kong, s.s., will carry a surgeon and stewardess.

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	Tons	Brokers.	To Sail.
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Hong Kong. s.s.	—	Norris & Joyner ...	Feb. 12
Glencarn, s.s. ...	2,120	McGregor, Gow, & Co.	March 2
Gordon Castle, s.s....	1,930	Thos. Skinner & Co.	Feb. 20
Galley of Lorne, s.s.	1,390	Shaw, Maxton, & Co	Feb. 21
Ionia, s.s.....	1,145	Robertson & Co....	Feb. 25
Montgomeryshire, s.s	1,750	Norris & Joyner ..	Feb. 28
Eurus...	327	Wright, Bros. & Co.	Feb. 28
LIVERPOOL.			
Agamemnon, s.s. ...	1,550	Alfred Holt ...	Feb. 16
Glaucus, s.s.... ...	1,604	„ ...	Feb. 26

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—For SINGAPORE, HONG KONG and SHANGHAI. Last shipping day 25th February. The magnificent Clyde-built steamship GORDON CASTLE, 100 A1, 2,000 tons register, 255-horse power nominal; W. HOLMES, Commander; will load in the South West India Dock. This well-known steamer has elegant accommodation for first-class passengers, including bath rooms, ice house, ladies' cabin, &c.

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Hoogly ...	March 1	For Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	March 15	
Amazone ...	March 29	
Ava	April 12	
Iraouaddy ...	April 26	
Peiho ...	May 10	

The Steamers of the 15th March, 12th April, and 10th May connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 1st March, 29th March, and 26th April connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

MESSAGERIES MARITIMES DE FRANCE, London Head Office, 97, Cannon-street, E.C.—A WEST-END SUB-AGENCY, for the transaction of passenger and parcel business only, is now OPENED at Gellatly, Hankey, Sewell, and Co.'s West-end Branch Office, 51, Pall-mall, S.W.

MAC EWEN AND CO.,
QUEEN'S ROAD, HONG KONG.
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
LONDON AND CHINA EXPRESS.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 516.] LONDON, TUESDAY, FEB. 17, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Feb. 16.
JAPAN—Yokohama	Oct. 31	Dec. 23	Dec. 30
Yedo			
Osaka and Hiogo	„ 17	„ 8	„ 17
Hakodadi			
Nagasaki	—	—	„ 19
CHINA—Peking	—	—	„ 22
Tien-tsin	—	—	„ 24
Chefoo	—	—	„ 26
New-chwang	—	—	„ 22
Hankow	„ 31	„ 24	„ 27
Kiu-kiang	—	—	„ 27
Chin-kiang	—	—	„ 23
Shanghai	Nov. 7	„ 28	Jan. 2
Ningpo	—	—	Dec. 31
Foochow	„ 7	„ 27	„ 31
Formosa	—	—	„ 25
Amoy	—	—	Jan. 6
Swatow	—	—	„ 3
Hong Kong	„ 28	Jan. 7	„ 8
Canton	—	—	„ 6
Macao	—	—	„ 7
PHILIPPINES—			
Manila	„ 7	Dec. 18	Dec. 31
COCHIN-CHINA			
Saigon	„ 21	„ 26	Jan. 10
SIAM — Bangkok	—	—	„ 8
BORNEO			
Labuan	—	—	„ 4
Sarawak	—	—	„ 2
JAVA — Batavia	„ 28	Jan. 3	„ 9
Samarang	—	—	„ 3
Sourabaya	—	—	„ 4
MALACCA STRAITS—			
Singapore	Dec. 12	„ 15	„ 15
Penang	„ 13	„ 13	„ 17
CEYLON—			
Galle	„ 26	„ 18	„ 24
Colombo	—	—	„ 21

THE MAILS, &c.,

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, yesterday evening, a few hours late, having been detained by heavy weather after leaving Alexandria. The next inward French mail, with dates Yokohama, 6th; Shanghai, 9th; Hong Kong, 15th; Singapore, 23rd Jan., left Suez on its due date, the 13th inst., and will probably be delivered *via* Marseilles, on Monday next.

The Eastern Telegraph Company announce that their cable between Vigo and Lisbon, as well as the direct Portuguese line, being interrupted, messages for Malta, Egypt, and the East will for the present be forwarded *via* Marseilles; or in the event of delay those for and beyond India will be handed over to the Indo-European Company for transmission *via* Teheran.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Feb. 13.—None. To Venice: None.

To Southampton, per P. and O. steamer *Sunda*, expected to arrive Feb. 22.—From Shanghai: Mr. E. Smith. From Hong Kong: Lieut. Masters, Mr. Sandeman, Mr. J. Smith.

Per steamer *Nestor* (Holt's Line), arrived Feb. 11.—From Hong Kong: Mrs. Dennys and four children, Mr. Bain. From Singapore: Mr. Hyde.

PASSENGERS OUTWARD.

Per French steamer *Anadyr*, from Marseilles, Feb. 15 (booked from London).—To Yokohama: Mr. and Mrs. Goodwin and family, Mr. Brunache. Mr. Real, Mr. Tichel, Mr. Mornat, Mr. Angot. To Shanghai: Mr. and Mrs. Dyer, Mr. H. H. Hollins. To Singapore: Mr. Oscar Durr, Mr. Ritter. To Batavia: Mr. de Mortanges, Mrs. Sneither, Mr. Homans and family, Mr. Fritz Zorn, Mr. L. Frisch, Mr. Kruff, Mr. Coy. To Galle: Mrs. Fitzroy Kelly, Mr. Laurie. To Saigon: Mr. Caramari, four Sisters of Mercy. To Hong Kong: Mr. and Mrs. Harten, Mr. Wardlaw, Mr. and Mrs. Overbeck, Mr. Grey.

Per French steamer *Hoogly*, March 1 (booked from London).—To Shanghai: Mr. and Mrs. Beazley, Mr. and Mrs. Kuchholf, Mr. and Mrs. Lay, Mr. Durler.

Per French steamer *Tigre*, from Marseilles, March 15 (booked from London).—To Shanghai: Mr. and Mrs. T. F. Hughes, Mr. C. Lucas, Mr. F. S. Deacon, Mr. Simpson. To Batavia: Mr. and Mrs. Otto Comissaert, Mr. and Mrs. O. Furst, Mr. Kruyff. To Singapore: Mr. and Mrs. Thelford, two children and servant.

Per P. and O. steamer *Pekin*, from Southampton, Feb. 12.—To Yokohama: Miss M. P. Joyner, Miss Dennis. To Shanghai: Mr. J. Dunn. To Hong Kong: Mr. J. Sproule, Comd. A. J. Powlett, Comd. W. C. Singleton. Comd. F. Stirling, Rev. J. S. Ladds, Brevet Major Rowland, Lieut. Howard. To Ceylon: Mr. Aitken, Mr. H. M. Fitzgerald, Mr. and Mrs. Mitchell.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 23.—To Yokohama: Mr. F. Page. To Shanghai: Hon. H. G. Edwardes.

Per P. and O. steamer *Sumatra*, from Southampton, Feb. 26.—To Yokohama: Mr. W. E. Durrand. To Singapore: Mr. J. Sheriff. To Hong Kong: Mr. W. H. D. Tyler, Mr. R. T. Permewan.

Per P. and O. steamer *Simla*, from Brindisi, March 9.—To Shanghai: Mr. Cunningham, Mr. H. Ramsay. To Hong Kong: Mr. T. J. Crutch, Mr. G. Towend, Mr. and Mrs. J. M. Smith. To Batavia: Mr. E. M. Owen. To Ceylon: Mr. A. Giles Puller.

Per P. and O. steamer *Simla*, from Venice, March 6.—To Batavia: Mr. W. Walker.

Per steamer *Glenfalloch*, from London, Feb. 12.—To Singapore: Capt. John Bush Mr. Bush, and the Misses Bush, Mr. and Mrs. Drummond Anderson. To Shanghai: Mr. S. Maitland.

Per steamer *Agamemnon* (Holt's Line), from Liverpool, Feb. 17.—To Penang: Mr. and Mrs. Padday. To Singapore: Mr. Heriot. To Shanghai: Messrs. Jones, Dobson, and Ford.

Summary of News from the Far East.

CHINA.

PEKING.

The *Peking Gazette* of December 15 contains Imperial decrees which confirm the report that has been lately current of a success obtained by the troops under Tso Tsung-tang over the Mohamedan insurgents in Kansuh; and it turns out that the achievement is no less than the capture of the city of Suh-chow, in the extreme north-west of Kansuh, which has for ten years past been in the hands of insurgents. It is the last remaining stronghold hitherto occupied by the Mahomedans "within the wall," and its recovery therefore is deservedly a matter of high importance to the Imperial Government. Tso Tsung-tang's memorial relates that he arrived in person before Suh-chow during the month of October last, and took the supreme direction of affairs. Repeated assaults were delivered at intervals during the early part of the month, and at length on the 24th a lodgment was effected, after some hard fighting, upon the city wall. On the 4th November the insurgent leader Ma-sze gave himself up. A few days later he and other of the leading insurgents were put to death, after being solemnly reminded of their crimes by Tso in person; and at the same time various bands of prisoners were indiscriminately slaughtered. The troops, to quote from the Imperial decree, "thereupon entered the city, and massacred the Mussulman inhabitants down to the last man. Thus truly are Heaven's vengeance accomplished and the feelings of humankind assuaged." For this brilliant success the Viceroy Tso Tsung-tang receives his nomination to the Cabinet as *hieh-pan-ta-hio-sze*, and he is also raised by a step in the hereditary peerage. Honours are likewise showered on his military colleagues and subordinates.

What effect this victory will have in relieving the Chinese Government of anxiety owing to the Mahomedan insurrection on the north-west frontier, remains to be seen; and it will probably influence but slightly the movements of the Ataligh Ghazi or the Tunganis further north. From recent *Gazettes* we learn that the important city of Hami has been besieged and is still harassed by a body of the Mahomedan insurgents from Shen-si. As regards the actual limits of China proper, however, the Imperial Government may now boast that it is absolutely free from organised rebellion.

A printing-office has recently been opened in connection with the Peking College. It is now chiefly occupied with a voluminous History of the Taiping and Nienfei Rebellions. It has also in the press a work on Chemistry by Professor Billequin. Prince Kung has visited the establishment and expressed himself as much pleased with the new method of book-manufacture.

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SHANGHAI.

The present mail brings advices from this port to the 2nd Jan.; the French mail from London Nov. 7 arrived out on the 28th Dec. The following items of news are from the *North China Herald*:—

The recent discussions regarding the Bund frontage have led to the resignation of five members of the French Municipal Council—so that a previous vacancy, and the absence of Dr. Galle in Europe, leave Mr. Wheelock at present the sole representative of that body. A notification by the Consul-General announces an election, to fill the vacancies, on the 5th January.

A number of interesting matters was as usual brought before the meeting of Treaty Consuls held on the 23rd Dec. The subject of the Woosung Bar was again raised, and it was resolved to keep the provincial authorities posted in all information on the subject. A general inability to take action in regard to the encroachment on the river off the French Bund was again demonstrated. The Taoutai agrees to forbid the discharge of ballast into the stream from junks, which is so much gained. The project for a Lifeboat Institution, to which we have before referred, was brought up, and various minor points were discussed. Correspondence giving further details will be found elsewhere.

The result of the polling for Chief and District Engineers by the Fire Company Delegates is as follows:—For Chief Engineer, Robert MacKenzie, 27, or the full number of votes; for No. 1 District, C. J. Ashley, 27; No. 2 District, B. A. Clarke, 21, C. M. Donaldson, 6; No. 3 District, A. Charrier, 15, H. Fitz Henry, 12. The appointments have of course to be confirmed by the Municipal Council.

Native thieves have been giving a new direction to their energies of late, having paid special attention to mail matter. Several robberies of this kind took place a short time ago, and within the last week the Soochow regular mail has been plundered twice. The Chinese are in the habit of sending small specie remittances through the Post-office, and a mail bag no doubt affords a good many crumbs. The inconvenience to native merchants must be very great, and we hear that the advertising columns of the *Shun-pau* have been, in consequence, quite filled with notices of bills lost and cancelled. We should imagine that it would be a subject important enough to stir up the numerous native gunboats which line the Canal between this and Soochow.

We are glad to note that the prospectus of a Lifeboat Institution for China has been translated into Chinese, as a step towards interesting the natives also in the project.

A case in which a Chinese play-actor was brought before the Mixed Court on a somewhat complicated charge of improper matrimony—has, we are told, been decided by the Che-hsien as follows:—The actor has been sentenced to and has received 100 blows on the ankle, and is to be sent to his native province of Chihli; while the girl has received 100 blows on the face for maintaining pluckily in Court that she liked her husband, and meant to stick to him. We hear that while he was in jail also the man was subjected to horrible torture—strung up a whole night by the thumbs and placed in a wooden collar which presses on the apple of the throat. The Chinese condemn the torture inflicted on the man as cruel, and it is said even the Taoutai has declared his sentence excessive. All concerned were Cantonese, except the actor.

We understand that the plant necessary for printing the *Evening Gazette*, the publication of which has been suspended since the burning of the Ching Foong Printing-office, in September last, has arrived, and that the paper is to reappear shortly after the New Year.

Our Newchwang correspondent writes:—The river is full of ice and the weather beginning to get cold. Skating commenced some days ago. The thermometer last night (Fahr.) showed 9½ degs. St. Andrew's Day was celebrated at Captain Man's hospitable mansion on the 29th Dec.; and although the speeches were not so lengthy as those I have seen sometimes reported, the pith and beauty of the sentiments expressed were quite equal to any that a good dinner can produce.

The United States steamer *Palos* has been towed into the harbour in a disabled condition, and is at present anchored off the naval yard.

The collection at Trinity Church on Christmas Day, in aid of Church missionary work in North China, amounted to $655.

SWATOW.

A letter from this port says:—A native guard has been sent over to Kakchio, to protect property till after the Chinese New Year. This is not altogether unnecessary, as several depredations have been committed lately. Among other things there has been stolen a flag bearing the word Bethel, that used to be hoisted on Sundays over the room used as a chapel. I notice the arrival per *Douglas* of Mr. Kruger, of Messrs. Dricks and Kruger, and Vice-Consul for Germany.

Mr. Unwin, of the Imperial Maritime Customs, is removed from this port to Takow. Steamers in are *Lingfeng* (H.I.C.M.S.), *Haining*, *Kiushu*, *Lee Yuen*, and *Kwangtung*.

HONG KONG.

Our advices by the present mail extend to the 8th Jan.; the P. and O. mail from London Nov. 28 arrived out on the 7th Jan. The *China Mail* supplies the following items of intelligence:—

An extraordinary letter from Mr. John Paul appears in the *Overland China Mail* with reference to his missionary experience. Mr. Paul has been engaged in distributing books and tracts among the Chinese, and he has travelled about to various places for this purpose. He is doubtless a very energetic man, and is very zealous in what he believes to be a great work, but at the same time, his letter is of a most peculiar nature. It is so interlarded with quotations from the Bible and the Christian creed, coupled with denunciation of Mohamedanism and Roman Catholicism, that it is a little difficult to appreciate the advantages which the Chinese population would be likely to derive from Mr. Paul's efforts.

Vice-Admiral Shadwell has received a letter from the Chairman of the Hong Kong Chamber of Commerce, expressing the thanks of the Chamber for the heartiness with which the gallant Admiral has seconded their efforts to obtain a re-survey of the China coast. This communication was addressed to the Admiral in reply to his letter, enclosing an extract from a communication received from the Lords Commissioners of the Admiralty, in which it was stated that a vessel will in all probability be appropriated next year for survey service in China.

In the further hearing of the case of Landstein *v.* the King of Annam, in the Supreme Court, before Chief Justice Smale, an adjournment was decided on until next Friday; Mr. Kingswell in the meantime to hand a copy of his argument to the other side by Tuesday week, and all evidence to be closed by Monday next.

A sad accident, resulting in the death of Mr. Robert Banes, third engineer in the P. and O. Factory at West Point, took place on the 28th December. The deceased had gone to bed, as usual, the night before, but was found next morning dead in the compound below, having evidently fallen on his head from a parapet outside his room. The event has caused much regret, as Mr. Banes was very generally respected.

The Hon. J. Gardiner Austin has resumed his duties as Colonial Secretary.

Mr. H. J. Holmes and Mr. H. L. Dennys have successfully passed the examinations to qualify them for admittance as attorneys in the Supreme Court.

THE ABOLITION OF THE MACAO COOLIE TRADE.

Viscount de San Januario has issued in the *Boletim do Governo* a proclamation totally prohibiting the coolie trade from that port on and after 27th March, 1874. The following is a translation of the text:—

No. 89. The Governor of the province of Macao and Timor and its dependencies, Envoy Extraordinary and Minister Plenipotentiary of his Most Faithful Majesty in China, Japan, and Siam, etc., etc.

In obedience to the orders from his Majesty's Government, the following is enacted:—

The Chinese emigration hitherto carried on in the port of Macao is henceforward prohibited.

In conformity with the provisions of Article 83 of the Emigration Regulations, this determination shall be complied with within three months after this date.

Let the competent authorities take note and execute the present proclamation.

Government House, Macao, 27th Dec., 1873.

The Colonial Chaplain gave some interesting details of Church matters as far as regards the established Church in this Colony. The last census showed the total number of members of the Church of England to be 540 out of 757 British residents. Of this number 116 are communicants. With regard to the offertory the total receipts during the year were $1,305.53, of which $408.46 were for the Diocesan Home, $293.66 for the Choir, $196.79 for the Cathedral, and $256.12 for general purposes of which have been distributed $109.18 for church purposes, and $142 for charitable uses. The total sum of the offertory for 1873 was $400 more than for the preceding year. With regard to the Cathedral, he stated that exclusive of its use for military purposes, 198 services had been held, 93 sermons preached, 11 marriages solemnised, and 36 baptisms celebrated. Mr. Kidd also stated that the Sunday School, the Bible Class, and Prayer Meeting established under his auspices had been most successful. The names of 87 children had been entered on the Sunday School books, and some 60 were now in the School. Thanks were due to the ladies and gentlemen, who had given their services as teachers.

The Russian corvette *Vitiaz* left for home, *via* the Suez Canal, on the 28th Dec. Before leaving she saluted the Russian Admiral and had her yards manned in a novel but effective style, the end men having flags, which they waved, keeping time with the cheering which they gave to and received from the various men-of-war in harbour.

The British barque *Eleanor Dixon* was sold by public auction, and was bought by Manila merchants for the sum of five thousand dollars.

A very excellent scheme is being carried out at the City Hall. It has been proposed to establish an Herbarium in the Museum,

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and steps are being taken by the Superintendent of the Government gardens to that end.

We learn that the incoming American mail will bring amongst her cargo about one hundred and eighty coffins, containing the remains of deceased Chinamen who died in Japan. About forty of them were amongst the unfortunate coolies who shared the *F. A. Palmer* disaster, and about forty more perished in the burning of the P.M.S.S. *America*. These coffins are consigned to the leading Chinese here, who have petitioned the Government for some ground to erect a matshed wherein to temporarily accommodate this remarkable consignment.

In the Supreme Court Mr. Hayllar, the Acting Attorney-General, made an *ex parte* application to have the name of Mr. Francis removed from the rolls of the Court, to practise as an attorney, proctor, &c., in this Court. Mr. Hayllar had received an affidavit from him wishing to be removed from the rolls. The Acting Attorney-General also mentioned that there was an error in the affidavit as to the date of Mr. Francis's admission; it was put down as 1870, whereas it should be 1869. The application was granted.

A confirmatory meeting of the shareholders of the Union Insurance Society took place on the 29th. There were present Messrs. Pyke (in the chair), S. D. Sassoon, Lowcock, André, Karber, Hon. J. Whittall, Capt. Cairns, Hon. P. Ryrie, Joost, and Ede. The special resolutions brought forward at the last meeting, with reference to the formation of the reserve fund and the consequent change in the articles of association of the society, were confirmed on the proposition of Mr. Pyke, seconded by Mr. André.

In the Supreme Court on the 5th the Acting Attorney-General, Mr. Hayllar, moved for the admission on the rolls of the Supreme Court of Mr. Wm. Mossop, a solicitor at Dublin, to practise in Hong Kong as a solicitor, proctor, and attorney. The usual affidavits of identification having been put in, the application was granted. Mr. Kingsmill observed that Mr. Mossop had brought him excellent introductions, one being from a former member of Messrs. Jardine, Matheson, and Co.'s firm at Foochow.

Of the passengers that were to leave in the *Regalia*, December 30, six young Chinese females were withdrawn. They were evidently intended for an improper purpose, and as they could not satisfactorily account for the object of their emigration the authorities prohibited their leaving. We understand that in consequence of the evil practice of substitution adopted by certain Chinese, native women emigrating to Singapore and other places are required to present themselves before the Registrar-General to have a stamp put to their names, so that those who pass the emigration officer not bearing this stamp may not be allowed to leave.

The prosecution against Captain E. R. Warsaw and Captain Freeman for bringing over more Chinese coolies than the law allows has terminated adversely to the Pacific Mail Company. The penalties are so heavy that the Company plead for a remission of the fines, with what result has not yet been ascertained.

H.M.S. *Iron Duke* left for Bangkok on the 30th December. H.M.S. *Rinaldo* is under orders to proceed home. Sub-Lieut. Master, 80th Regiment, has, we hear, sent in his papers resigning the service.

The American ship *Cashmere*, from Newcastle (N.S.W.), reports had a fine passage until November 6th, when, in lat. 19 N. and long. 151.30 E., experienced a very heavy gale, commencing at E.S.E., going through north, and blowing with typhoon violence, lasting twelve hours, and ending at W.N.W. During the gale carried away our rudder and blew the lower main topsail and storm staysail (under which we were laying to) out of the boltropes. November 7th, moderate somewhat, but still blowing hard, and lasting twelve days, during which time could do nothing towards rigging a jury rudder; ship under lower main topsail and storm staysail and perfectly unmanagable. Got a drag out to keep her to the wind and found it of little service. On the 19th November, weather better, wind moderate N.E.; rigged and fitted a jury rudder and made for Guam, where we arrived on November 23rd. Got timber and commenced to build a larger and stronger jury rudder than the one fitted at sea, but on 7th December, and before the rudder was finished, it commenced to blow a heavy easterly gale; the ship dragged both anchors with ninety fathoms of cable on each and drove out to sea. Left Mr. Ralph Brandon of New York (who was a passenger on shore at the time) behind. It continued to blow hard for two days, and the sea did not go down for a week sufficiently to allow us to get our rudder fixed. On Dec. 15 got rudder overboard and fitted it, and shaped our course for Hong Kong. On Dec. 21, wind N.E., increasing to a gale, carried away two of the hawsers with which the heel of the rudder was secured to the sternpost. Rudder sank and went to windward as the ship was drifting bodily to leeward. It hung by the remaining hawsers on the weather beam for five days till the weather moderated. On Dec. 24 got rudder on deck again and carefully refitted all the gear, fitting chain to the heel. On Christmas Day got the rudder over and fitted it to the sternpost again, and made another attempt to reach Hong Kong. Sent the pilot boat in for a steam-tug. The *Fame* came out at 1 P.M. of 4th Jan., and we arrived at the Union Dock buoy at 5 P.M.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates by this mail extend to the 15th Jan.; the P. and O. mail from London Dec. 12 arrived out on the 15th Jan. The following items are from the *Straits Times*:—

On the 31st Dec. H.E. Sir Andrew Clarke sent for Messrs. Thomas Scott, Dr. Little, and W. R. Scott, and read to them the despatch from the Secretary of State for the Colonies, accepting their resignations as unofficial members of the Legislative Council. Sir Andrew, however, offered them all reappointments, which they accepted—so that our Council is now so far reconstructed. It is satisfactory to learn that the point for which the unofficial members contended has been gained, and that in future no measure against which they may protest, except such as may be ordered by the Secretary of State, will be put in force without giving the Secretary of State an opportunity of considering their objections. There has been no meeting of Council, but the public are not, nevertheless, wholly in the dark as to the policy the new Governor intends to pursue. Not only has he shown a ready willingness to forward two urgently necessary municipal works,—the water supply and the drainage, which are now to be actually carried out,—but he has addressed himself earnestly to the settlement of the disturbances long existing in Laroot and Perak,—that have proved seriously detrimental to the trade of Penang. The measures already instituted to this end show that his Excellency has evidently mastered the details of his situation, and we think he can scarcely fail to accomplish his object.

The small steamer *Johore*, of very light draught, has been chartered, and has left for Penang, taking down Major McNair, Colonial Engineer, and Captain Dunlop, Acting Inspector General of Police, who will be followed early next week by the Governor in the *Pluto*. The *Iron Duke*, with the British Admiral, is expected here from Hong Kong on the 20th Jan., and we hear that a number of other gunboats and larger vessels of war are also under orders for Singapore, for the purpose of making a strong naval demonstration at Laroot and Perak. The object of the present mission is to endeavour to effect a reconciliation between the chiefs of Perak, and also to put a stop to the piracies which have become so rife in Laroot waters. These piracies are due, we are credibly informed, to the fact that one Chinese faction in Laroot is being starved out by the other, and have recourse to row boats to forage for provisions. While the Government is addressing itself to the chiefs, it does not leave other means untried to restore peace in the disturbed territories, as we learn that Mr. Pickering, the Chinese interpreter, has been sent down, and is now in Laroot endeavouring to effect a settlement of the Chinese disputes. The steamer *Luzon* has sailed with rice and provisions for the Laroot miners, who are said to be in great want, and to bring to Singapore any of the miners who may desire to leave the country.

The news from the seat of war in Atchin is conflicting, but we believe the Dutch official reports are mainly correct. The Dutch expeditionary force have captured a fortified mosque near the Kraton, or Sultan's stronghold, which they held and were still fortifying at last accounts, and they had got their heavy guns in position and begun to shell the Kraton. There is no doubt, however, that the Atchinese are fighting desperately, and have proved themselves by far the most formidable foes the Netherlanders have yet had to contend with in this part of the world. H.M.S. *Thalia* has been to Atchin to convey a letter to the Sultan, and has returned to Singapore. The U.S. gunboat *Yantic*, now here, also intends visiting the scene of operations.

Recent events in Province Wellesly have placed the grievances of the planters in a very different light to that in which we have been accustomed to view them. Lately, the planters, held an indignation meeting in Penang, and drew up a petition praying for increased medical assistance and hospital accommodation in the Province for the benefit of their coolies. The Government responded readily to this, and three hospitals are to be established, under the care of Madras apothecaries. But the planters had also asked for an inquiry into the alleged ill-treatment of their coolies—and though the report of the Commission has not been made public, we understand enough was elicited to show that on some of the estates the coolies were very cruelly treated—while evidence adduced at coroners' inquests and at the Police Court has resulted in the committal of three European managers and assistants for trial at the sessions on charges of culpable homicide, and, further, two of the three have been sentenced by the Province Magistrate to rigorous imprisonment, one for four and the other for three months, for beating their labourers.

The criminal session here opened on the 6th and closed on the 9th Jan., there having been only nine cases on the calendar, a fact that may, we trust, be taken as evidence of a decrease of crime. The Court has been engaged for the last three days in the trial of an important Admiralty case, arising out of a collision at sea between the German steamer *Egeria* and the Siamese barque *Advance*, some months ago. The steamer, which arrived from Europe on the 5th Jan., is still detained here for the examination of witnesses, after which, we presume, she will be allowed to proceed on her voyage to China.

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News has reached here of the stranding, on the Alcestis Reef, Gaspar Straits, of the British ship *Tamerlane*, of Liverpool, tea laden, on a voyage from Yokohama to New York. The British steamer *Regalia*, of 600 tons, has left this port in order to render assistance to the ship.

On the 5th January the Governor and the Colonial Secretary, accompanied by Mr. W. H. Read as Consul for the Netherlands, proceeded on a visit to the Resident of Rhio.

The note circulation of the local banks during December was :—

Oriental Bank Corporation	$288,000
Chartered Bank	648,425
Chartered Mercantile Bank	426,290
Chartered Mercantile Bank (Penang)	265,807

PENANG.

Our advices extend to the 17th January ; the P. and O. mail from London Dec. 12 arrived out on the 13th Jan. The following is from the *Penang Gazette* :—

We hear that it has been determined by the British Government to proclaim a Protectorate over the territories of Salangore. No well-wisher to the Straits or man of common sense can gainsay the wisdom of this measure so far as it goes ; but it is, to say the most of it, only a half one. The time has arrived when, on the broad grounds of humanity, as the paramount power in these waters, and in discharge of a sacred duty, the British should put a stop to the atrocities which the weak rule of the Malayan chiefs and the consequent anarchy existing in their territories have made so common of late. It is a stain on the honour of the nation and a standing disgrace on its fame, that life on the high seas between this and Malacca is not worth a moment's purchase, and legitimate trade consequently is at a standstill, owing to the ravages committed by the followers of "black flag." The only cure for this state of things lies in either directly annexing the whole of the peninsula from the river Kreean to Johore, or the establishment of a protectorate over the same area.

On the 30th December Mr. Joseph Smith, the manager of Tasek Estate, was arrested. It would appear that two of the coolies on the estate went before the Province Magistrate, Mr. W. E. Maxwell, and swore that a few days previous Mr. Smith had beaten a coolie to such an extent that the man had died in consequence. A warrant was immediately issued, Mr. Smith was incarcerated, and the body of the murdered man was exhumed, and a *post-mortem* examination was held on it. The medical evidence given before the coroner proved that there were no marks of external or internal violence whatsoever, whereupon the jury returned a verdict of "died from unknown cause." Mr. Smith was released on bail, and appeared before the magistrate on the 5th January to answer the charges laid against him by the two coolies. The Court however, considered that the verdict of the coroner's inquest entirely exonerated Mr. Smith, so dismissed the case. Mr. Smith immediately initiated proceedings against the two coolies, who had sworn the information against him, for perjury, and they have been committed for trial at the ensuing sessions.

Some time has now elapsed since the memorial from the planters was forwarded, asking for a commission to examine into the condition and treatment of the coolies ; and, so far as we have heard, no steps whatever have been taken by the Government in consequence of that memorial, nor has any reply been received. There is one part of the planters' statement demanding such immediate attention that we cannot but express surprise at the delay. We refer to the medical arrangements. The Province Assistant Medical Officer having declined to attend the Estates' Hospitals, there can be no doubt that the managers and coolies are placed in a painful position, and we venture to think that the Assistant Colonial Surgeon should at once be required to attend the Estates' Hospital, of course at the expense of the planters, or, if his present duties are too onerous, that assistance should be at once given to him.

A Chinese riot took place in Queen-street on the 7th January. The cause was a dispute regarding some money transactions in connection with emigration to Delhi. The police were on the spot in time to quell the disturbance before it reached serious dimensions. Six men were made prisoners, were tried, convicted and sentenced to various terms of imprisonment. The day following a Chinaman got a most unmerciful beating on the Church-street Ghaut from some of the men concerned in the previous riot. Three of the assaulters were made prisoners, and were sentenced to three months' rigorous imprisonment each.

On the 13th January a fire broke out among the coals on board the Dutch ship *Johanna Elizabeth*, which came into this port the previous day. The harbour and police authorities were promptly on board, and the conflagration was got under ; later on, however, it broke out again, and it was found necessary to drop the vessel down to the south end of the harbour and there cuttle her.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—Business had been again unusually small, though a slight improvement in the demand for Grey Shirtings was noted, compared with the settlements reported for last English mail. The few sales reported had been principally in 8¼ lbs., of common to medium quality. Of 10 lbs. some 600 pieces had found buyers, but for light weights there was no inquiry. White Shirtings showed no alteration ; sales trifling. T-Cloths : 7 lbs., of medium quality, were still the kind most in demand, at former rates. 8 lbs. in limited request. Drills : Transactions limited, at unchanged rates. Jeans : Little inquiry, and quoted slightly lower. Woollens and Worsteds : Long Ells and Camlets had changed hands to the extent of about 300 pieces, but there was no business to report in Spanish Stripes. Figured Orleans : Business on the same restricted scale as before. Metals : Lead. No sales reported for the fortnight, and rates unchanged.

SHANGHAI.—Cottons : The intervention of the Christmas and New Year holidays had added to the dulness which otherwise would prevail at this time of the year. Buyers for Japan had taken off a fair quantity of 8¼ lbs. Grey Shirtings at unchanged rates, and local wants had been supplied from rejected or mildewed goods that seem to be always available. White Shirtings had been in no demand, but the low current values of 7 lbs. Mexican T-Cloths were attracting the attention of dealers. This class of goods would soon be in season, and it was reasonable to hope for some improvement on quotations. Drills, Jeans, and Sheetings had called for no special comment. Fancy Cottons : Demand was very trifling, and only low prices tempted buyers. Woollens : Scarlet Long Ells, owing to reduced stock, had further advanced, though the sales reported were few ; other goods were dull of sale. Metals : No settlements reported. Coals : Market much depressed for nearly all kinds, and little improvement expected till after Chinese New Year, as the natives were only buying for daily wants.

FOOCHOW.—No sales reported.

HONG KONG.—Business had been considerably interrupted by the usual Christmas Holidays, and the import trade generally was at a complete stand. The principal dealers had been out of Hong Kong for the holidays, and were only just returning. They had brought back very deplorable accounts of the depression of trade in the country districts, and it was regarded as not improbable that business would be very dull time until after the turn of the China New Year.

CANTON.—Lead : At the moment there was no demand with consumers ; quotation for L.B. $8.80 to $8.90, at which prices some 1,500 pigs had changed hands on foreign accounts. Quicksilver : There had been some inquiry, and offers were reported to have been made as high as $160 per picul, but without resulting in business.

BATAVIA.—Owing to the reduced tariff only just coming into operation, quotations for imported goods were as yet somewhat irregular, and sales had not been of sufficient extent to justify a full report. Demand generally was still very dull, and the clearances effected had been mostly for immediate requirements.

SINGAPORE.—Messrs. Boustead's report says : The arrivals with general cargoes are the steamers Leon and Consolation from Liverpool, and Egeria from London. A small business has been done in Piece Goods during the past fortnight, and the market closes quiet. Stocks of most descriptions being moderate, and shipments afloat not excessive, holders are not pressing sales, and prices remain firm.

PENANG.—There had been a moderate inquiry throughout the fortnight, and a fair business had been done in Grey and White Staples. There had been scarcely any alteration in quotations.

EXPORTS.

—o—

TEA.

KIUKIANG.—No business had been done, all arrivals having been forwarded to Shanghai. Export from the commencement of the season to 27th December, 1873, 19,910,706 lbs. ; do., 1872, 19,724,111 lbs. ; increase, 1873, 186,595 lbs.

SHANGHAI. — Black : Business had been restricted by the small quantity on offer, and the market was all but cleared of stocks. Prices had continued firm at the recent advance. Arrivals had been very small, and no further supplies of importance were expected. Settlements for the fortnight and re-shipments on owners' account, 4,131 chests. Green : At the advance quoted in our last an active business took place for a few days, but the total settlements for the interval showed a considerable falling off as compared with the heavy settlements of the previous fortnight, but as the stock was getting into small compass holders were unwilling to make any concessions. Settlements, 30,201 half-chests. Total export to Great Britain :—

	1873-1874.	1872-1873.	1871-1872.
Black ...	*62,523,576 lbs.	†64,534,611 lbs.	67,856,585 lbs.
Green ...	8,029,355 „	9,102,082 „	6,528,089 „
	70,552,931 „	73,636,693 „	74,384,674 „

FOOCHOW.—An active business had been done in Congous at somewhat dearer prices, purchases having amounted to nearly 31,000 chests. Ooloongs had been settled upon a larger scale, upwards of 19,000 half-chests having been bought during the interval. Prices for these Teas had been irregular and generally weaker, a decline of one tael having been obtained in some cases. Export to Great Britain and the Continent of Europe to date :—Season 1873-74, 51,396,558 lbs., Season 1872-73, 51,482,069 lbs.

* In these figures the cargo of the s.s. Drummond Castle and s.s. Singapore, lost, are included—4,550,621 lbs.

† In these figures the cargoes of the Lahloo and Parnassus, lost, are included —2,719,380 lbs.

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AMOY.—The season was over. The Yarra had sailed from Tamsui direct to New York.

CANTON.—A purchase of 1,000 packages of Gunpowder comprised the business of the interval.

SILK.

SHANGHAI.—The transactions since the departure of the last English mail had been on a small scale, and continued weakness in values having prevailed, the quotations of some descriptions were slightly lower. The settlements of Chop Silks during the fortnight included No. 3 Chicks alone at Tls. 477½, XX Chop at Tls. 430, X at Tls. 405, Blue Elephant at Tls. 395, Fa-May's No. 2 Hainings at Tls. 397½, No. 2½ at Tls. 377½, Taeho's "Cheang-foong" Kahing at Tls. 415, "Pangling" at Tls. 390, and recently, Kukee's "Chin-jan" at Tls. 400, and "Kinhock" at Tls. 380. Settlements for the fortnight, 1,300 bales. Total settlements since 1st June, 47,600 bales against, 1872, 49,000 bales; 1871, 43,000 bales. Comparative unsold Stock on this market on the 1st January, 1874, 5,000 bales; 1873, 2,000 to 2,500 bales; 1872, 2,000 to 2,500 bales. The *North China Herald* report says:—The orders received from London this season especially have been for fine size silks; yet, strange to say, when such silk has been sent they have classed it as "coarse and mixed," even some of the finest size silks shipped from Shanghai this season being so classed. It is inexplicable, but no less a fact, that in the face of this demand for fine size silks home buyers should have so readily taken Lingho, Hochow, and Songling Tsatlees of a flatcatcher nature and full and much mixed size in preference to Tsatlees from other districts, which have run more even and finer in size. It is astonishing that "Ku Kee," "Blue Elephant," and similar medium chops, which have so much deteriorated in quality and size, should be so readily saleable when far superior silk in every description is neglected. It is difficult to arrive at the wants of the home buyers, but experience leads one to suppose they prefer inferior silk bearing a known chop to superior silk bearing none!

CANTON.—Messrs. Deacon and Co.'s Report says:—80 bales were taken for the French steamer, and only 30 bales have since changed hands. With so limited a business passing and no change in quotations there is but little to chronicle concerning this article. Good Tsatlee of Nos. 1, 2, 3 and 4 classifications has been inquired for, but at the moment only mixed staple appears to be obtainable, and as the season advances a marked deterioration is visible in the quality of stocks. Home advices are still of a disheartening nature, and no hope of a better demand at advanced rates is held forth.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅝d. to 4s. 3d.	4s. 3⅛d. to 4s. 3⅛d.	4s. 3⅛d.
Shanghai „	5s. 8¾d.	5s. 8¾d. to 5s. 9d.	5s. 9¼d.
Canton „ ...	4s. 2¾d.	4s. 2¾d.	4s. 3d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3d. to 4s. 3⅛d.	4s. 3⅛d. to 4s. 3⅛d.	4s. 3⅛d.
Manila „	4s. 0⅜d. to 4s. 1d.		

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 304 to 305	224
„ Hong Kong	25⅝ to 26¼ dis.	—
Bar silver	Tls. 111.3.0	8½ prem.
Mexican dollars	„ 73.9.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 49½ per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 29½ per cent. premium.
Hong Kong Fire Insurance Company, $357½ premium.
Union Insurance Society, $500 premium.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $28 premium ex interest.
Victoria Fire Insurance Company, $16 premium „
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 5 per cent. prem. ex div.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd
Shanghai Dock Company ...	500 ...	500 ...	205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	140 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	112 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	500 ...	12 p.c.
French Gas Company	50 ...	50 ...	63 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$557½ ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	40 ...	
Union S.N. Company	100 ...	100 ...	76 ...	12 p.c.
Yangtaze Ins. Association ...	500 ...	500 ...	725 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,850 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,950	$250.p.sh
Hong Kong and China Gas Co.	£10 ...	£10 ...	£65 ...	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.97 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	123 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

LATEST TELEGRAMS.

THE WAR IN SUMATRA.

THE HAGUE, FEB. 11.—The following official telegram, dated Feb. 7, has been received from Atchin:—"The hostile chiefs have elected as Sultan Toemankoe Daoed, the cousin of the Sultan before the last one, with four Regents. We are constructing a fort and camp in the Kraton, which will command the river. The enemy appears to feel his weakness. The people are not hostile to us."

THE HAGUE, FEB. 13.—Official advices from Atchin, dated the 10th inst., state that the evidence becomes stronger that the people are becoming weary of the war, although the chiefs do their best to prevent any display of a more favourable disposition. The report of the election of a fresh Sultan is not confirmed.

PENANG, FEB. 13.—From an independent source it is stated that the Dutch troops have been repulsed while pursuing the Atchinese, and lost two mitrailleuses. They had also eighteen men killed and a number wounded.

THE HAGUE, FEB. 13.—The official *Staadscourant* of this evening discredits the report from Penang of a repulse of the Dutch troops whilst in pursuit of the Atchinese.

SINGAPORE, FEB. 14.—The Dutch Consul-General reports that the grand nephew of the late Sultan has been elected ruler of Atchin. He is only nine years of age, and a regency consisting of four members has been appointed to carry on the government during his minority.

MARKET REPORT.—CHINA.

SHANGHAI, FEB. 13.—Grey Shirtings, 8¼ lbs., best Eagle Chop, Tls. 2.0.0; ditto, second quality, Tls. 1.9.0; 7 lbs., best Eagle Chop, Tls. 1.7.0; C.P.H. Scarlet Long Ells, Tls. 7.2.5. Lead L. B. large pigs, Tls. 6.1.0; Nail Rod Iron, Dawe's best, Tls. 3.5.0. Stocks: Grey Shirtings, 550,000 pieces; T-Cloths, 1,160,000 pieces; Drills (all kinds), 420,000 pieces; White Shirtings, 60,000 pieces. Silk: No. 4 Tsatlee (Red Peacock), Tls. 360. Exchange on London, Bank Bills, six m.s., 5s. 10¼d. Tea; Green leaf firm, but little business doing; total export from this port from 1st June to date, 63,500,000 lbs. Black; 9,100,000 lbs. Green.

SHANGHAI, FEB. 12.—Market for Cotton Piece Goods and Woollens quiet; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.3: T-Cloths, 6lbs. ordinary, Tls. 1.0.5; 7 lbs., Mexicans, Tls. 1.4.8. Cotton Fair medium China Tls. 8¾. Silk: Market quiet; Tsatlee, No. 3 Koonfoongs, Tls. 445 to 460; No. 4, Tls. 390 to 410; Red Peacock, Tls. 360; Blue Elephant, Tls. 370; Total settlements from 1st June to date, 51,000 bales; total export from 1st June to date to Great Britain 30,000 bales, to the Continent 16,000 bales; unsold stock 3,700 bales. Exchange on London: Bank bills, six m.s., 5s. 10¼d.; Mexican Dollars, Tls. 73.7.0.

HONG KONG, FEB. 15.—Business restricted by approaching holidays. Exchange on London, Bank Bills, six m.s., 4s. 3½d.

STRAITS SETTLEMENTS.

SINGAPORE, FEB. 10.—Nothing doing in Manchester goods; Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7lbs., $2.2½; T-Cloths, 6 lbs., ordinary, $1.52½. Gambier, $5.20. Pepper: Black (Singapore), $14.50; White (Rhio), $16.50. Tin (Malacca), $30.25 (nominal.) Coffee (Bonthyne), no supplies. Exchange on London: Bank bills, six m.s., 4s. 3¾d.

PENANG, FEB. 11.—Tin, $28.80. Pepper: Black, $15.25; White, $22.75. Sugar, No. 1, $6.55; No. 2, $3.90; No. 1 basket $2.90. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3¾d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, FEB. 14.—The P. and O. Company's Steamer Malta, with the homeward India, China, and Australian mail, arrived at 10 P.M. yesterday, and the mail left at 1.15 this morning for London. The Malta has been detained by heavy gales since leaving Alexandria.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, FEB. 9.—The P. and O. Company's steamer Sunda, left at 1 P.M. to-day, with the heavy India, China, and Australian mails, and may be expected at Southampton about the 22nd inst.

NEXT INWARD MAIL.—SUEZ, FEB. 13.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, left here to-day for Marseilles, where she may be expected on the 21st.

INWARD MAIL, DUE MARCH 9.—GALLE, FEB. 14.—The Messageries Maritimes steamer, Amazone, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, FEB. 12.—The P. and O. steamer Pekin sailed to-day for Gibraltar, Malta, and Alexandria, with the heavy India, China, and Australian mails, a large cargo, and £262,119 3s. 4d. in specie. The Pekin took out 67 first and 43 second class passengers, and 61 proceed by the corresponding steamer from Venice and Brindisi, making a total of 171. The corresponding Overland mail via Brindisi will be despatched from London on the 20th inst.

OUTWARD MAIL OF FEB. 6.—SUEZ, FEB. 13.—The P. and O. steamers Malwa and Peshawur left at 1.0 P.M. to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF JAN. 16.—GALLE, FEB. 15.—The Messageries Maritimes steamer Meikong from Marseilles, Jan. 18, left here to-day for Singapore.

OUTWARD MAIL OF DECEMBER 26.—SHANGHAI, FEB. 11.—The P. and O. mail from London, Dec. 26, arrived here to-day.

The bullion by the P. and O. steamer *Pekin*, from Southampton, Feb. 12, was in gold, to Singapore, £2,090, in silver to Shanghai, £30,550; to Hong Kong, £81,779. Total in gold, £2,090; in silver £112,329.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Flying Spur.

At SHANGHAI.—From London, Dec. 29, Atalanta (str.); from Liverpool, 28, Deucalion (str.).

At HONG KONG and CANTON.—From London, Dec. 31, Vasco de Gama; from Newcastle, Jan. 4, Cashmere.

At SINGAPORE.—From Liverpool, Jan. 13, Malleny; from Cardiff, 9, Florencia; 13, John Clark; from Sunderland, 12, Faith.

At PENANG.—From Sunderland, Jan. 4, Velocity; Feb. 11, Hindostan; from Liverpool, 11, Patroclus (str.); from Hamburg, 11, Galatea (str.).

At BATAVIA.—From Glasgow, Dec. 28, County of Sterling; from Texel, Anna en Sophia; Jan. 5, Staatstraad van Ewijck; from Holland, 2, Holland (str.); from Montevideo, Dec. 30, Adelina; Jan. 7, Twee Gezusters; from Buenos Ayres, 4, Helena Anna.

DEPARTURES.

From SHANGHAI.—None.

From FOOCHOW.—For London, Dec. 27, Lucerne.

From HONG KONG, and CANTON.—For London, Dec. 27, Glenisla (str.).; for New York, 31, Tamesa.

From SINGAPORE.—For Liverpool, Jan. 7, Deerfoot, Yrurac Bat (str.); 9, Inheritance, for London; 14, Sarpedon (str.)

From PENANG.—None.

From BATAVIA.—For Liverpool, Jan. 8, Thurso; for Holland, Dec. 26, County of Sutherland (str.); Jan. 3, Telanak; 6, Java Packet.

VESSELS LOADING.

At YOKOHAMA.—For New York, J. B. Stone.

At SHANGHAI.—For London, Deucalion (str.); for New York, Braemar Castle, Doune Castle.

At FOOCHOW.—For London, Endymion; for New York, expected, Horatio.

At HONG KONG and CANTON.—For London, Paradies; for New York, Hohenzollern, Glamorganshire, Peiho, Brema.

At SINGAPORE.—For London, Lavarello, Triton; for New York, Ben Nevis, Yvonne; for Boston, Marie.

At PENANG.—For London, Velocity.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £3 per ton of 40 feet steamers, and £2 10s. per ton of 50 feet sailing vessel.

At FOOCHOW.—To London, £3 per steamer, per sailing vessel, nominal.

At HONG KONG and CANTON.—To London, none; to New York, £2 15s. to £2 17s. 6d. per ton of 40 feet.

At SINGAPORE.—To U. K., £2 15s. to £3 5s., or £3 7s. 6d. if ordered to Continent; to Boston, £2 deadweight, £2 15s. light cargo.

At PENANG.—To London, per steamer, tin £3, tapioca £3 5s., tobacco £4 5s., measurement £4 to £4 10s., per sailing vessel, £2 5s. to £2 10s. sugar.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Dec. 26	Carolina	Hamburg	Bangkok
„ 27	Anna en Sophia	Amsterdam	Batavia
„ 29	Adelina	Montevideo	Do.
„ 30	Nyassa	Cardiff	Singapore
Jan. 1	George Shotten	Singapore	London
„ 2	Holland	Rotterdam	Batavia
„ 3	Felix Stowe	London	Bangkok

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUXTON—On the 2nd Jan., at Singapore, the wife of Capt. Henry Buxton, of a son.

COLLINS—On the 29th Dec., at Hong Kong, Mrs. V. D. Collins, of a son.

CURTIS—On the 14th Feb., at Elm Villa, Millbrook-road, Southampton, the wife of Wm. Curtis, of the International Hotel, Yokohama, of a daughter.

FITCH—On the 20th Dec., at Shanghai, the wife of Rev. Geo. F. Fitch, of a son.

HOBSON—On the 6th Dec., at Chefoo, the wife of R. M. Hobson, of the Chinese Customs, of a son.

HOLWILL—On the 27th Dec., at Shanghai, the wife of Ernest T. Holwill, of a son.

LANGDON-DAVIES On the 11th Feb., at West Lodge, Anerley-park, London, the wife of C. Langdon-Davies, of a daughter.

PICHON—On the 28th Dec., at Shanghai, the wife of Dr. L. Pichon, of a daughter.

MARRIAGES.

EDWARDS—HEATH.—On the 12th Feb., at St. Margaret's, Ward End, near Birmingham, by the Hon. and Rev. Grantham M Yorke, rector of St. Phillips, Birmingham, and rural dean, assisted by the Rev. H. H. Rose, vicar of Edington, Edward Henry Edwards, of Ceylon, to Ada, only daughter of the Rev. Charles Heath, vicar of St. Margaret's, Ward End. No cards.

HENEAGE—ANTROBUS.—On the 11th Feb., at St. George's, Hanover-square, by the Rev. William Lake Onslow, assisted by the Rev. Henry Howarth, Capt. Algernon Heneage, R.N., to Louisa Emma, second daughter of Sir Edmund Antrobus, Bart.

KRAUSS—HARRIS.—On the 12th Feb., at the parish church, Bowdon, by the Rev. A. Hewlett, D.D., Alfred A. Krauss, of Shanghai, to Mary, youngest daughter of the late George Harris, of Astley.

SMITH—MARTINEZ.—On the 7th Dec., at Manila, Philippine Islands, Robert Calder, eldest son of the late John Muir Smith, of Glasgow, to Ramona, fourth daughter of Don José Martinez, of Manila. No cards.

VICARY—STEWART.—On the 1st Jan., in St. John's Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, Nathaniel Vicary, to Janet Marie, relict of the late A. Stewart, of Peterhead, Scotland.

DEATHS.

BOULTON—On the 14th Feb., at Upper Norwood, Victoria, widow of the late L. S. Boulton, aged 43.

GRAY—On the 23rd Dec., 1873, at Batavia, Mrs. Margaret Gray, relict of the late J. B. Gray, of Batavia, aged 61.

NIVEN—On the 9th Jan., at Singapore, Jessie Campbell, eldest daughter of James Parker Nivan.

PERSE—On the 24th Dec., at Shanghai, Lewis M. Perse, engineer, a native of New York.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 12, at London, from Rangoon, Tewkesbury; 11, at Falmouth, from Singapore, Andromeda; 14, at London, from Foochow, Caroline; from Batavia, Galeon; 15, from Rangoon, Lothair; off Deal, from Foochow, Thyatira; 14, at Liverpool, from Singapore, Petunia; at Falmouth, from Sourabaya, Erasmo; from Cheribon, Jose Maria; Jan. 21, at San Francisco, from Hong Kong, Belle Roberts, Cingalese; from Manila, John O'Gaunt; 11, at Callao, from Macao, Guillermo; at New York, from Yokohama, Morro Castle; at Boston, from Singapore, Western Chief; Feb. 13, at Falmouth, from Hong Kong, Boy Bendixen; at Queenstown, from Rangoon, Eliza Barabino; 10, at Texel, from Batavia, Johanna Maria; at New York, from Batavia, Clara; from Manila, Wylo; 16, off Deal, from China, Halloween; at Falmouth, from Japan, Ziba; Feb. 16, at London, from Batavia, Arvis; at Falmouth, from Hiogo, Ziba; 15, from Manila, Vincenza; 16, at Glasgow, from Singapore, Princess Louise; at Queenstown, from Maulmain, Dunedin; at New York, from Manila, Wylo; at Queenstown, from Rangoon, Guinevere.

DEPARTURES.—Feb. 12, from London, for Cardiff and Galle, Somerset; 10, for Cardiff and Hong Kong, Frank N. Thayer; from Newport, for Hong Kong, Alejandro; Feb. 13, from London, for Singapore, China, &c., Lord of the Isles (str.); 15, for Galle, &c., Bokhara (P. and O. str.); 13, from Sunderland, for Singapore, Winslow, Halia; 12, from Penarth, for Singapore, Ida; from Shields, for Singapore, Odin; Jan. 15, from Rio Janeiro, for Singapore, N. Boynton; 14, from Liverpool, for Hong Kong, Waltikka; 17, from London, for Colombo, &c., Oxfordshire (str.); 14, from Grimsby, for Batavia, Columbus; 6, from Cadiz, for Manila, Emiliano (str.); 16, from Liverpool, for Singapore, China, &c., Agamemnon (str.).

STEAMERS PASSED THE SUEZ CANAL.—Feb. 12, Prins V. Oranje, from Nieuwe Diep, for Batavia; 15, Diomed, from Liverpool, for Singapore, China, &c.; Yentai, from London, for Singapore, China, &c.

SPOKEN.—J.G.V.P. (Ger. barq.), Newcastle to Singapore, Oct. 11, 18 N., 20 W.; Virginia (barq.), Tyne to Galle, Oct. 18, 6 N., 25 W.; Adelina (barq.), Tyne to Anjer, Oct. 23, 4 N., 26 W.; Diomed, Liverpool to Penang, Feb. 1, 50 miles E. of Galitia Island; P.N.C.R. (Dutch), Batavia to Amsterdam, 50 days out, 24 S., 3 E.; Johanna Margareta, Penang to London, Dec. 12, 29 S., 49 E.; Veritas (Russian barq.), Hong Kong to New York, Jan. 17, 7 N., 33 W.; V.L.P.J. (Avonmore), Cardiff to Hong Kong, Jan. 29, 50 N., 11 W.

CASUALTIES.—A telegram from Lisbon, Feb. 12, announces that the Alexander (Russian str.), from Japan to Falmouth, with rice, had put in there with boiler leaky; she is in quarantine. A telegram from Hong Kong, Feb. 16, announces that the Columbia (Peruv. ship), loading a general cargo for San Francisco, caught fire, and is still burning, she will probably be a total loss; cause of fire unknown.

MISCELLANEOUS.—At Port Said, Feb. 12, Diomed, Hector, both from Liverpool, for Singapore, China, &c.

Miscellaneous.

MASSACRE OF CHINESE IN COSTA RICA.

A correspondent of the *Panama Star and Herald*, writing from San José under date of the 10th inst., gives details of a massacre of Chinese in Costa Rica. It appears that on the morning of the 5th a row broke out in one of the camps of Messrs. Myers, Douglas, and Co., contractors for a considerable portion of grading, between the Chinese labourers and the chief of the camp, a Frenchman named Lafeychine. The cause of the row seems to have been that the Chinese refused to go to work in a fog, when the Frenchman, who appears to be an irascible person, commenced lashing them with his horsewhip, and indiscreetly invited the native peons to assist him in bringing the recalcitrant Chinamen to their senses. The Chinamen met their adversaries with a volley of stones, sticks, and other missiles, which drove them off. Then they ran away from that camp and made their way to the next one, where there was a larger number of their countrymen, and thence they despatched emissaries to the next camp, still further beyond, to spread the alarm. The Chinese, reinforced in this way, were, to the number of about 300, preparing to march upon the camp where the trouble first broke out, when their old adversaries, headed now by Mr. Myers, principal of the firm mentioned, who had been hastily summoned from a neighbouring village for this purpose, came upon and surprised them with a discharge of stones, running away, however, as fast as they were thrown. The Chinese rushed after their opponents, and overtook one of their number, a native named Alvarez, and him they belaboured to their entire satisfaction. The whites, who had meanwhile succeeded in reaching the camp houses, became frightened, leaving the Chinese in full possession of the field. Mr. Myers repaired to the adjoining town of Paraiso, where he sent a telegram to the Governor of Cartago asking for a body of troops. The request was acceded to, and a force of thirty-five soldiers was despatched to Paraiso with orders to lay over there that night and proceed next morning to the camps and quell the insurrection. The commander, Captain Chinchilla, and his men, after drinking too much, resolved to march towards the camp. At a little after nine o'clock in the morning the end of the journey was reached, the civilians remaining at a safe distance, and the soldiers advancing cautiously into the camp. They entered the huts of the sleeping Chinese and fired volley after volley upon the defenceless men. The Chinese, awakened by the noise of the rifles, leaped in the wildest disorder from their bunks. Somebody providentially shouted, "Cease firing," but already six men had been killed and nine wounded. Five of the killed were Chinese and the sixth a Coolie. All of the wounded are Chinese. As soon as these horrible details reached San José, the Director-General of the road appointed an official commission, composed of Mr. Mark J. Kelly and Don Jose M. Oreamuno, to investigate the affair. The report of the commission is said to throw the responsibility for the killing of the Chinamen on the officer in charge of the troops and to blame Mr. Myers for unmanly timidity. Captain Chinchilla is under arrest, and will be tried by Court-Martial.

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SINGAPORE AND SYDNEY LINE.

The following account of the passage of the *Sunfoo*, Captain Clark, from Singapore, *via* Java to Sydney, is given in the local paper. Capt. Clark reports :—"We left Singapore on the 18th November, passing through Rhio and Banca Straits, and arrived at Batavia on the 20th inst., from which port, after some delay, we proceeded on our voyage on the 24th. We passed through Sapoedie and Bali Straits, we then steered due east, passing south of the chain of islands extending to Ombay Passage, through which we passed on the 29th. The course was then shaped for Booby Island, which we made on December 4th, and we deposited the provisions sent by the authorities of Singapore in the cave provided for the reception of stores for shipwrecked mariners, leaving also a letter in the Post-office there informing the visitors of our arrival, and that the *Sunfoo* was the first of a monthly line of steamers between Brisbane and Singapore, adding suggestions in case of the shipwreck of any seaman. Having entered Torres Straits by the Prince of Wales' Channel, we observed the Ipili Reef, mentioned in the book of directions as a 'singular cluster of high rocks.' The steamer then proceeded without any difficulty until darkness compelled us to anchor south of Albany Island.

"At dawn on the 5th we again proceeded without the slightest difficulty, every island and reef being most accurately delineated on the Admiralty charts. We arrived off Cape Weymouth at 6.45 P.M., and it being imprudent to continue through the numerous reefs in the absence of lights or beacons, we anchored for the night. At dawn on the 7th we again proceeded until dark, when we brought up off Flinders Group. Next morning, 8th, again weighed, and after passing Cape Tribulation we could congratulate ourselves that the difficulties of the inner route were successfully overcome, as thence we were enabled, with a good masthead look-out, to proceed full speed day and night."

Captain Clark remarks upon the absence of beacon lights upon this route, and points out various places where these are absolutely necessary. Speaking of the route generally he says :—"With regard to the route from Singapore to this, I may be permitted to remark that it will always commend itself, as the whole voyage is executed in fine weather and smooth waters, more resembling river pilotage than sea navigation. The land is never out of sight, and the ever-varying and picturesque scenery relieves the monotony of a long sea voyage. It is a route adapted for families and invalids, and anyone who may wish on arrival at Singapore can have the choice of any of the numerous line of steamers to India, China, or England.

OUR POLICY IN WESTERN AFRICA.

Sir Richard M'Donnell, late Governor of Hong Kong, and formerly engaged in the administration of the West African Settlements, has delivered a lecture before the Royal Colonial Institute on "Our Relations with the Ashantees and other Tribes on the Gold Coast." He said the time had come when a thorough inquiry must be had into the causes of the present war, and a permanent policy be inaugurated for our future relations with the tribes of Western Africa. Our only interest there was the protection of our trade, and the one necessity of that was the keeping open of the roads so frequently closed by the wars of the native chiefs. We had ourselves fomented the feuds of Western Africa, in the interests of the slave trade. We gave the chiefs rum and gunpowder, and they went to war and kidnapped to be sold to us, not less than 150,000 negroes in the year. It was the slave trade that had kept up turbulence and prevented civilisation in Western Africa. We had to our credit abolished that trade, but its results still remained, degrading the whole course of African social life. He combated the general delusion that the African was averse to industrial pursuits. A long personal experience convinced him of the exact contrary. Having shown how trade was interrupted and obstructed by the quarrels of the chiefs, he proceeded to contend that our policy was radically wrong, because we assisted the Fantees to intercept the communications of the Ashantees and other inland tribes with the sea coast. The Ashantees had, he believed, no wish to be on hostile terms with us, and that, therefore, our true policy would have been to organise with them a clear and safe road from Coomassie to the sea. He reviewed our governmental policy in Africa, which had not been successful since the time of Governor Maclean. The Government, he said, had neither been firm in asserting their powers, nor had they left things alone; in fact, they had only meddled enough to muddle. In the words of Earl Grey they had been halting between two systems, so as to suffer the disadvantages of both without reaping the advantages of either. He condemned Governor Hennessy for having sent back the Ashantee chief, who at once led an army into our Protectorate, and said that in the negotiations for the German missionaries Mr. Salmon had closed the roads, an act which the Ashantees looked upon as a declaration of war. He had a thorough confidence in the future, proportioned to the very difficulties and many acts of mismanagement in the past. Perhaps England might have to pay a million or more for this war, but did this represent a tithe of what we owed to Africa, which we had so seriously injured by fostering the slave trade? He adverted to the folly of suggesting that the coast should be abandoned when our troops had established our prestige and the Dutch and Danish had left the coast. It was quite possible to achieve all that was needed to free and to extend commerce without expense or risk of future wars. During the seventeen years of Mr. Maclean's Government £4,000 a year covered all the expenses, and the number of police required was less than 100. Mr. Maclean had never allowed any outrage upon traders to go unpunished, and he had maintained the prestige of the English name on the coast. It must be admitted that when the crisis arrived the Government met their task with energy, and in the most admirable manner.

THE NATIONAL RIFLE ASSOCIATION.—The annual report of this institution, recently issued, gives important information respecting the progress of rifle shooting throughout the kingdom and in the colonies, and shows in detail the rapid advances which are being made in the use of the national weapon in this country. County rifle associations are, it appears, in existence in no less than sixty-eight counties, in England, Scotland, and Wales, two in Ireland, and thirty in various parts of Australia, Canada, China, India, Japan, the Mauritius, New Zealand, Prince Edward Island, South Africa, and the West Indies. In China the Shanghai Municipal Corps shot for $808. In India the Hyderabad Rifle Association held a meeting, in which the European and native regiments took a conspicuous part; 137 prizes, value Rs. 6,054, being offered; at Calcutta, Rs. 4,090, in thirty-two prizes, was shot for; at Yokohama $215, in fourteen prizes, was contested, the natives taking an active part; but none of them were sufficiently skilful to wrest the National Rifle silver medal from a Scotchman named Cameron, who made 52 points for it, out of a possible 60.

THE EXPLORATION OF TONKING.—A young lieutenant in the French navy, M. Delaporte, who about a year ago set out with several other naval officers (among whom it is believed was Lieutenant Garnier) on an exploring expedition up the river Tonking, has recently sent home a number of packing cases containing the results of his researches. These, amounting to more than a hundred, have lately been deposited in the Cour Carée, of the Louvre. The expedition started with the object of discovering whether a communication between China and the Indian Ocean could not be opened up by means of the Tonking. During his geographical and scientific researches M. Delaporte has been enabled to collect a large and important collection of ancient monumental remains which he discovered on the banks of the Tonking and in its neighbourhood. These are of the greatest importance, as Oriental architecture and sculpture can seldom be seen except by the traveller in Asiatic countries.

THE *Pall Mall Gazette* publishes a letter from Hong Kong, which appeared in the *Cologne Gazette*, in which the following passage having reference to the Straits of Malacca appears. The writer, alluding to the Atchinese, says :—"The Atchinese are not wanting in courage; but whether their diplomatic knowledge is of any value time will show. It has recently transpired that a group of islands on the coast has been offered to the United States through the American Consul at Singapore, on condition that America should conclude a defensive treaty with Atchin. The Cabinet of Washington has telegraphed in reply that it will postpone its decision until it is informed of the text of the proposed treaty." The correspondent adds that as the Dutch had not enough ships of war to make the blockade of the coast effective, they have hired a number of ships of the Netherlands Steam Navigation Company for that purpose.

A SCREW steamer has just been completed under the supervision of Dr. Siemens, and will be launched on Tuesday next at Newcastle, which is designed entirely for work in connection with telegraphic cables. This vessel, which is called the *Faraday*, although only of 4,000 or 5,000 tons, has as much cable room as the *Great Eastern*. She is perfectly symmetrical fore and aft, with a rudder at each end, so that she can move with equal speed in either direction. This is a very essential point in cable work. In order to diminish the rolling, the *Faraday* has no keel at the bottom, but two bilge keels running along the sides, so that the cross section is nearly rectangular. She is driven by twin screws, whose axes converge, and by this means a greater turning power is obtained. The axes of the screws would pass the centre of gravity of the ship at a distance of 27 feet. In this way her head can be kept to the wind when she has no way on.

BOARD OF TRADE NOTIFICATIONS.—JAPAN AND MANILA.—The Board of Trade have received a translation of a notification of the Japanese Government, dated 17th November last, under which the exportation of flour made from rice, wheat, and barley is henceforward permitted free of duty; also copy of a Note addressed to Her Majesty's Consul at Manila by the Captain-General of the Philippine Islands, announcing that by a Decree of the 3rd of December last the ports of Legaspi, in the island of Luzon, and Tacloban, in the island of Leyte, were declared open to the general commerce of importation and exportation from the 1st of January, 1874.

THE iron clipper ship *Halloween*, Captain Watts, belonging to Messrs. John Willis and Son, built by Messrs. Maudslay, Sons, and Field, has just made one of the fastest passages from Shanghai, having left the Light-ship on the 19th November, passed Anjer on the 5th December, St. Helena 18th January, and arrived in the Downs on the morning of the 16th February—eighty-eight days. The *Halloween* left London 31st March for Sydney, and from thence to Shanghai she made the passage in thirty-one days.

FOREIGN OFFICE NOTIFICATION.—The Queen has granted unto John Bush, Esq., her Royal licence and authority that he may accept and wear the class of Knight Commander of the Order of the White Elephant, conferred upon him by the King of Siam as a promotion of the same Order, which he was allowed to accept in 1862, as well as the Gold Medal of the Siamese Order of Merit, he being actually and entirely employed beyond Her Majesty's dominions, in the service of the King of Siam.

THE U.S. receipts from Customs and inland duties continue favourable. As the revenues grow the feeling for increased taxation is dissipated; the Protectionists, however, are making strenuous efforts to get the 10 per cent. decrease made in certain classes of duties in 1872 repealed, and will probably carry their point. This will be virtually an increase of 10 per cent. in these duties in the Protectionist interest.

THERE has been launched from the building-yard of Mr. Jas. Gardner, North Hylton, a barque of over 500 tons register, classed 15 years at Lloyd's. This vessel, named the Truth, is the fourth that Mr. Gardner has built for the same owners, Messrs. J. Smith and Co., of Liverpool, within the last two years, all of a similar class and tonnage, and engaged in the China and India trades.

MR. P. J. ROBERTSON, who was one of the Conservative candidates for the borough of Hastings, has been found in a fit in a railway carriage. It is thought that his exertions during the election were too severe for his constitution. Mr. Robertson was formerly a resident in China, and was a director of the Oriental Bank.

IT is said that Thomas B. Van Buren will be rejected as U.S. Consul to Kanagawa, the Committee on Foreign Relations refusing to report the nomination favourably, on the ground that if Mr. Van Buren be guilty of the charges made by Minister Jay in relation to the Vienna Exposition then he is not fit to be a Consular officer.

MR. DAVID CHADWICK, M.P., has offered £5,000 and 10,000 volumes of books to build and stock a free library in the town of Macclesfield.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
9, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, FEB. 17, 1874.

THE OPIUM TRAFFIC.

WHEN the time arrives for the revision of our Treaties with China and Japan, we shall find ourselves occupying a very different position from what we have held when discussing Treaties and Conventions with those Powers. Hitherto the suggestion of reforms, innovations, and improvements have proceeded from ourselves. The demands have always been ours, the concessions theirs. But during the last ten years both countries have made great strides in their knowledge of Western affairs. Our form of government and the political views of our foremost men are as well known in Peking and Yedo as they are in Fleet-street, and the wisdom and importance of having some claim or claims, to urge in opposition to the concessions which will be demanded of them, when the treaties shall be revised, are not likely to be lost upon the astute rulers of the two Empires. We are not therefore surprised to hear that the Japanese Government are prepared to claim the abolition of our ex-territorial rights, and that the statesmen at Peking have determined to press upon our Government the necessity of stopping the importation of opium from India. We are informed that the Chinese Government, after carefully calculating the consumption of the Indian drug in China, have estimated that forty million taels are annually spent by natives in indulging in its fumes. From a Chinese point of view the expenditure of so large a sum of the nation's money on a practice which is believed by them to be highly prejudicial to the health of both the bodies and minds of its votaries without doubt establishes a grievance, and we may rest assured that they will make the most of it. It is possible that in prosecuting this claim they may gain the support of many in England. But the matter is one of great financial as well as of moral importance, and it may be questioned if any Government would be willing to forego so large a portion of the income of India, to oblige a Government which has certainly shown no disposition to meet our views on any given point.

CHINA AT THE BRITISH MUSEUM.

STUDENTS of Chinese literature who reside in the Far East will, doubtless, be glad to learn that, if on their return home they desire to pursue their favourite study, the British Museum will ere long afford them facilities for so doing, which have not hitherto existed. The Curator of Chinese books (Mr. R. K. DOUGLAS, formerly of H.M.'s Consulate at Tientsin) has for some time past been employed on a catalogue, which was much wanted, to make the valuable Chinese Library of the Museum available to students. With regard to this catalogue, it was resolved, after careful consideration, to adopt MORRISON'S system of writing the sounds, as being the most widely known. The works are catalogued under the authors' names, and the English sounds of these names, preceded by the Chinese characters, are arranged alphabetically. In order, however, to enable the student to find any book, an index will be added, containing the titles of all the works arranged alphabetically (but without the Chinese characters), with references to the authors' names in the body of the catalogue. As may be imagined, the labour involved in preparing this catalogue—containing about 15,000 entries—for the press has been very great, the more so when we consider that Mr. DOUGLAS has been without the aid of a Chinese scholar. When the Museum authorities determined to print the catalogue they asked for tenders for the execution of the work, and accepted that made by Messrs. Austin and Co., the Oriental printers of Hertford; which firm procured a small fount of metal type from Shanghai. The difficulty of setting up Chinese type in England is naturally very great, but this has been met by numbering them, and as numbers are placed over the characters in the manuscript catalogue, the compositors really have nothing to do with the Chinese characters. The proofs have, of course, to be carefully revised two or three times before they can be finally sent to press, and consequently, though about a quarter of the catalogue is already set up, it cannot be hoped that the whole will be finished before the end of the year. We understand that 500 copies of this catalogue will be printed, and we trust that Chinese scholars, both in Europe and the East, will take up those offered to the public, and thus reduce the heavy cost of bringing out such a work in England.

THE diplomatic struggle which ended in the admission of the Foreign Ministers to an audience with the Emperor of CHINA was doubtless a severe one; but, while giving them all praise for their perseverance, we fail to see that the severity of the fight justifies the Envoys in lying on their oars as completely as they have done since that memorable Sunday morning when they were admitted into the Siamese Tribute-hall. In no Oriental country, and especially in China, is it prudent to allow any concession to become obsolete. The one great diplomatic blunder which has run through all our intercourse with the Chinese has been the neglect we have shown in following up the advantages which we have so repeatedly gained. If we had insisted on the faithful fulfilment of the Treaty of 1860 most of the difficulties, the Audience Question included, which have since presented themselves would never have arisen, and it is much to be regretted that when the right of Audience has once been granted, the privilege should be treated as an isolated concession, and not as a precedent for the regulation of our future relations with the Chinese Court.

MR. NEY ELIAS has left for India, where he hopes to find an opening under Government for further explorations into Thibet *via* Sikim. It will be remembered that the gold medal of the Royal Geographical Society was awarded last year to Mr. ELIAS, for his journey across Mongolia into Siberia and Russia, the scientific results of which were found especially valuable.

WE hear that Comte ROCHOCHONART, recently French Charge d'Affairs at Peking, has proceeded to India, with the intention of finding a practicable route through Thibet or Yunan into China. He is said to be supported by his Government.

WE have to note the arrival at St. Petersburg of Mr. HANAKUSA, as acting Chargé d'Affaires for Japan, and of Mr. KAWASSE at Rome as the newly accredited Minister to Italy.

PACIFIC MAIL STEAM COMPANY.

STATEMENT OF THE DIRECTORS.

The board of directors have authorised the publication of a report and statement to the stockholders of the Pacific Mail Steamship Company, of which the principal facts and figures are subjoined :—

THE REPORT.

Owing to the manner in which the accounts of the company have heretofore been kept, and the official reports yearly certified to and published according to law, they have found themselves embarrassed in the discharge of so important a duty, and have been compelled to enter upon explanations that they would have preferred to have omitted.

The accounts of the company show no charge to depreciation account for a long period of years, while the fact is well known that steamship property deteriorates by at least ten to fifteen per cent. per annum.

In the various official yearly statements furnished to the Legislature and circulated in the public newspapers the actual cost of all the steamers owned by the company, without reference to their depreciation, has been persistently adhered to, by which means the capital stock has been made to appear in an unimpaired condition, or as representing an actual value of $20,000,000, whereas the true value of the steamships, varying in age from twenty-two years to six, seven, and eight years, and representing on the books of the company over $11,500,000, are found, by a careful examination and by a reference of

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the subject to well qualified experts, to have depreciated to less than one-quarter that sum.

It is also distinctly apparent that the old side-wheel wooden steamers have not been used with any profit to the company, and that the substitution of the iron propellers has become an absolute prerequisite to future success.

With this conviction the company is devoting all its efforts to the introduction of this class of vessel. Large economies are certain to be effected by this change, and a confident reliance is placed upon greater productiveness than has been enjoyed for a long period as soon as the fleet, consisting of eight first class iron screws, are fairly afloat and in the position required for the proper discharge of the duties of its extended and important service.

It is proper to state that while the wooden side-wheel steamers belonging to the company no longer constitute an available asset for a sum, perhaps, beyond that affixed upon it by the Board if offered for sale, many of the ships, however, for the present are available for the work of the company, and may have a greater value in their hands than can be found anywhere else. It will be the effort of the board to make them subserve the company's objects until the new steamers are all in place.

In the matter of insurance the company has been its own underwriters; but no credit appears in the insurance account, while since August, 1872, five steamers have been lost, property charged in the old account as costing $1,763,492.

The present board have devoted themselves to a heavy reduction of expense in all and every department of the company's service, and while the present statement of its assets shows a considerable reduction in the value of the capital stock, the facts and figures have long existed, and have been at all times under the control of the stockholders. If they have failed to require from the managers correct and reliable data as to the actual condition of affairs they have only themselves to blame.

The policy of the present board will continue to be exercised on the side of economy and efficiency, and they allow themselves to believe that by these processes the company will yet play an important part in the history of the steam marine of the United States.

RUSSELL SAGE, President.

STATISTICS.

Statement of receipts and expenses for the quarter ending Oct. 31, 1873:—

Gross receipts	$1,305,184
Expenses, including repairs	1,342,411
Loss	$37,226

PACIFIC MAIL STEAMSHIP COMPANY'S STATEMENT, NOV. 1, 1873.

ASSETS.

Cash	$26,115	
Bills receivable	400,000	
Cash with agents and pursers	43,983	
California Dry Dock Stock, 2,085 shares ...	100,335	
Sundry accounts	30,490	
Total	$600,925	
Coal, 59,418 tons	778,202	
Outfits and supplies	331,469	
		$1,710,598
Payments on new iron steamers *Acapulco, Granada, Colon, Colima, City of Panama*, completed; *City of Callao, City of Jeddo, City of Pekin* building		3,123,122
Steamers and lighters		1,556,500
Real estate		835,000
Balance to debit of profit and loss		13,422,181
Total		...$20,647,402

LIABILITIES.

Capital Stock		...$20,000,000
Sundry accounts	$38,549	
Panama Railroad Company	317,571	
Coal freights	84,581	
Sundry claims	206,700	
		647,402
Grand total		...$20,647,402

Literature.

Meeting the Sun; A Journey All Round the World. WM. SIMPSON, F.R.G.S.: London, Longmans and Co.

The author is an old friend. We have already had occasion to mark our appreciation of the service he performed when at Peking, by laying before home readers the daily habits and customs of that peculiar people. In the handsome volume now before us he has wisely consolidated that work, and we trust that he will be well rewarded for the effort. The books on China and Japan are certainly numerous, not to say legion, but for the general public Mr. Simpson's "Journey Round the World" is at once the most entertaining and instructive yet published. In carrying conviction there is nothing like a picture, and here we are enlightened and aided by admirable sketches of all the most interesting places and objects as we follow the traveller through Italy, Egypt, the Suez Canal, the Red Sea, Ceylon, the Straits, Hong Kong, the Peiho and Peking being the conclusion of the outward passage, while homeward we have Japan, California, and the Modoc war. Our author is no novice, having been present at the Crimean war, the Indian rebellion, Abyssinian campaign, opening of the Suez Canal, Mont Cenis Tunnel, and, lastly, the great German war, including the days of the Commune in Paris. With such experience he might venture on such secluded ground as China and the marriage ceremonies of the Emperor. Verily no one of less knowledge could have had a chance of success among a people who hold the Emperor too sacred to be looked on by ordinary mortals, to say nothing of the "foreign devil." How all those difficulties were overcome by the aid of Mrs. Edkins is intensely interesting, and we can appreciate the courage and determination of the author in accomplishing the mission to sketch and describe the "Marriage Ceremonies of the Emperor of China."

It required no ordinary nerve to hold fast to the fixed purpose, for sure are we that he must have encountered many a jeer at the utter absurdity of expecting to get such admission as would enable him to carry out the project. Knowing the difficulty, we have no hesitation in saying that Mr. Simpson has placed himself on a pinnacle of fame, and grievous indeed would it have been not to have put together in a connected form the results of such extraordinary tenacity and ability.

The notes on Hong Kong and Shanghai are necessarily brief, as time pressed to be at Peking. Hong Kong is described as more worthy to be called the "City of Palaces" than Calcutta, an opinion which is fully confirmed by the photographs of Mr. Thomson, which we lately noticed. The author alludes to Li-hung Chang of Tientsin in a manner which would cost that worthy his head if the statement be true. Of the Shanse temple, which serves both for theatrical and religious performances, the author says:—

It belongs to the merchants from the province of Shanse, living in Tientsin, who meet about once a month and use the place as a club, the temple and theatre being only necessary adjuncts. There are tables where they eat and drink and manage to combine friendship with business. A temple, a theatre, an exchange, and a club all in one is a strange combination to our Western ideas, but, when properly understood, it is a very good arrangement, and no doubt exactly suits the tastes and habits of the Shanse merchants. The place is kept in good order, delightfully clean, with plants and flowers all round.

His description of the Mahomedan mosques is also very interesting. Here, as throughout the book, we see the power of comparison which the author possesses by his multifarious experience. His notes on the journey from Tientsin to Peking are full of interest, while to most travellers it is simply only, flat and muddy. Here is the entrance to Peking:—

Imagine about sixteen square miles of tumble-down bricks, dirty earthen tiles, dusty or muddy thoroughfares, open stagnant sewers, and unlimited filth of every kind lying about, and you have a general and very correct idea of Peking. When you have looked at the great wall of the city from the outside, and passed through the high archway, which is impressive from its size, you expect to find a place of corresponding importance within; but, on the contrary, you see only the beginning of a street, with low, one-storied miserable houses, in no way different from the villages you have passed on the way. It was certainly disappointing, but I hoped as we went along that we might see something better. Our progress did not realise these hopes. There were the same unswept dirty streets or lanes, with dull walls on each side, the same low mean houses. The temples, monasteries, and similar buildings are only spots in this vast unsightly region, and do not affect the general conclusion. The Imperial Palace is certainly an exception; but as it is within high walls, and no one is allowed to enter, it did not influence my impressions.

The volume contains some 400 pages, is written in a light, pleasant style, and the type, paper, and general get-up are all that could be desired. The reader of this work will, at a trifling cost of time and money, acquire a knowledge of China and its people. In the event of a second edition, we may suggest that the spelling of some Chinese names be corrected; we do not refer to the "Pidgin English" or the parody on "Excelsior." The Rev. Joseph Edkins is not a "Chinese missionary," but a missionary of the London Missionary Society.

Essays on Modern Military Biography. By COL. C. CHESNEY.—As a rule, few books have less attractiveness for the general reader than technical biographies—stories of the lives of men eminent to some extent, no doubt, but eminent only in one direction, wedded to one profession, and engrossed in pursuits separate and apart from the ordinary run of mankind. Such a volume as Col. Chesney's, however, appeals to a wider range of sympathies, and is not by any means to be confounded with an ordinary class biography or set of sketches. It covers a large tract, both in regard to time and place. It presents us with an admirable sketch of a conspicuous Indian statesman, Lord Cornwallis, who, without any extraordinary ability, yet effected a complete revolution in the Indian Public Service; with excellent essays upon French military character, and the great struggle in the United States, where the conditions of war on a grand scale were to the full as much displayed as in the recent Franco-German conflict on the Continent; and it presents us also with a sketch—which, we doubt not, our readers in China will much appreciate—of the Engineer officer, Col. Charles Gordon, whose brilliant military genius saved the Chinese Empire from disintegration, and who has now succeeded Sir Samuel Baker in the enterprising attempt to suppress slavery within the Nile regions of Africa. It is with this last-mentioned sketch we have to do, and we commend it with all heartiness to our readers' best attention. Mr. Wilson's frothy and unsatisfactory book, "The Ever Victorious Army," is the peg on which Col

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Chesney hangs his essay upon "Chinese Gordon," and we may affirm, without hesitation, that the few pages of this sketch contain more solid matter, and convey more accurate information about the hero, than can be found or extracted from Mr. Wilson's ponderous and bulky volume, which is crowded with unnecessary verbiage and padding. Mr. Wilson is so anxious to prove the inferiority of Europe to China, the saddening failure we have made of our attempts at civilisation, so anxious to impress us with the grand conceptions of Chinese philosophy, and the superioity of Chinese officials, that the great campaign he professes to record, and the military successes he undertakes to chronicle, pass almost out of sight, and seem at best "but a pennyworth of bread to all this sack." We cannot but regret that Col. Gordon's journals did not fall into more conscientious—albeit less practised—literary hands. Its very partiality sets the reader against it at the outset, and we have very little sympathy with the partiality which praises all things Chinese, and condemns all things European. But Col. Chesney devotes few pages to Mr. Wilson, and hastens to portray the state of affairs which led to Gordon's assuming the command of the force with which he worked such miracles. The sketch of the country which formed the scene of operations is clearly and explicitly presented to the reader, accompanied by some interesting details respecting the composition of the Ever Victorious Army—a name, by-the-bye, which was given to the force as soon as it had fought its first battle and gained its first victory under the brave but ill-starred adventurer Ward. Colonel Chesney dwells, as it is natural a military biographer should, upon the movements and strategy of the campaign, the organisation of the force and its successive steps towards the investiture and capture of the rebel strongholds. But we get also interesting glimpses of Gordon's character, his fearlessness and firmness, his coolness and generosity, his utter disregard of self, his almost Quixotic refusal of all reward, and above all, of his simple, manly, unaffected Christian character. Free from everything like cant, yet with deep-seated religious convictions, it is most refreshing and invigorating to find in an age of scepticism and general unbelief a high-minded, cultivated soldier, not ashamed to confess his faith in the creed of Christianity, but drawing from it inspiration and encouragement, like his compeers Stonewall Jackson, Hedley Vicars, and Henry Havelock. We yield to no man in our admiration of Col. Gordon; we regard him as a true type of chivalrous manhood, and if we cannot but regard his present mission under the Khedive of Egypt as partaking of a somewhat filibustering character, we are yet convinced that Col. Gordon is actuated by the highest of motives, and will come out of the campaign still stainless and without reproach. Col. Chesney's essay is invaluable as drawing attention to the character and career of a man who is destined yet, we hope and believe, to win a great and abiding place in the history of our own times and in the service of his country.

De l'Emigration des Chinois au Point de Vue des Interêts Européens. By ED. MADIER DE MONTJAU. Paris, 1873.—Estimated by the number of those who speak languages, the Chinese are the most important race in the world, and the English the second. In speculating on the future history of mankind the populousness of countries is an extremely valuable point. When countries are populous the people are usually increasing in number, and are politically not on a descending scale. The Chinese, therefore, must in the coming age enact a most conspicuous part. The loftiest position in the future history of the world will be assigned to those races that are practical, that have a superfluity of population which throws itself off in colonies, and that are capable of founding among themselves stable political institutions. In these respects no race can compare with the English. The Chinese, perhaps, holds the next place. Certainly in power to emigrate in great numbers, and to hold their position in new countries, these two races are foremost in the modern world. There are none to compare with them in the power of multiplying rapidly, of self-government, of amassing riches, and of perpetuating their own type. Hear M. De Montjau on the Chinese power of self-government in the new homes which they are now finding in every part of the world where there is a demand for labour, where land is cheap, and where commerce admits of new competitors.

> The Chinese, wherever they are, in great numbers or in small, form a world apart, which sustains itself, keeps watch over its own members, chooses the most worthy and the most capable person to discharge a function, in the exercise of which, while becoming an individual more powerful than his fellows, he remains, notwithstanding, the dependent servant of the associated community.

Here is a development of the political faculty, which, while it differs essentially from the English, still presents permanent and self-sustaining characteristics. The Anglo-Saxon race has political energy enough not only to establish sound popular institutions in new lands, but to rule other races. The Chinese have not the power to rule others, but they have eminently the power of combination, and of living together on understood principles of a moral and social kind, so successfully as to become wealthy, strong, and influential.

The Sandwich Islands, says M. de Montjau, ruined rapidly by alcohol and European maladies, and by the certain extinction of the Kana race, are destined to be very soon repeopled by the Chinese.

For the prosperity of that part of Cochin-China which is now French the extended cultivation of the sugar-cane is essential. All that is wanted for this is a class of labourers possessed of arms, intelligence, and will. The one desideratum, says our author, is a sufficient supply of peasants from the South of China who, accustomed at home to this branch of cultivation, will tend to make the colony populous and rich. All the English, Americans, and French superintendents and employers of labour declare that the Chinese are industrious, intelligent, careful, docile, and economical. Such is the character they bear in New Caledonia, and in New Guinea as agriculturists. Planters in South Carolina say they work better than the negroes, have more robust health, and are more sober. They say, too, that they have the spirit of justice, provided that others also maintain the principles of justice in treating them. This *brochure* is adapted to be very useful, as containing a large collection of facts respecting Chinese emigration. There is one point in which we venture to think the author mistaken. It is upon the special adaptedness of the Chinese to amalgamate with the French more readily than with Germans, English, or Americans. If this were true, how is it that they prefer the English to the French, as we believe to be the case? Why does he say, "Our language is the only European language which is comprehended and spoken at Peking?" We have good ground for believing that there are many more Chinese speakers of English in Peking than there are speakers of French. The frankness of French manner is an excellent quality, and the Chinese will not fail to appreciate it; but as to preference, they will be best pleased with those who are sincere and who treat them kindly and justly. If the Latin race is more genuinely sincere and hospitably inclined than the Teutonics the Chinese will prefer it. The Spaniards and Portuguese have not treated them well of late, nor have the French won a good name by their behaviour towards the South Sea Islanders. We shall be glad to learn that at Saigon the expected immigration of Chinese sugar cultivators is wisely conducted by the representatives of France in that colony, and that the labourers have no reason to complain of their employers on the score of firmness and kindness.

"Debrett" has been for so long regarded as a necessity that the publication of a revised addition from time to time is looked upon as a matter of course. The new volumes for 1874, "Debrett's Peerage" and "Debrett's Baronetage with Knightage," contain the latest reliable information, and they are corrected up to the 20th of January. The changes occurring by promotions, appointments, removals, together with the alterations of surnames, are faithfully recorded. "Debrett" has been published for upwards of a century and a half, and the popularity and reputation for accuracy enjoyed by this standard work is due, doubtless, to the fact that no trouble or expense is spared in gathering correct information. Amongst the host of information relating to the titled aristocracy contained in this work the insertion of the addresses of the widows of peers, baronets and knights, and of the children of the two former is an exclusive feature, and is to be found in no other work. The new volumes are got up with care, and published as usual by Messrs. Dean and Son, of Fleet-street.

The Foreign Office List for 1874 is as complete as any of the former volumes, and its list of Her Majesty's Ambassadors, Envoys, Ministers, Chargé d'Affairs, &c., is compiled by Mr. Hertslet with the greatest care, the Appointments, Promotions, Transfers, &c., being supplied. The statement of services, containing the ranks, dates of appointment, together with other particulars respecting those persons now living who have served, or who are now serving, under the Foreign Office, is a special feature of this work. A table is also given of the pensions and superannuation allowances to consular officers, &c., and a host of useful information is furnished as to passports, Pension Acts, Consular Acts, and the management of churches and chapels abroad. "The Foreign Office List" is absolutely necessary in all matters relating to the Diplomatic or Consular Service. It is published, as usual, by Mr. Harrison, of Pall-mall.

The Colonial Office List has not yet reached us, and we presume is not yet issued.

We have received a copy of the *China Punch* for December last. The number is accompanied by a capital sketch of Mr. Justice (now Sir Julian) Paunefote, the late Attorney-General. This gentleman figures as the theme both in poetry and prose, and under the title of a "Public Dinner" the proceedings at the farewell dinner given in his honour are unmercifully burlesqued. The lines "Farewell," intended as a parody on Dibdin's "Farewell My Trim-Built Wherry," are decidedly pointed. The *China Punch* is certainly very amusing, and reflects great credit upon its contributors.

In *Macmillan* for February a new story is commenced, entitled, "Castle Daly; or, The Story of an Irish Home Thirty Years Ago." Ireland seems fairly represented in this number, for there is a paper containing reminiscences of duelling in that country which certainly does not leave, at least to an ordinarily constituted mind, any lingering desire that the good old days of the duello should be restored either to Ireland, or any other

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civilised country. Mr. Burnand's contribution, "My Time, and What I've Done With It," maintains its interest.

Ocean Highways for February contains a paper on the Bengal famine, in which some particulars relative to previous famines in that district are given, together with the means adopted for the relief of the sufferers. An interesting paper, by Capt. Burton, appears, entitled, "Two Trips to the Gold Coast," and accompanying it are two excellent maps, one of the route from Cape Coast Castle to Kumassi (as it is spelt), and the other of the Lower Volta River.

An important work on the Maritime Provinces of China is in preparation. By direction of Mr. Hart, the Inspector-General of Chinese Customs, each Commissioner of Customs at the Treaty Ports is now engaged in compiling, from native and other sources, a complete statistical and topographical history of the province in which his port is situated. The entire work will be edited by Mr. Hart, and will probably be published at Shanghai during the course of the present year.

Monetary and Commercial.

Subject to the audit of the accounts, the directors of the Telegraph Construction and Maintenance Company (Limited) announce a dividend of 20 per cent. (£2 8s. per share), in addition to the ad interim dividend of 5 per cent. already paid—carrying forward a balance of about £19,000.

The liquidators of Overend, Gurney, and Co. have issued a statement to December last. During the year they have realised from the assets £100,124 19s. 7d., and have made two further returns of 10s. per share. The payments made to the shareholders during the past year have, with the previous returns, made up £2 10s. per share, or 25 per cent. more than the amount offered for the shares offered in February, 1872. There is now in hand £14, 690 8s. 6d., and the liquidators hope to be able to make a sixth distribution of 10s. per share at a very early date.

The Comptoir d'Escompte de Paris have declared a dividend for the past half-year of 35 francs per share, of which 20 francs were paid on the 1st August last.

The Glasgow Chamber of Commerce have resolved to memorialise Government to the effect that early consideration be given to the subject of the duties now levied on yarns and manufactured goods on import to India, with a view to those duties being abolished.

The suspension is reported of Mr. Washington Irving, Manchester, commission merchant, carrying on business under the style or firm of Washington Irving and Co., and a petition of liquidation has been filed.

A further decline in the price of Bar Silver has taken place, the large amounts recently despatched to India have for the moment supplied all existing orders, and the rate has gradually receded to 58½d. per oz. standard, at which quotation the market may, for the present, be considered quiet. A few small parcels of Mexican dollars lately to hand have been sold at 57d. per oz., showing a decline of ½d. per oz. They have been taken only for the China Market.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of January have been issued, and show that business has continued uninterruptedly dull, as noticed on several previous occasions. The declared value of British and Irish produce exported was £19,472,367, against £20,298,547 in 1873, and £18,879,980 in 1872, showing as regards last month a diminution of 4 per cent. compared with January, 1873, but an increase of 3 per cent. on the corresponding month of 1872. There is a decrease in most of the leading items, coal and cotton manufactures being, however, favourable exceptions. In textile fabrics cotton manufactures exhibit an augmentation of 7¼ per cent.; linen manufactures, a decline of 2 per cent.; silk manufactures, a rise of 28 per cent.; and woollen manufactures, a fall of 21½ per cent. In iron and steel there is a diminution of 32½ per cent. in quantity, but of only 18½ per cent. in value. As regards the importations of the month, the total declared value was £31,274,404, against £27,397,673 in 1873, an augmentation of 12½ per cent. The excess has been mainly in cotton and wool, the receipts of the former from the United States showing a considerable increase.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st January. 1872.	1873.	1874.
China and Hong Kong	lbs.	804,220	610,530	1,413,800
Japan	„	204,090	283,610	903,200
Straits Settlements	„	156,500	121,610	161,700
Ceylon	„	10,190	38,900	14,400

COTTON MANUFACTURES.

To		For the Month ended 31st January. 1872.	1873.	1874.
China and Hong Kong	yds.	33,009,500	34,995,800	50,266,240
Japan	„	723,600	1,374,400	5,640,400
Philippine Islands	„	1,140,900	242,300	423,940
Java	„	2,424,900	182,000	2,770,200
Straits Settlements	„	6,942,100	6,108,700	8,775,100
Ceylon	„	2,413,300	3,181,900	3,291,800

WORSTED STUFFS.

To		For the Month ended 31st January. 1872.	1873.	1874.
China and Hong Kong	yds.	1,462,980	1,569,760	1,049,240
Japan	„	26,140	121,370	117,150

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st January. 1872.	1873.	1874.
China and Hong Kong	yds.	175,120	216,760	85,840
Japan	„	11,340	30,130	—

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and twelve months ended December 31, 1873, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Three months ended 31st December. 1871.	1872.	1873.
China (exclusive of Hong Kong and Macao)	£1,255,787	£1,290,153	£919,276
Hong Kong	734,971	800,755	787,560
Japan	364,214	382,333	352,670
Straits Settlements	392,174	625,095	506,425
Ceylon	271,437	278,380	290,573
Philippine Islands	127,292	97,888	119,902
Java	150,615	164,777	168,843
Siam	6,393	3,338	2,209
Cochin China	170	2,565	66

To	For the Twelve Months ended 31st December. 1871.	1872.	1873.
China (exclusive of Hong Kong and Macao)	£6,628,236	£6,624,511	£4,885,317
Hong Kong	2,787,714	2,872,673	3,410,516
Japan	1,584,517	1,961,327	1,682,770
Straits Settlements	1,933,335	2,420,072	2,106,165
Ceylon	928,807	1,017,753	1,049,663
Philippine Islands	463,359	393,142	429,145
Java	826,476	743,428	729,464
Siam	43,935	26,399	31,796
Borneo	890	—	—
Cochin China	619	2,851	66

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and twelve months ended December 31, 1873, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 31st December. 1871.	1872.	1873.
China (exclusive of Hong Kong and Macao)	£3,038,334	£4,327,097	£4,917,301
Macao	16,240	88,071	—
Hong Kong	60,753	296,992	266,763
Japan	51,747	61,624	115,994
Straits Settlements	731,081	862,495	1,064,431
Ceylon	636,627	731,627	762,098
Philippine Islands	466,701	445,540	298,656
Java	27,981	238,867	51,977
Siam	—	54,079	27,263
Borneo	10,630	18,305	26,355
Cochin China	—	—	17,000

From	For the Twelve months ended 31st December. 1871.	1872.	1873.
China (exclusive of Hong Kong and Macao)	£11,830,388	£13,246,042	£12,513,363
Hong Kong	367,944	940,922	785,755
Macao	98,833	208,284	69,353
Japan	109,224	184,342	563,698
Straits Settlements	2,696,319	3,505,114	3,473,782
Ceylon	3,167,673	3,163,153	4,335,995
Philippine Islands	1,391,254	1,376,085	1,413,652
Java	470,234	733,281	451,830
Siam	—	66,714	31,498
Borneo	64,264	57,365	56,566
Cochin China	40,185	8,640	17,000

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs' duties) remaining in the bonded warehouses of the United Kingdom on the 31st of January, 1874, as compared with the quantities in warehouse on the 31st of January, 1873 :—

	1873.	1874.
Coffee, cwts.	297,249	271,105
Sugar, refined, cwts.	138,439	226,452
Do., unrefined, cwts.	2,593,648	3,450,453
Do., Molasses, cwts.	159,028	93,775
Tea, lbs.	104,520,037	92,915,637
Tobacco, unmanufactured	58,588,764	79,528,839
Do., manufactured	2,521,490	2,655,066

Of the above articles the following show an increased quantity as compared with the corresponding date in 1873, viz. :—Refined sugar, 63¾ per cent.; unrefined sugar, 33 per cent.; unmanufactured tobacco, 35¾ per cent.; manufactured tobacco, 5¼ per cent.; and wine, 14 per cent. The following show a decrease :—Coffee, 9 per cent.; molasses, 41 per cent.; and tea, 11 per cent.

ARTICLES OF IMPORT.

TEA.

The market has been quiet during the week, the General Election having greatly interfered with business, the trade complaining of want of orders from the country; the export demand also continues light;

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there has, however, been no pressure to sell, the position of the market being very strong, and prices have been firmly maintained. In public sales, including Thursday's auctions, 9,436 packages have been offered, of which 8,715 packages have been sold without reserve. Congous went at full prices, and Moyune Greens 1d. to 2d. per lb. higher. The deliveries for the week amount to 2,754,939 lbs., against 3,383,209 lbs. last year.

Congous.—Red-leaf kinds: Siftings have been steady at previous rates. Broken-leaf kinds remain firm. Common to good common show no alteration. In fair to good Kaisows the few sales have been at previous prices. In fine to finest but little has been done. Pak Lin kinds have been enquired for. Black-leaf kinds: Low to common kinds remain firm at the late advance. Good common has been saleable at former prices; fair to good medium show no change, the demand being steady, but not active; good to fine have not been so much enquired for; finest remain as before. New-make Canton kinds: The few sales made have been without change in prices. Oolongs have been firmly maintained. Souchongs have been dull of sale. In flowery Pekoes and Uncoloured Japans there has been no change, and but little doing. *Scented Teas.*—Canton Capers have been in better demand, and prices, although rather irregular, have somewhat improved, the good to fine kinds being most saleable. Foo Chow kinds continue firm. Orange Pekoes: Canton kinds remain much as before. Foochow kinds have been slow of sale at previous prices. *Green Teas.*—The improved tone of the market continues, and Moyune kinds have sold at a further slight advance. Ping Sueys at about last week's prices.

SILK.

The market is still very quiet, and only a limited business has been doing this week. Prices are unchanged. Deliveries are not so good, there being a falling off during the last ten days; but this may be in some measure owing to the elections, which have to a certain extent checked business in the Silk districts. The clearances from 1st to 11th inst. have been:—China, 917 bales; Canton, 158; Japan, 274; Bengal, 147; total, 1,496 bales.

Messrs. Arles Dufour and Co.'s Circular, dated Lyons, 6th inst., says:—We confirm our Circular of the 17th Jan. Business in general had been very quiet during the first days of the month. Soon after foreign buyers, tempted by present moderate prices, began to effect important purchases in Black Silk Piece-goods. Simultaneously manufacturers bare of Silk bought more freely, and the market became decidedly more active. It was then expected that prices would show more firmness; on the contrary, the improved demand revealed the existence of heavier stocks of Silk than expected. Holders, so often deceived, were particularly eager to sell when the news of the General Election in England began to check business, and in spite of former large transactions prices lost gradually f.3 to f.6 on European Silk and f.2 to f.3 on Asiatic sorts. It is worth remarking that Asiatic throwns have attracted particular attention; but as prices leave no margin yet, many throwsters are compelled to reduce their production, and purchases of raws have been comparatively very limited of late.

COFFEE.—The Dutch Trading Company's February sale was held on the 11th inst., when 96,200 bags of Java, &c., offered went off at an average reduction of ¾c. below valuation, good ordinary Java selling at 71c. to 71½c., against 62c. at the previous auctions in November. The result of the Dutch sale being less favourable than expected this market has become quieter, and the small quantity of Plantation Ceylon in public sale has gone off at a decline of about 1s. per cwt. Triage at 119s. to 124s. 6d., small at 127s. to 131s. 6d., low middling at 132s. to 133s. 6d., middling 134s. to 136s., good middling bold 136s. 6d., pea-berry 132s. to 134s. 6d. per cwt.; 400 bags of native Ceylon, garblings, sold at 60s. to 75s.; 300 bags of Singapore mixed, 111s. 6d.; bold pale, 117s. to 120s.; and 700 bags of pale Manila were bought in at 118s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb.—	Barbadian	McNiell	Batavia	Queenstown
4	Sleidrecht	Willemse	Batavia, for Amstdam.	Off Torbay
9	Dilpussund	Dray	Foochow	London
	Romo Capitale	Ozelia	Rangoon	Queenstown
	Prince Rupert	Wade	Moulmain	Do.
	Harlaw	Phillips	Shanghai	New York
7	Hippocampe	Butat	Manila	Havre
9	Menton	De Green	Batavia, for Amsterdm	Deal
10	Northampton	Barclay	Shanghai	London
7	Burdwan	Ray	Zebu	Liverpool
8	Peveril of the Peak	Nicholls	Colombo	London
	Mio	Schiaffino	Java	Queenstown
6	Albert	—	Batavia for Havre	Plymouth
12	Luigi	Monasterio	Penang	London
8	Helle	Bunde	Canton	Falmouth
9	Jutland	—	Foochow	Off the Lizard
7	County of Lancaster	Fordyce	Samarang	Off Scilly
9	Raleigh	Dawson	Colombo	Do.
9	Susannah Johannah	De Vries	Sourabaya	Do.
9	Adelphoi	Gunn	Batavia	Bristol
Jan.16	Lady Blessington	Williams	Hong Kong	San Francisco
	Etta Loring	Loring	Yokohama	New York
Feb. 9	Ajace	Morice	Singapore	Liverpool
10	Stonehouse	Bley	Manila	London
10	Lord of the Isles	Petrie	Foochow	Falmouth
10	Osmo	Soderholm	Cheribon	Do.
9	Ivy	—	Singapore	Scilly
	North Wind	James	Rangoon	Queenstown
7	Ceres	Thuroe	Bangkok	Marseilles
	Tyburnia	Stephens	Manila	New York
11	Orion (s.)	Smerdon	Galle, &c.	London
11	Sultan (s.)	Maddison	Colombo, &c.	Do.
11	Nestor (s.)	Hill	Shanghai, &c.	Do.
9	Jylland	Dahlberg	Foochow	Falmouth
11	Catalina	Vassalo	Akyab	Do.
14	Chimenah	McKenzie	Hong Kong	New York
11	Star of China	—	Do.	Off the Lizard

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb 4	Catharina Pietro	—	Singapore	Shields
5	Ulysses (s.)	Byrne	Singapore, China, &c.	Liverpool
7	Granville	Gallichan	Colombo	London
6	Tynedale (s.)	—	Singapore	Newcastle
1	Prins v Oranje (s.)	—	Batavia	Naples
7	Index	Johnson	Singapore	Grimsby
7	Alcestes	—	Do.	Shields
9	Resolve	Ozo	Galle	Cardiff
9	Navigator	—	Singapore	Newcastle
11	Glenfalloch (s.)	McBain	Singapore, China, &c.	London
11	Atma	Watson	Singapore	Do.

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Feb. 5	Cawdor Castle	London	Singp., China, &c.
5	Fenella	Do.	Colombo, &c.
5	Sunda	Singapore	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, Hiogo, and Nagasaki: Tchihatchoff. For Singapore, Batavia, Cheribon, Samarang, and Sourabaya: Ionia. For Colombo, &c.: Navarino, Mazeppa. For Penang, Singapore, Hong Kong, and Shanghai: Russia, Hong Kong. For Singapore, Hong Kong, and Shanghai: Galley of Lorne, Gordon Castle. For Galle, &c. (via Southampton): Hydaspes (P. and O).

SAILING VESSELS.—For Yokohama and Hiogo: Ambassador, Mary Ann Wilson, Coulnakyle. For Shanghai: Taitsing, Eliza Shaw. For Hong Kong: Aracan. For Colombo: Clymping. For Singapore: Eurus.

At LIVERPOOL.—For Yokohama and Hiogo: Cathaya. For Penang, Singapore, Hong Kong, and Shanghai, Glaucus (str.), Achilles (str.). For Hong Kong: Warrior. For Hong Kong (via Cardiff): Golden Spurs. For Singapore: May Queen, Cameo. For Manila: Aurrera (str.). For Hong Kong and Shanghai: Hochung (str.), For Batavia and Samarang: City of Halifax.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Montgomeryshire (str.).

At GREENOCK.—For Hong Kong, &c.: Contest.

SPOKEN.

HUYDECOPER (Dutch brig), Samarang to Rotterdam, Dec. 17, 32 S., 31 E.
WILLIAM CLOWES, for Colombo, Dec. 22, 30 N., 28 W.
MR. JACOB VAN LENNEP, Batavia to Amsterdam, Nov. 25, 24 S., 69 E.
MATHILDA (Dutch barq.), Sourabaya to Falmouth, Dec. 29, 35 S., 25 E.
CHATTANOOGA (Amer. barq.), Philippines to New York, Dec. 18, 31 S., 37 E.
LEUCADIA (ship), Shanghai to London, Dec. 7, 19 S., 85 E.
SIR WM. GOMMI (?) Dut. barq.), Java to Amsterdam, Dec. 18, 35 S., 26 E.
HERALD (Amer. ship), Sourabaya to New York, Dec. 20, 34 S., 29 E.
GREAT REPUBLIC (Amer. ship), Manila to New York, Dec. 26, 34 S., 17 E.
LEANDER (ship), Shanghai to New York, Dec. 21, off the Cape G.H.
CAMILLA (Amer. ship), Manila to New York, Oct. 25, 5 N., 108 E.
PSYCHE (barq.), Canton to Hamburg, Nov. 25, 25 S., 55 E.
CAROLINE (s.), Foochow to London, Dec. 14, south end of Madagascar.

FREIGHTS AND CHARTERS.

Outward freights to the East rule firm, and there is a moderate supply of tonnage for both ships and steamers. Homeward there is a good enquiry for vessels from Java and Manila.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 56s. weight, 40s. to 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): 50s. weight, 55s. meast. To Batavia: 60s. weight or meast. To Batavia (direct): 50s. weight or meast. To Padang: 80s. meast. To Cheribon (direct): 70s. weight, 65s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. to 50s. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 30s. weight, 27s. 6d. meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £38. To Singapore (f.c.): £35. To Singapore: £33. To Penang: £34 f.c. To Macassar, per ton: —. To Batavia: 30s. to 32s. 6d. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: —. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 37s. To Manila: 30s. To Macassar: —. To Java: —. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: —. To Ternate: —. To Singapore: 32s. To Galle: 34s. to 35s. To Trincomalee: —. To Colombo: 33s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Singapore: 27s. 6d. To Penang: —.

CASUALTIES.

Advices from St. Helena, 12th Jan., state that the Boldon, Martin, from Manila to Queenstown, put in there, 5th Jan., and reports that on the 21st Oct., in the China Sea, she experienced a hurricane, which caused the vessel to make water, and rendered it necessary to jettison 150 tons sugar. Off the Cape of Good Hope she encountered heavy weather which strained the decks so much that she had to put in to St.

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Helena to caulk them. This had been done, and the vessel was to proceed on the 13th.

MISCELLANEOUS.

At ALGOA BAY.—Dec. 17, Prince Alfred, Sim, from Hong Kong.

At PORT SAID.—Feb. 6, Prins v. Oranje (str.), from Nieuwe Diep, &c., for Batavia.

At ST. HELENA.—Dec. 30, Minister Fransen v. d. Putte, Osterrath, from Batavia, and sailed Jan. 3 for Rotterdam; Anglo-Saxon, Davidson, from Singapore, and sailed for Marseilles; 31, Wylo, Browne, from Manila, and sailed Jan. 1 for New York; Jan. 1, Marshal Pelissier, Ferguson, from Singapore, and sailed 3 for New York; 2, Hebe, Bonde, from Canton, and sailed for Falmouth; Regina Maris, Ouwehand, from Batavia, and sailed for Middelburgh; Burdwan, Ray, from Zebu, and sailed for Liverpool; Lord Macaulay, Care, from Foochow, and sailed for London; 4, Madras, Hamilton, from Banjoewangie, and sailed for Queenstown; 5, Boldon, Martin, from Manila, and sailed 13 for Queenstown; Vincenza, Brelich, from Manila, and sailed for Falmouth; 6, Bunker Hill, Davis, from Manila, and sailed for Boston; 7, Staffa, Duncan, from Batavia, and sailed 8 for Liverpool; 8, Johanna Margaretha, Ruhaak, from Penang, and sailed for London; Ruhtinas, Dahlberg, from Ilo Ilo, and sailed for Boston; Elizabeth. Kiewet, from Pasaroeang, and sailed 9 for Amsterdam; 9, Haamstede, Nolet, from Batavia, and sailed for Rotterdam; Emma, Daniele, from Sourabaya, and sailed 12 for Boston; 13, Miaca, Forrest, from Nagasaki, and sailed for London; Denbighshire, Davies, from Foochow, and sailed for New York.

At ASCENSION.—Jan. 4, St. Roche, Povazols, from Sourabaya, and sailed 5 for Marseilles.

Off ASCENSION.—Jan. 6, N. W. S. B. (Dutch ship), from Batavia, for Rotterdam; 8, P. C. E. (Marryat's code, Dutch barq.), from Java, for Amsterdam; 11, P. J. T. G. Maassluis, from Batavia, for Rotterdam; Oxford (Marryat's code), from Manila, for New York; 12, Huydecoper (Marryat's code), from Samarang, for Rotterdam; 13, P. H. G. Q. (Kennemerland), from the Straits of Sunda, for Amsterdam; H. Q. V. C. (Hermon), from Singapore, for Liverpool; 14, P. Q. R. L. (supposed), Professor, v.d. Boom Mesch; N. L. Q. F. (Cornelis Smit), from Java, for Rotterdam; 16, H. K. V. S. (D. Mc B. Park), from Singapore, for London.

Off ST. HELENA.—Dec. 29, Boy Bendizen, from Canton, for Falmouth; 30, Western Chief, from Singapore, for Boston; Lord of the Isles, from Foochow, for Falmouth; Jan. 5, Thyatira, from Foochow; 6, Salatiga, from Batavia, and both sailed for Rotterdam; Zita, from Japan, for Falmouth; 8, Maarten van Rossem, from Batavia, for Rotterdam; Mary (of Aberystwith), from Java, for Falmouth; 12, Liberaal, from Batavia, for Nieuwe Diep; 13, Halloween, from Singapore, for London.

At STRUYS BAY.—Dec. 30, The Rover, from Batavia.

At MAURITIUS.—Dec. 27, Hugo and Otto, Rickert, from Singapore; 30, Rainbow, Thayer, from Zebu; —, Macassar, Whithelm, and sailed, 24, for Singapore; Migrator, Stege, and sailed, Jan. 7, for Galle.

CASUALTIES AT SEA.—A return has just been issued by the Board of Trade, showing the number of official inquiries into wrecks, casualties, and collisions at sea, instituted between the 1st of January, 1856, and the last of December, 1872. The following were the inquiries into casualties to ships belonging to the Chinese ports:—1861: The Prima Donna, 179 tons, Singapore, stranded and lost through the negligence of the master. 1863: The Jemima, 152, Colombo, rightly abandoned. 1865: The Fohkien, 866, Hong Kong, stranded, in consequence of the master mistaking the position of the ship, and not slackening speed when the fog came on. 1866: The Erin, Singapore, stranded, and the master and mate were committed for trial for wilfully making away with the vessel. 1867: The Douglas, 291, Penang, stranded through the gross neglect of the captain. The Genkai, 606, Hong Kong, rightly abandoned; fifty Chinese, who boarded the vessel after the crew had left her, lost their lives. 1869: The Reiver, 778, Hong Kong, stranded and lost, through the imprudence of the master in not taking bearings and going full speed through a dangerous place. 1870: The Ada, 398, Hong Kong, stranded, through no blame on the part of the master; three of the crew lost their lives. The Lan Tong, 438, Hong Kong, stranded, and the Court found that the master was justified in running his vessel (which was unseaworthy) ashore to save life. 1872: The Anne, 304, Hong Kong, parted cables and stranded. The total number of inquiries during the seventeen years was 1,163, the casualties to passenger ships numbering 239, and those to other than passenger ships 924.

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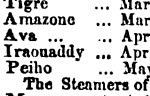

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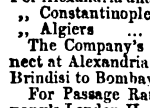

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Reserved Fund ... ... f.20,000,000 ... £800,000.
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AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras. Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000 000. All paid up.
Reserve Fund, $1,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description, Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

OSLER'S GLASS CHANDELIERS,
WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.
CHANDELIERS IN BRONZE AND ORMOLU.
MODERATOR LAMPS AND LAMPS FOR INDIA
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street.
ESTABLISHED 1807.

GRAND HOTEL,
NO. 20, YOKOHAMA.

THE above fine Hotel has lately been opened to the Public, and offers great advantages to Residents and Tourists. It is situated in the best location in Yokohama, at the extreme end of the Praya, or Bund, and the view from it, for marine scenery, is unsurpassed in any part of the world.

The Hotel is replete with every Western convenience and accommodation, and may safely be said to be, without exception, the finest Hotel in the East.

A European will always attend the arrival of all vessels, and take charge of the Baggage of Passengers, thus saving them the trouble and inconvenience of passing it through the Custom-house.

Tiffin and Dinner, per Mensem ...	... $35.00
Breakfast, Tiffin, and Dinner, per Mensem ...	38.00
Board and Lodging, per Mensem, from ...	58.00

Yokohama, Sept. 20, 1873.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL,
SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL,
NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL KRON PRINSEN,
HAMBURG.

SITUATED on the Alster. A first class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL EUROPA. VENICE.

ONE of the best Hotels on the Grand Canal. Passengers per P. and O. steamers wil find this a most comfortable House.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,
Importer of Havana and Manila Cigars.
16, GREAT WINCHESTER-STREET, E.C.

P. L. SIMMONDS, 29, Cheapside, City REPORTER on TRADE PRODUCTS, LEC, TURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources or supply, value and economic applications of all articles or commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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PRIZE MEDALS, 1851.

BURROUGHES & WATTS,

PRIZE MEDALS, 1862.

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

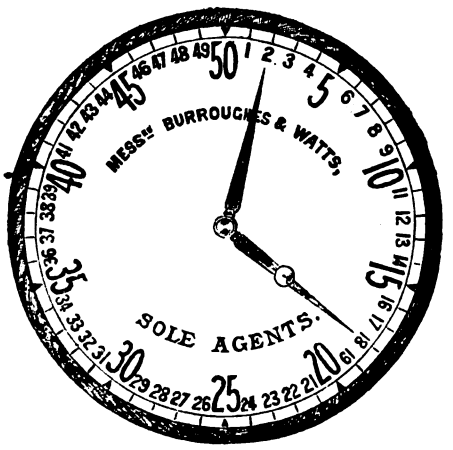
COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



COOK (Champion) and BENNETT (ex-Champion) use B. and W. Tables for their Matches and in their Rooms (twenty always in play).

—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

19, SOHO SQUARE, LONDON, W.C.

OVERLAND ROUTE.—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, Feb. 12 & 26, at 3 P.M., and every alternate Thursday.	Friday morning, Feb. 20 & March 6, and every alternate Friday.	Monday, Feb. 23 & March 9, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, Feb. 12, at 2 P.M., and every fourth Thursday.	Friday morning, Feb. 20, and every fourth Friday.	Monday, March 9, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

CHINA AND JAPAN.

THE following SPLENDID

First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Shanghai ...	Eliza Shaw ..	A1 17 yr.	E.I.D.	With des.
Shanghai ..	Lothair	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—

The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on the advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	March —
Glenlyon	100 A1	2,119	275	March 24
Glenroy	100 A1	2,121	250	April 15
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glenfalloch	100 A1	2,126	275	To follow
Glenecagles	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India avenue, London.

ROBERTSON and CO.'s

INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS, via Suez Canal:—

Port.	Ship.	Class.	Dock.	To sail.
Singp., Batavia, Cheribon, Samarng., & Sourabaya ...	Ionia, s.s.	A1 18 yr.	S.W.I.D.	Feb. 20
Peng., Sing., Hong Kong, & Shanghai.	Russia, s.s.	100 A1	S.W.I.D.	Feb. 25
Hong Kong..	Aracan	A1 14 yr.	S.W.I.D.	With des.
Shanghai.....	Taitsing.....	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Coulnakyl. Devana ...	A1 13 yr.	S.W.I.D.	With des.
		A1 13 yr.	S.W.I.D.	To follow

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

YOKOHAMA AND HIOGO DIRECT.—

The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

STEAM TO JAVA direct

from LONDON, without transhipment, via Singapore, the very fine ocean steamship IONIA, A1 18 years. Now loading in the South West India Dock. Last shipping day, 20th February.

Apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—

For SINGAPORE, HONG KONG, and SHANGHAI. Last shipping day 25th February. The magnificent Clyde-built steamship GORDON CASTLE, 100 A1, 2,000 tons register, 255-horse power nominal; W. HOLMES, Commander; will load in the South West India Dock. This well-known steamer has elegant accommodation for first-class passengers, including bath rooms, ice house, ladies' cabin, &c.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

THE "CHINA" LINE

OF STEAMERS, via the Suez Canal, from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates at shippers' risk for JAVA, JAPAN, &c.).

The following high-classed steam ships, which have been built especially for the China trade by the celebrated builders, Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tnnge	Docks.	H.p.n.	Last shipping day.
Hong Kong ...	100 A1	1,881	S.W.I.	200	Feb. 20
Hankow ...	100 A1	3,500	S.W.I.	500	To follow
Whampoa ...	100 A1	3,500	S.W.I.	500	To follow
Nankin ...	100 A1	2,423	S.W.I.	300	To follow
Canton ...	100 A1	1,881	S.W.I.	200	To follow

These fine steam ships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c. The Hong Kong, s.s., will carry a surgeon and stewardess.

For Freight or Passage, apply to the owners, WATTS, MILBURN and Co., 85, Gracechurch-street, E.C.; GRINDLAY and Co., 55, Parliament-street, S.W.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill) E.C.

Steam, via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI,

with liberty to call at Falmouth, to embark passengers, taking cargo for transhipment to JAVA, JAPAN, AUSTRALIA, &c., at through rates at shipper's risk. Last shipping day, 28th February. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 225 horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, just built on the Clyde especially for the China trade, is expected, from her superior model and large power to make a very fast passage. She has elegant and spacious accommodation for saloon passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, D. J. JENKINS and Co., 30, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

GELLATLY, HANKEY, SEWELL and Co.'s regular line

of STEAMERS via Suez Canal, to SINGAPORE, CHINA, and JAPAN. The following high-classed screw STEAMSHIPS will be despatched as under:—

Destination.	Name.	Class.	Docks.	To Sail.
Singap. and Yokohama ..	Vancouver...	100 A1	Vic. L.D.	March 9
Sing., Hong Kg., Shang.	Woosung ...	100 A1	Vic. L.D.	March 23

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London.

S. S. VANCOUVER,

DIRECT FOR SINGAPORE, HONG KONG, and YOKOHAMA.—This fine, powerful, Clyde-built steamer, classed 100 A1 at Lloyd's, 2,000 tons gross register 530-h.p. nominal, 2,650-h.p.e., is the second steamer of the CHINA TRANSPACIFIC STEAMSHIP COMPANY (Limited), and is fitted most luxuriously for a large number of first-class passengers, with ladies' saloon, smoking saloon, and general saloon on deck; carries surgeon and stewardess. Owing to this vessel's immense power, a very rapid passage is expected. Last shipping day in the Victoria London Docks, 8th March.

For plans and particulars as to rate of freight or passage apply to GELLATLY, HANKEY, SEWELL, and Co., 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—

The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Hong Kong, s.s.	1,221	Norris & Joyner'...	Feb. 20
Gordon Castle, s.s	1,930	Thos. Skinner & Co.	Feb. 28
Ionia, s.s.....	1,145	Robertson & Co....	Feb. 25
Montgomeryshire, s.s	1,750	Norris & Joyner...	Feb. 28
Eurus...	327	Wright, Bros. & Co.	Feb. 28
Glenearn, s.s... ...	2,120	McGregor, Gow, & Co.	Mar. 20

LIVERPOOL.

Glaucus, s.s.... ...	1,604	Alfred Holt ...	Feb. 26
Achilles, s.s	1,550	„ ...	Mar.—

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, Feb. 17, 1874.

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VIA MARSEILLES.] [WITH SUPPLEMENT

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 547.] LONDON, MONDAY, FEB. 23, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Feb. 23.
JAPAN—Yokohama	Nov. 7	Dec. 30	Jan. 6
Yedo			
Osaka and Hiogo	—	—	Dec. 24
Hakodadi			
Nagasaki	„ 7	Jan. 1	Jan. 6
CHINA—Peking	—	—	Dec. 24
Tien-tsin	—	—	„ 25
Chefoo	—	—	„ 29
New-chwang	—	—	„ 27
Hankow	Oct. 31	Dec. 24	Jan. 3
Kiu-kiang	—	—	„ 1
Chin-kiang	—	—	Dec. 29
Shanghai	Nov. 21	Jan. 7	Jan. 9
Ningpo	—	—	„ 6
Foochow	—	—	„ 7
Formosa	-	—	„ 1
Amoy	—	—	„ 8
Swatow	—	—	„ 12
Hong Kong	„ 28	„ 7	„ 15
Canton	—	—	„ 13
Macao	—	—	„ 14
PHILIPPINES—			
Manila	„ 21	Dec. 29	„ 8
COCHIN-CHINA			
Saigon	„ 21	„ 26	„ 18
SIAM — Bangkok	—	—	„ 16
BORNEO			
Labuan	—	—	„ 9
Sarawak	—	—	„ 8
JAVA — Batavia	Dec. 5	Jan. 11	„ 18
Samarang	—	—	„ 9
Sourabaya	—	—	„ 11
MALACCA STRAITS—			
Singapore	„ 19	„ 22	„ 23
Penang	—	—	—
CEYLON—			
Galle	Jan. 2	„ 29	„ 30
Colombo	—	—	„ 28

THE MAILS, &c.,

The French mail, bringing advices as above, was delivered, *via* Marseilles, this morning, its due date. The next inward (P. and O.) mail, with dates Yokohama, 13th; Shanghai, 16th; Hong Kong, 22nd; Singapore, 29th Jan., left Suez yesterday, one day early, and will probably be delivered *via* Brindisi, on Monday next, the 2nd proximo, its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Tigre*, arrived Feb. 21.—From Yokohama: Messrs. Marquerie, Smith, Dubief, Michel, Antony, De Montgolfier. From Shanghai: Messrs. Gardiner, Stave, Thompson, Milsom, Short, Mr. and Mrs. Bell. From Hong Kong: Messrs. Eqdin, Dominguez, Lewis, Silva, Charles, Mr. and Mrs. Lalande. From Saigon: Mr. Legendre, Dr. and Mrs. Cardi. From Batavia: Messrs. Rosenwald, Breeman, Steel, Von Muhler, Revius, Mr. and Mrs. Guyot, Mr. and Mrs. Nederen-Puterse, Mr. and Mrs. Bosch, Miss Wermuth. From Manila: Messrs. Garrido, Gonzalos. From Galle: Messrs. Mircs, O'Hara.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pekin*, from Southampton, Feb. 12.—To Yokohama: Miss M. P. Joyner, Miss Dennis, Mr. B. Harold. To Shanghai: Mr. J. Dunn, Mr. H. Maber. To Hong Kong: Mr. J. Sproule, Comd. A. J. Powlett, Comd. W. C. Singleton, Comd F. Stirling, Rev. J. S. Ladds, Brevet Major Rowland. To Ceylon: Mr. Aitken, Mr. H. M. Fitzgerald, Mr. Abel, Mr. and Mrs. Mitchell. To Singapore: Mr. Collins.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 23.—To Yokohama: Mr. F. Page. To Shanghai: Mr. W. F. Lewes. To Hong Kong: Mr. Sutherland.

Per P. and O. steamer *Sumatra*, from Southampton, Feb. 26.—To Yokohama: Mr. F. Cheeseman. Mr. W. E. Durrand. To Shanghai: Mrs. H. Ramsey, Mr. E. Wells. To Singapore: Mr. J. Sheriff. To Hong Kong: Mr. R. White, Mr. E. S. Christie, Mr. W. H. D. Tyler, Mr. R. T. Permewan, Mr. A. Heenan.

Per P. and O. steamer *Simla*, from Venice, March 6.—To Batavia: Mr. W. Walker.

Per P. and O. steamer *Sunda*, from Brindisi, March 9.—To Hong Kong: Mr. T. J. Crutch, Mr. G. Towend, Mr. and Mrs. G. M. Smith. To Batavia: Mr. E. M. Owen, To Ceylon: Mr. A. Giles Puller

Per P. and O. steamer *Nizam*, from Southampton, March 12.—To Yokohama: Mr. C. H. Reynders. To Hong Kong: Lieut. Howard, Mr. Laidlaw. To Shanghai: Mr. L. C. Hopkins, Mr. J. R. Coulthard. To Singapore: Mr. E. H. French, Mr. A. E. Garnier, Lieut.-Colonel Borlow.

Per P. and O. steamer *Sumatra*, from Venice, March 20.—To Shanghai: Mr. and Mrs. Adkins.

Per P. and O. steamer *Sumatra*, from Brindisi, March 23.—To Shanghai: Hon. H. G. Edwardes. To Yokohama: Mr. and Mrs. Vean, Miss A. Cowan, Mr. H. Scharbon. To Hong Kong: Mr. and Mrs. Galton.

Per French steamer *Hoogly*, March 1 (booked from London).—To Yokohama: Mr. Osada, Mr. Ito. To Shanghai: Mr. and Mrs. Beazley, Mr. and Mrs. Kuchholf, Mr. and Mrs. Lay. To Batavia: Mr. v. Durler, Mrs. Mongan, Mr. Rodewald, Mr. Iverbeck. To Singapore: Mr. Petrel.

Per French steamer *Tigre*, from Marseilles, March 15 (booked from London).—To Shanghai: Mr. and Mrs. T. F. Hughes, Mr. C. Lucas, Mr. F. S. Deacon Mr. Simpson, Mr. G. Malteau. To Batavia: Mr. and Mrs. Otto Comissaert, Mr. and Mrs. O. Furst, Mr. Kruyff. To Singapore: Mr. and Miss Shelford, two children and servant. To Hong Kong: Mr. and Mrs. Scott, Mr. Munday, Mr. Hutchinson.

Per French steamer *Amazone*, March 29 (booked from London).—To Singapore: Mr. and Mrs. J. Sloan. To Batavia: Mr. and Mrs. Bouffaer and two children.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from this port by the present mail extend to Jan. 6th. The French mail from London Nov. 7 arrived out on the 30th Dec. The *Japan Herald* contains the following items of news:—

On the 29th Dec. the adjourned meeting of the subscribers of the British Episcopal Church Establishment was held at the British Consulate, Mr. Russell Robertson, H.B.M.'s Consul, presiding. On the proposition of the President, the report was read over; and the sense of the meeting having been taken, was adopted unanimously. The accounts may be summed up as follows:—The general account showing total receipts, inclusive of the Government grant for 1872, and all moneys and subscriptions received during the year from British and other subjects, $5,105.85, against total expenditure $5,317.35, leaving a balance due to the treasurer, $211 50. A discussion followed on the future prospects of the Church, and the following resolutions were carried:—

That the Government subvention of £800, to be received for the years 1873 and 1874, be applied to the liquidation of the present standing debt on the Church.

That H.B.M. Consul be requested to ask the British Government to give the promised sum of £800 in one payment, to enable the subscribers at once to take over the affairs of the Church.

That H.B.M. Consul should send a telegram to the Foreign-office, requesting the immediate payment of the sum of £800.

That a committee of Messrs. Cargill and James, and the present Church committee, be formed to report fully in the matter, especially as regards ways and means, as well as on the scheme proposed by Mr. James, at the meeting to be held in January.

All the Government offices in Yedo have been closed for the New Year's holidays.

Motono, Japanese Chargé d'Affaires in London, has been delegated to negotiate a postal convention between the Japanese and British Governments.

The natives of Yokohama would seem to be by no means disposed to pass over the advent of the New Year (European style) without evincing some outward indication of their appreciation of the festival. The dwellings of the poorest just now, almost without exception, are undergoing decoration, principally with the feathery foliage of the bamboo, and with a profusion which makes some amends at least for lack of variety. In the Foreign Settlement, on the other hand, evergreens of all descriptions are freely brought into requisition for decorative purposes, to celebrate the death of the old year and the advent of the new one. A successful entertainment has been given at the German Club, the attraction being a couple of laughable farces, most of the characters of which were sustained with admirable spirit, and gave universal satisfaction.

A new theatre, styled the "Variety," has been opened to the public. The whole of the interior of the building is most tastefully decorated, producing an agreeable effect.

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LATER INTELLIGENCE VIA SAN FRANCISCO.

The China Trans-Pacific Steamship Company's steamer *Vasco da Gama* arrived at San Francisco on the 9th inst., with advices from Yokohama to the 18th January, of which the subjoined summary has been telegraphed to the New York press :—

The relations between the Government of Japan and the foreign Ministers, except the representative of the United States, are becoming more and more inharmonious. Japan still resists the pleas for opening the country, and requires strict enforcement of the treaties as they stand until a revision shall have been agreed upon. Mr. Bingham acquiesces, and the other envoys are vehement in opposition. At the New Year's reception by the Mikado Mr. Bingham was absent, by reason of illness. Other members of the diplomatic corps presented an address, which has occasioned great irritation in high quarters. It directly urged the removal of all restrictions upon free intercourse and trade. When first received, the question was seriously discussed whether it should not be returned as unacceptable. The decisive step was not, however, taken. The good faith of the European Ministers is shown by a remarkable circumstance. A German was fined by his consul for transgressing treaty boundaries. The German Minister instructed the consul to rescind judgment, and notified the Government to that effect. The Japanese Government have, therefore, informed Mr. Von Brandt that unless the just penalty be enforced they will decline further communication with him and make the necessary representation to the German Government. This means, of course, that they will ask for his recall. In a precisely similar case, the punishment of an American for going beyond the treaty limits outside of Hakodadi, the United States Minister has fully approved the consul's action. The demeanour of certain Ministers has now become so aggressive that it will be necessary for the few moderate foreign envoys to cease to act with them, as hitherto, in a united body.

The following are the particulars of the attempt to kill Iwakura on the night of the 14th of January :—"As Iwakura was returning from the Mikado's temporary residence to his own dwelling his carriage was stopped near the outer castle moat by a bamboo pole stretched across the road. The sides of the vehicle were cut through by swords, and Iwakura, hastily descending, found himself attacked by several armed men, from whom he received wounds in the loins and shoulders. He ran to the moat, close at hand, and sprung into it, remaining hidden for about an hour, after which he returned to the Mikado's palace, to which foreign surgeons were summoned, and who at once discovered that his injuries were in no degree dangerous. He will probably be able to resume his duties in a few weeks." This is the first attempt at assassination of a high official since the murder of Hirosawa Sanga, early in 1872. No clue to the persons has yet been discovered.

Until recently the Japanese have found it expedient to conceal the actual condition of their financial affairs, on account of both foreign and internal complications. It has now been determined to publish statements of their resources, the first of which will be issued in about two months from this time. It will appear that the amount in the national treasury is no less than $25,000,000, including the last English loan, and that the surplus revenue of 1873 was nearly $5,000,000.

The great temple of Tenshig Daijon in Yedo was burned on the morning of Jan. 1. This was the most imposing structure of its kind in the capital, though not one of the most sacred. The huge bell, ten feet high, was so injured as to be rendered worthless.

A second decree has been issued—this time a peremptory one—recalling all students now residing abroad at the expense of the Government, except those who have given the very highest proofs of advancement.

A small detachment of French troops stationed at Yokohama is about to be withdrawn. The English troops remain in defiance of the wishes of the Japanese Government.

The Japanese Government is exultant over the decree of Portugal suppressing the coolie trade in Macao—an action which it traces to the course of Japan in the case of the *Maria Luz*.

Sonoda Kokichi has sailed for England as Commissioner to the London Exposition of 1874.

NAGASAKI.

Our advices extend to the 6th January ; the French mail from London Nov. 7 arrived out on the 1st January. We take the following from the *Nagasaki Express* :—

The second anniversary of the new calendar in Japan has not been to show that the natives appreciate the change, and we think we may safely say that it was very quietly and partially kept by them. It is true that some shops were closed, or partially so, and that a statement of accounts and the suspension of business took place. But the town of Nagasaki in appearance was not like Nagasaki usually is on a Japanese New Year's Day, and it is quite evident the energies of the people have been reserved for enjoyment on the approaching New Year's Day by the old reckoning feeling.

Advices received here from Yedo announce the satisfactory settlement of the terms on which the Takasima Colliery is to be taken over by the Japanese Government. This, we presume, means that the latter have withdrawn their proposition to deduct $60,000 from their offer.

The investigation into the charge against a Japanese seaman named Torakitchi, one of the crew of the *Lapwing*, for cutting and wounding Captain Gilchrist and Mr. John Brown, has been concluded. The Court considered there were extenuating circumstances in the case, and that the offence would be adequately punished by imprisonment with hard labour for three months.

The old Daimio's Castle in Kagosima, Satsuma, has caught fire, and more than one half of the entire line of buildings has been destroyed. The powder magazine exploded, and six persons are reported killed. These buildings were of wood, placed, as was the custom, upon lofty stone battlements and foundations. In that portion which is burnt was what was called the Prince's room, highly embellished with gold ornaments and ancient relics. The castle was built nearly 600 years ago.

The vacant lot No. 2, Nagasaki, has been taken by Mr. Thomas Russell, the manager of the Great Northern Telegraph Company at this port, and upon it new buildings are to be erected and used as the office which is to be connected with the Japanese Government Telegraph by means of one wire. The new buildings are expected to be completed sometime during next year, and ready for use by the time the term expires for which their present station was taken. The Pacific Mail Steamship Company have purchased lot. No. 11, Oura bund, formerly occupied by Messrs. Textor and Co., and to these premises the office of the agency will be removed.

The total amount of treasure imported into this port from Yokohama, Hiogo, and Shanghai by the Pacific mail steamers between January and December, 1873, both months inclusive, was $1,168,163.60.

The *Nagasaki Gazette* reports its own demise as likely to follow the issue of its last number for the year, the plant and goodwill being advertised for sale by auction, to foreclose a mortgage.

The Russian gun-boat *Aleout*, from Vladiwostock, arrived here on the 27th Dec., for the purpose of having repairs done to her boilers, machinery, &c. She will probably stay here all the winter.

Steps are being taken by the Nagasaki Amateur Dramatic Corps to contribute to the amusement of the season by giving a public performance some time about the middle of January.

CHINA.

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PEKING.

During the night of the 21st and morning of the 22nd Dec. the winter solstice took place ; and in accordance with Chinese custom or law the Emperor on the 21st repaired to the Temple of Heaven to worship. Early on the morning of the 22nd he returned to his palace. Both his going and coming took place in the dark, and when the streets were quite free from people, so his visit in no way interfered with the street traffic, which is the main object, now-a-days, of his proceeding to the Temple in the night time.

Among the foreign residents the festivities of the Christmas season have commenced, and pleasure and not business will be the ruling occupation during the next ten days.

Captain Garcia, the Peruvian Minister, arrived at Peking on the 21st Dec., accompanied by his suite, and took up his residence in the German Hotel. He will reside in Peking for the remainder of the winter, to negotiate a treaty with the Peking Government. There are no interesting events in the diplomatic or political world, beyond a rumour that the foreign Ministers are at present awaiting reports from their Consuls in Shanghai regarding the Woosung bar and the Shanghai river generally before taking action with the Central Government in respect to that difficulty.

On the 24th Dec. the annual examinations of the pupils of the Tung-wen College, under the management of President Dr. W. A. P. Martin, took place, when several of the high officials of the Tsung-le yamen were present.

SHANGHAI.

The present mail brings advices from this port to the 9th Jan. ; the P. and O. mail from London Nov. 14 arrived out on the 2nd, and the following French mail of Nov. 21 on the 7th January. The following items of news are from the *North China Herald* :—

The election of councillors for the French Municipality has taken place. The roll numbers 205 electors, of whom only 62 voted, and one ticket proving to be blank, 61 votes were recorded. The result was as follows :—French residents : Messrs. Grenot, 36 ; Leroy, 32 ; Meilhan, 22. Foreign residents : Messrs. A. N. Brown, 44 ; Aymeri, 30 ; and Mackintosh, 28. We understand that Mr. Brown has signified his intention not to accept the seat to which he was elected. Mr. Brown was unaware of the honour intended him until he was made acquainted with the result ; otherwise, had he been asked, business engagements would have obliged him to decline the nomination. Mr. Brown adds, we

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believe, as a further reason for declining office, that several of the gentlemen elected as above had previously expressed themselves in favour of the Wharf scheme, which he, as an elector, had felt obliged to oppose.

If Christmas day was warm enough for spring the New Year has brought some thoroughly seasonable weather. The rain which had been falling for twenty-four hours changed, about 10 P.M. on the 31st Dec., to snow, and by midnight the houses and open country were clothed in white. The fall ceased before morning, while the biting wind continued, and the roads were frozen hard by daylight. The frozen ground, strong wind and bitter cold on New Year's day effectually stopped the Paper Hunt; and induced even the countrypeople and boatmen to give themselves a holiday. Not a single workman and hardly a pedestrian was to be seen in the fields, and hardly a boat on the river outside the harbour limits. Passage boats made for the nearest creek and lay there. Ponds and still creeks were covered with a thick coating of ice next morning, when the continued cold weather rendered the Paper Hunt still out of the question. The ground was far too hard for the ponies, and the wind too strong for the paper to lie, and too cold for the riders to have found any enjoyment, even without these hindrances. Early risers, however, might have varied their amusement in the morning on the ice on some of the ponds and still creeks in the country—though it was not thick enough to bear more than two or three at once. There is not room on these small pieces of water for good skating, but there is room on many of them to move about fairly. But even a good slide is not to be despised, as a variety.

The cold still continues, the thermometer at night marking about 23 degrees, which however fails to represent the sensation caused by the keen wind. On the water the range has been much lower; the *Peking* reports her thermometer as low as 9 degrees on the morning of the 2nd January, and that it only rose to 11 degrees during the same day. Those who have had the hardihood to leave warm chambers at early morn and face the keen rigours of the frosty air, in search of that most enjoyable and healthful of winter amusements, skating, have had rare opportunities of indulging in the pastime. The ice has "borne" in safety, and, notwithstanding the provident harvesting of the ice-farmers, each successive day has seen the uncertain recreation ground become more solid and expansive. The ranks of the skaters have gone on increasing, and every morning now sees a migratory crowd descend on the ponds behind Hongkew, where, in graceful evolutions and invigorating exercise, the hours are passed till business demands a return to the Settlement. More lasting than the fleeting pleasure of skating, however, we may expect from the present severe frost to have a good supply of ice against the next hot season, of a quality superior in purity and power to that we usually obtain from local sources.

A report of the working of the recreation fund from April, 1872, to October, 1873, has been issued. The assets of the trust are valued at Tls. 38,029, and the liabilities at Tls. 1,409, besides a disputed sum of Tls. 174. The income for the year is estimated at Tls. 9.545, and the expenditure at Tls. 6,045, leaving a surplus net income of Tls. 3,500. The report will give some impression of the trouble which has been taken by the honorary secretary, Mr. Groom, in managing the affairs of the trust; and the public, who are so much interested in it will, we are sure, fully endorse the following passage in a letter from the trustees, acknowledging the receipt of the report which we subjoin:—"We feel that it has been mainly owing to your exertions that the fund now under the control of the trustees was rescued from the jeopardy in which it was placed by the depreciation of the property in which the capital was originally invested, and to your subsequent care that the income has been brought into its present satisfactory position. As a slight acknowledgement of your services in this respect, which have been extended over a period of nearly six years, we beg your acceptance of the accompanying cheque for Tls. 500, and we request you will provide yourself with such suitable testimonial as you may deem most acceptable."—The fund is in fact not only free from encumbrance (except the mortgage of Tls. 27,500 on the Club building), but in possession of an income which may be very usefully applied.

The S. S. N. Co.'s steamer *Plymouth Rock*, which left for Hankow on the 31st Dec., returned to Shanghai on the 7th Jan., in tow of the *Hirado*, having been disabled by an accident to her rudder. The steamer had nearly passed the crossing at Olyphant's Island in safety, sufficient water having been found to warrant the attempt, when she got aground. The *Honan* was in attendance, and having received some of the *Plymouth Rock's* cargo, helped her to get off, but as the *Plymouth Rock* was backing astern her rudder struck one of those humps of mud which suddenly form or are deposited in the Yangtsze, and of which no trace had manifested itself as the steamer passed over the same spot the previous day. By this accident she was disabled, and as she slewed round she was held by the obstruction. Her cargo was transhipped into the *Honan*, which took it on to Kiukiang. The *Plymouth Rock* is reported to be uninjured as regards her hull, while the damage her rudder has sustained, though disabling the vessel for the time, is not believed to be of a nature to require that she should be docked.

The Pacific Mail Company announce that their contract with the Pacific railroads, for the conveyance of through freight from China and Japan, has been cancelled; but that they will in future give through bills of lading for New York *via* Panama. A steamer will be despatched from Hong Kong to Panama once a month, touching at Yokohama and San Francisco; the Shanghai connection with the main steamer at Yokohama being maintained as before.

The *Loonghwa* passenger boat has been upset and sunk near the mouth of the Pagoda creek, during a heavy blow by collision with a Minhong cargo boat. The passengers saved themselves by swimming ashore. Some of our readers may not be aware that Chinese passenger boats, from all the considerable villages in the neighbourhood, ply daily to and from Shanghai; starting and returning with the tide as this suits.

A very sad accident has happened on board the tug *Fokelin*, resulting in the death of the mate, Henry Anderson. The *Fokelin* had been outside, cruising in quest of employment, and meeting with the mail steamer *Delta*, which had that day picked up the castaway crew of a junk, was directed where to fall in with the wreck. When it was found, Anderson and a Chinaman went off and fastened a hawser to it, but in returning to the tug their small boat was capsized by the heavy sea running, and they were in a position of great peril, hanging on to the boat for some time before they could be picked up, while the enterprise in which they were engaged had to be abandoned. Anderson in a short time declared himself recovered from the effects of his immersion in the chilly water and resumed duty in the wheelhouse. While he was momentarily leaning from the doorway, a sudden lurch caused him to lose his footing and fall with considerable force against the rail, on which his head struck, behind the ear. He was assisted to a berth, and as grave symptoms manifested themselves, all speed was made to reach Shanghai and obtain medical assistance. On the return of the tug, Dr. Macgowan was called, but the unfortunate man was past the reach of medical aid, death from concussion of the brain occurring very soon after his arrival here.

HONG KONG.

Our advices by the present mail extend to the 15th Jan.; no later mail from London had arrived out.

The Hong Kong *Daily Press*, remarking upon the subject of the proposed essays on the British Opium Policy and its results, says:—

"It is clear that the object which the prize-givers have in view is to obtain a condemnation of the opium policy, and that it will be hopeless for any to enter the lists who are not prepared to take up this side of the question. The subject, however, has been so well discussed that it is little likely that anything new can be advanced upon it on either side. If, however, it is desired simply to arrive at the facts connected with the subject, this can be done with the greatest ease by simply perusing the evidence which was given before the Select Committee on the Indian Revenue in 1871. The points which have, however, been urged most persistently against the opium traffic, is that Great Britain was responsible for introducing the trade into China, and that but for foreign opium being imported the use of the drug would discontinue. Both these statements are, however, clearly proved to be contrary to fact."

It is beyond question that long before any foreigner placed his foot on the coast of China a steady trade in opium had been conducted between China and India over the borders, and that the cultivation of the poppy has been going on for ages in many provinces of China itself. Speaking of the action of the Chinese authorities, who propose to encourage the cultivation of opium, should there be any attempt made to stop the foreign trade, the *Daily Press* says:—"In the face of such facts as these it is impossible not to feel that the whole subject has been much misrepresented and misconceived from the first; that opium is by no means so injurious as is imagined; and that certainly foreign nations are not responsible for its consumption in China, so that there can be no valid reason for the British Government putting down a valuable source of revenue in India. The only effect of so doing would be to largely increase the cultivation in China, and to place in the hands of the Chinese officials the taxes which we might fairly collect ourselves in India."

Notice is given that an extraordinary general meeting of the shareholders of the Canton Insurance Company will be held at the offices of the Company, for the purpose of passing a special resolution for the formation of a reserve fund, and also to consider a proposal having reference to the mode of dealing with such reserve fund.

An elaborate report has been issued by Mr. Price, the Surveyor-General to the Colony, for the best method of supplying Hong Kong with water. Mr. Price recommends that water should be collected in a reservoir at the Tytam valley, and he propounds a scheme for the construction of the necessary works, the cost of which he estimates at £302,147.

Ordinance No. 10 of 1873, to amend the Chinese Emigrant Ship Ordinance of 1873, has been approved by Her Majesty.

The chief mate, second mate, carpenter, sailmaker, cook, and

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fifteen of the crew of the American ship *Charger* have arrived in the Chinese steamer *Aden*.

A notice has been issued by the Tung-wa Hospital Committee calling upon the native residents to send and take away a number of dead bodies which have been forwarded to them from Shanghai, and elsewhere, to be returned to their native places.

Another case of kidnapping has been brought under the notice of the authorities. Foo-a-shing, gardening coolie at Wong-nei-cheong, was charged by Lee-chu-tok, also a Government gardener, with kidnapping his nephew, Lee-tam-sing, to Macao, on the 21st November last. After hearing some evidence the inquiry was adjourned.

The case in which Wong-a-cheong, who described himself as owner of a mandarin cruiser, stationed at Macao, charged one Ng-a-cheong with kidnapping his clansman to Macao, came on again to-day, when Inspector Gair asked for a further remand.

PHILIPPINES.

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MANILA.

By the Manila papers no further particulars appear regarding the operation of the Spanish squadron in Sulu waters. The pirates contrive to elude the vigilance of the cruisers.

The *Diario de Manila* states that a private company has applied to the Colonial Department in Spain for a concession for the purpose of lighting Manila with gas. The conditions are not known, but are said to be confined to the lighting of the walled portion of the city.

During 1873 the approximate value of the exports from Manila, Cebu, and Ilo Ilo amounted to $16,753,614, against $16,732,240 in 1872.

The Swedish steamer *August Leffler*, Bjorck, from Singapore, put into Manila Roads to take in a supply of coals; she afterwards continued her voyage to Swatow, Amoy, and Ningpo.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail extend to the 23rd Jan.; the French mail from London Dec. 19 arrived out on the 22nd Jan. The following items are from the *Straits Times*:—

Admiral Sir Charles Shadwell landed officially at Dalhousie pier under a salute of nine guns from Fort Canning and a guard of honour of the 10th Regiment; he was received on landing by the Hon. Colonial Secretary. His Excellency the Governor's Aide-de-Camp and a number of officials, foreign consuls, and residents were present. He is guest at Government House.

The exact results of Sir Andrew Clarke's expedition to Laroot and Perak have not yet transpired. What Sir Andrew Clarke has done is to secure for the Rajah Muda of Perak the acknowledgment and submission of the Muntri of Laroot and of all the native rajahs and head men of both, and to have him crowned as Sultan in their presence, thus putting an end for ever to the hereditary differences which have existed there so long. The Rajah Muda, or Sultan as he is now termed, has on his part entered upon a treaty with us, allowing a British resident to be appointed to his capital, with an assistant resident at the capital of Laroot, and he also agrees that the revenues of his country shall be collected by the British Government, which will put an end to the petty oppression of which we have heard so much. The Chinese societies in Laroot have all been disarmed, and substantial security to the extent of $50,000 obtained for the preservation of the peace. The Muntri of Laroot has agreed to pay all the expenses of the expedition. The foreshore opposite the Dindings, concerning which there has existed an old dispute, has, we further hear, been conceded to us by the Sultan.

In the Supreme Court the Chief Justice has delivered judgment in the actions against the Siamese steamer *Chow Phya*, which have been pending in Court for some time past. The decisions are important, involving some very nice points of law as applied to foreign ships. It was given against the ship in one case and in her favour in another.

We learn that the N. I. S. N. Co.'s steamer *Lieut.-Gen. Kroesen*, which has been plying for some time past between Singapore and Macassar, *via* Samarang and Sourabaya, has been laid up at the latter port for repair. In consequence, the company have chartered the steamer *Fenelon* to replace her on this line until the repairs are completed.

The following is from the Batavia *Handelsblad*:—

"We are informed that from the British ship *Tamerlane* 8,000 half-chests of undamaged tea have been saved; salvage operations are being steadily continued. We hope that this new mishap may induce the authorities concerned to carry out, as speedily as possible, the plan that has been formed for the purpose of building a lighthouse on Gaspar island."

The official report of the loss of the *Aeroliet* runs as follows:—

"According to a telegram from the Resident of Sourabaya, the Netherlands barque *Aeroliet*, lying in that roadstead, has been totallly destroyed by fire, in consequence of the explosion of gunpowder forming part of her cargo. By her being sent to the bottom two other vessels were in time prevented from sharing the same fate. Amongst the cargo of the *Aeroliet* were 1,000 pieces of Government tin, and f.40,000 in specie belonging to private persons."

Commercial Report.

(For dates see first page.)

IMPORTS.

SHANGHAI.—Business had been insignificant in extent—far short of that usually booked at this season of the year. For this the holidays were partly accountable, but the principal cause was the action of the native bankers, who by their refusal to countenance other than men of undoubted credit, had effectually prevented the customary speculation and confined the trade within more legitimate and more satisfactory bounds. To merchants of good standing money was cheap in the native market, but few such required facilities or rather care to speculate until they can see more clearly how the native New Year settling time is to pass over. Of 8¼ lbs. Grey Shirtings the settlements for the fortnight were under 60,000 pieces, against upwards of 200,000 pieces last year, but holders were raising their prices for good to best cloth. Collie's Lions were not now obtainable at Tls. 1.97, and for one of Dewhurst's best chops Tls. 2.03½ was refused. Amongst the sales registered were Mendel's Hand and Branch at Tls. 1.97, Pillars at Tls. 1.92, and Horse and Jockey at Tls. 1.95; Collie's Lion and Eagle at Tls. 1.97 nett. Dewhurst's Red Pheasants at Tls. 1.94, and their best Eagles at Tls. 2 nett. 7 lb. saleable only at very low rates; Tls. 1.51 to 1.54 for common, and Tls. 1.66 for Collie's Lions. For 6 lbs. there was scarcely any demand, but an enquiry had sprung up for heavy Shirtings, and business resulted at full previous quotations. In White Shirtings no movements were recorded, but about 19,000 pieces of 7 lb. T-Cloths Mexicans had found buyers. Prices, however, were very low, and must show a heavy loss on cost; Tls. 1.32 to 1.35 for Ship on Globe; and Tls. 1.35 for Stewart's Lion and Flag. Drills: The course of the market was still downwards; good 14 lb. English, Tls. 2.25. In Jeans no business had taken place. Of Fancy Cottons only a few Gentian Shirtings at Tls. 2.50 per piece, some 2¾ lb. Turkey Reds at Tls. 1.90 per piece, and a small parcel of Black and Gentian Brocades at Tls. 2.65 to 2.90 were reported. Turkey Red Shirtings of the lighter weights were asked for. Woollens: Nothing done in any article saving Scarlet Long Ells, and demand for them not brisk, being choked off by high prices demanded. C.P.H. chop, Tls. 7.25 and Tls. 7.10 declined for H.D.B. quality. Metals and Coals without alteration.

FOOCHOW.—The only business done had been comprised in the sale of 500 pieces T-Cloths at $1.90 per piece.

MANILA.—There had been no change in our market for Plain Staples, and quotations remained unaltered. For Coloured goods of suitable styles a fair demand existed.

EXPORTS.

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TEA.

SHANGHAI.—*Black:* Only one chop had been settled, and there had been no further arrivals. Settlements, 153 chests at Tls. 15.75. Stock, 2,200 chests. *Green:* Purchases continued for America at fully former rates. The stock had become small and contained few really desirable parcels. Teamen were firm with country Teas, but holders of Pingsueys were anxious to sell, without, however, leading to any extensive purchases. Settlements for the week—Fychows, Moyunes, &c., 8,942 half chests, Tls. 26 to 39; Pingsueys, 1,058 half-chests, at Tls. 23 to 30; Shanghai packed, 302 half-chests, at Tls. 25½; Total 10,302 half-chests; Stock 26,300 half-chests. Export to Great Britain to date (lost cargoes included)—

	1873-1874.		1872-1873.
Black	63,053,105 lbs.	against	64,689,969 lbs.
Green	8,092,570 „	„	9,467,331 „
	71,145,675 „	„	74,157,300 „

FOOCHOW.—A large business had been done in Oolongs, and stocks of all kinds were reduced to a small compass. *Congou.*—Settlements 4,500 chests at Tls. 3 to Tls. 16, showing rather worse value. Arrivals, 300 chests; the quantity still to come to hand was not expected to exceed a few hundred chests. *Souchong.*—Settlements 300 chests at Tls. 15¾ to Tls. 19. Arrivals, nil. *Oolong.*—Settlements 25,700 half-chests at Tls. 16½ to Tls. 17½, showing great irregularity but generally establishing an advance of one tael. Arrivals nil. Export of all kinds to Great Britain and the Continent of Europe to date: Season 1873-74, 51,396,558 lbs., season 1872-73, 51,482,069 lbs.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¾d. to 4s. 3d.	4s. 3¼d. to 4s. 3½d.	4s. 3¼d.
Shanghai „	5s. 8¾d.	5s. 8¼d.	5s. 9d.
Canton „ ...	4s. 3d.	4s. ¼d.	4s. 3¼d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Manila „	4s. 1d. to 4s. 1½d.	4s. 1½d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 303½ to 305	232
„ Hong Kong	25⅝ to 26¼ dis.	—
Bar silver	Tls. 111.3.5	8¼ prem.
Mexican dollars	„ 73.9.0	1 prem.

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SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 49½ per cent. premium.
Hong Kong Gas Company, $70 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 56 per cent. discount.
Hong Kong and Macao Steamboat Company, 29½ per cent. premium.
Hong Kong Fire Insurance Company, $357½ premium.
Union Insurance Society, $500 premium.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $16 premium
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 4 per cent. prem.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1873, to Jan. 7, 1874 ...	—	69298899	47654235	361183	14852490	131166837	39546
From June 1, 1872, to Jan. 7, 1873 ...	—	73110170	49442196	104023	19937433	142593882	51468

Shipments since last report, and included in above total :—

Dec. 24	per Nestor (str.)	From Canton	...	103,380	
— 25	... Nizam (str.)	... Shanghai, &c.	...	173,266	591
— 26	.. Lucerne	... Foochow	...	798,499	
Jan. 1	... Hooghly (str.)	... Shanghai, &c.	...	—	402

TO THE CONTINENT.

		Bales.
From June 1, 1873, to Jan. 7, 1874...	8325324	21915
Do. do. 1872, to Jan. 7, 1873...	—	20417

Shipments since last report, and included in above total :—

Dec. 25	per Nizam (str.)	From Shanghai, &c.	...	—	465
Jan. 1	... Hooghly (str.)	... Do.	...	—	923

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1873, to Jan. 7, 1874...	35339328	3926
Do. do. 1873, to Jan. 7, 1873...	51152060	7500

Shipments since last report, and included in above total :—

Dec. 8	per China (str.)	From Yokohama	...	430,939	7
— 18	... Nizam (str.)	... Shanghai	...	123,114	
— 18	... Oberon (str.)	... Amoy	...	339,078	
— 20	... Eme	... Foochow	...	896,070	
— 22	... C. R. Bishop	... Shanghai	...	1,070,101	
— 23	... Silver Eagle	... Do.	...	998,273	
— 24	... Hooghly (str.)	... Do.	...	137,409	
— 25	... Nizam (str.)	... Do.	...	—	29
— 25	... Glamorganshire	... Amoy	...	224,912	
— 25	... Pacific Mail	... Do.	...	19,304	
— 27	... Yarra	... Do.	...	383,141	
Jan. 1	... Hooghly (str.)	... Shanghai, &c.	...	—	6
— 2	... Vasco de Gama (str.)	... Amoy	...	19,201	

TO AUSTRALIA.

From June 1, 1873, to Jan. 7, 1874...	...13,488,164
Do. do. 1872, to Jan. 7, 1873...	...15,157,913

Shipments since : None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,80'	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

TEA CARGOES AFLOAT.

Sailed.	Name.	From	Cargo—lbs.
Oct. 18 ...	Laurel	Shanghai ...	847,300
„ 22 ...	Leucadia	„ ...	1,316,000
Sept. 19 ...	Lord Macaulay	Foochow ...	1,138,700
Nov. 18 ...	Carmarthenshire	„ ...	1,094,700
Dec. 5 ...	Melbrek	„ ...	1,169,700
„ 26 ...	Lucerne	„ ...	798,500
Dec. 7 ...	Lothair	Canton ...	738,200
„ 11 ...	Sunda (str.)	„ ...	108,000
„ 25 ...	Nizam (str.)	„ ...	173,300

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Dec. 31, Cheops (str.).

At SHANGHAI.—From London, Jan. 5, Braemar Castle (str.), Feb. 13, Miako; from Liverpool, Priam (str.); from New York, Dec. 31, Gentoo.

At HONG KONG and CANTON.—From London, Feb. 13, Glenartney (str.).

At MANILA.—From Liverpool, Jan. 1, D. Feliciana; from Newcastle, Dec. 26, Dauphin.

At SINGAPORE.—From Liverpool, Jan. 20, A. H. Willie; Feb. 18, Patroclus (str.); from Cardiff, 22, G.B. Repetto; from Hamburg, Feb. 18, Galatea (str.).

DEPARTURES.

From SHANGHAI.—For London, Jan. 6. Deucalion (str.); for New York, 3, White Adder.

From MANILA.—For Liverpool, Jan. 4, Nola; 31, Irurac Bat, via Cadiz.

LATEST TELEGRAMS.

THE WAR IN SUMATRA.

THE HAGUE, FEB. 18.—The Government has received the following official despatch from Atchin, dated the 14th inst. :—"On the 12th inst. we captured a fort constructed by Toekoenante against our ally Toekoenek. Our losses were three killed and thirteen wounded. The occupation of this fort had a political and strategical object. Toekoenante took to flight. Cholera is decreasing."

SINGAPORE, FEB. 19.—The Netherlands Consul-General announces that the forts of the hostile chiefs have been captured by the Dutch troops with a loss of three killed and thirteen wounded. The Dutch artillery are leaving Atchin with a portion of the troops. The troops remaining will fortify the mosque of the Kraton. It is reported that the Dutch blockade of Atchin will continue during the next monsoon.

PENANG, FEB. 20.—The *Penang Gazette* publishes a rumour asserting that the Dutch troops had a smart engagement with the Atchinese on the 15th inst. The Dutch are stated to have suffered heavy losses in killed and wounded, including several commissioned officers. The loss of the Atchinese was unknown.

POLITICAL TROUBLES IN JAPAN.

YEDO, FEB. 19.—Serious political troubles in Japan are anticipated. Iwakura, the Prime Minister, has tendered his resignation, which has been refused. The people clamour for war against Korea, and this or a civil war is deemed inevitable.

NAGASAKI, FEB. 20.—A serious insurrection has broken out in the district of Hizeu. The insurgents have destroyed the land telegraph lines.

NAGASAKI, FEB. 21.—The situation here is considered critical. The Saga Rebels are reported to be very close to Nagasaki, and the foreign residents have made preparations to leave in the men-or-war. The Government party is weak.

(TIMES CORRESPONDENT'S TELEGRAM.)

SHANGHAI, FEB. 21.—A serious insurrection has broken out in Japan. Nagasaki is menaced. The people want a war with Korea. The Ministry have tendered their resignation, but it has been refused.

MARKET REPORT.—CHINA.

SHANGHAI, FEB. 18.—The markets are closed, owing to native holidays.

HONG KONG, FEB. 20.—The markets are closed, owing to holidays, until the 23rd inst.

HONG KONG, FEB. 22.—Markets closed until to-morrow, owing to holidays. Total settlements of Tea from 1st June to date, at Foochow, 700,000 chests, at Canton, 250,000 boxes; stock, at Foochow, 1,000 chests, at Canton, 30,000 boxes; total export (from China and Japan) since commencement of the season, 139,250,000 lbs., against 147,750,000 lbs. to corresponding date last year. Total export of Silk (from China and Japan) since commencement of the season to England, 40,000 bales, against 52,000 bales last year; to the Continent, 23,000 bales, against 22,000 bales last year.

STRAITS SETTLEMENTS.

SINGAPORE, FEB. 18.—Little business doing, owing to the Chinese holidays. Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7 lbs., $2.2½; T-Cloths, 6 lbs., ordinary, $1.50. Gambier, $5.22½. Pepper: Black (Singapore), $14.50; White (Rhio), $16.50. Tin (Malacca), $29.50. Coffee (Bonthyne), no supplies. Exchange on London: Bank bills, six m.s., 4s. 3⅝d.

PENANG, FEB. 21.—Tin, $28. Pepper: Black, $15; White, $22. Sugar, No. 1, $6.50; No. 2, $3.90; No. 1 basket $2.85. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.42½; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3½d.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, FEB. 21.—The Messageries Maritimes steamer Tigre, with the inward French mail from China and Japan, arrived here to-day at 3 P.M. She brings 62 passengers and a general cargo, including 279 bales of silk, 4,388 packages of tea, and 239 packages of sundries, for London, which part of her cargo will be forwarded to its destination per company's steamer Gange, due in London on or about the 5th of March.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, FEB. 19.—The P. and O. steamer Sunda, with the India, China, and Australian heavy mails, left here this morning for Southampton, where she may be looked for on Monday evening, the 23rd inst. Experienced strong head winds. All well.

NEXT INWARD MAIL.—SUEZ, FEB. 22.—The P. and O. steamer Indus, from Bombay, arrived at 5 P.M. yesterday, and the Hindustan, from Calcutta, at 11 A.M. to-day, with the India and China mails.

INWARD MAIL, DUE MARCH 19.—GALLE, FEB. 19.—The P. and O. Company's steamer Pera, from Australia, and the Avoca, from China, arrived here to-day with the homeward China and Australian mail. The Cathay leaves for Suez to-morrow. Australian gold for Europe £270,000.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, FEB. 17.—The P. and O. Company's steamer Pekin, from Southampton, 12th inst., arrived here at 4 P.M., and left at 7 P.M. to-day for Alexandria. Experienced heavy weather. All well.

OUTWARD MAIL OF JAN. 9.—HONG KONG, FEB. 18.—The P. and O. mail from London Jan. 9 arrived here to-day.

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SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 18, off Dungeness, from Batavia, for Rotterdam, A. C. Meyer; 9, at Cardiff, from Galle, Resolve; 18, at Texel, from Cheribon, Anita Garibaldi; 17, at Zierikzee, from Java, for Rotterdam, Henry Adriana; at New York, from Batavia, Atlantic King; 18, off Beachy Head, from Java, Light Brigade; 20, at London, from Batavia, Maassluis; 21, from Penang, Johanna Margaretta; from Moulmain, Prince Rupert; 20, at Falmouth, from Samarang, Assunta; from Sourabaya, Mary Goodell; 19, at Bristol, from Java, Mio; 18, at Texel, from Batavia, Amelia; at Brouwershaven, from Batavia, Emma; at New York, from Batavia, Herald; at Boston, from Manila, Bunker Hill; 21, at London, from Akyab, Nina Barabino: at Falmouth, from Batavia, Arbutus; off the Lizard, from Saigon, Freya; from Rangoon, St. Helens; 19, at Brouwershaven, from Batavia, Salatiga; 9, at San Francisco, from Hong Kong and Yokohama, Vasco da Gama (str.); from Hong Kong, Ringleader; at New York, from Foochow, Inverness; 20, from Foochow, Denbighshire; 22, at Queenstown, from Maulmain, Golden Age; from Maulmain, Tivoli; 20, at Greenock, from Batavia, India; at New York, from Amoy, Conqueror.

DEPARTURES.—Feb. 18, from Cardiff, for Hong Kong, Elizabeth Dougal, Golden Spur; 19, from Liverpool, for Hong Kong, Waltikka; 18, from London, for Singapore, Atma; Feb. 19, from Shields, for China, Frances; 18, from Sunderland, for Singapore, John George; 21, from London, for Colombo, &c., Navarino (str.); for Singapore (via Swansea), Lennatar; 14, from Barcelona, for Manila, Emiliano (str.); 19, from Dover, for Singapore, Alcestes.

CASUALTIES.—Dover, 19th Feb., 12.7 P.M.—A full-rigged Dutch ship, laden with coffee and sugar, is ashore at No. 1 Battery; she went on this morning at the top of high water; 19th Feb., 6.25 P.M.—The Maassluis got off without assistance, excepting that of the coastguard, and has engaged the tug Rescue to tow her to Bremerhaven; the tug is now taking in extra supplies of coal at the pier here, and proceeds immediately. Mauritius.—Aden, 18th Feb., 2 P.M.—The Rainbow, which put in here damaged, has been repaired and will reship cargo; cost of repairs estimated at £1,600. Grimsby, 19th Feb.—The Verena (barq.), of Sunderland, for Singapore, was ashore on Sand Hale, but got off and proceeded.

MISCELLANEOUS.—At Mauritius.—Jan. 19, Ploermel, from Tamatava; Feb. 3, Mille Jonnes, from Singapore; Jan. 30, Portnichet; Feb. 3, Rene; and both sailed for Galle; Francois Felix Behard, and sailed for Saigon. At Port Said.—Feb. 20, J. C. Stephenson (str.), from London, for Colombo.

STEAMERS PASSED THE SUEZ CANAL.—Feb. 20, Eldorado, Vanessa, both from London, for Colombo; Cassandra, from London, for Singapore, China, &c.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

COOK—On the 31st Dec., at Yokohama, the wife of H. L. Cook, of a son.

GILLINGHAM—On the 13th Dec., at Hiogo, the wife of J. Gillingham, of a son.

HUNT—On the 18th Dec., at Nagasaki, the wife of H. J. Hunt, of a daughter.

JOHNSON—On the 1st Jan., at Shanghai, the wife of Francis Bulkeley Johnson, of a daughter.

JOHNSTON—On the 20th Jan., at Bukit Tunggal, Singapore, Mrs. Alexander Johnston, of a son.

LEMARCHAND—On the 3rd Jan., at Shanghai, the wife of F. W. Lemarchand, of a son.

PUGH—On the 11th Feb., at Hankow, the wife of William Pugh, of a daughter.

MARRIAGES.

BARBER—MAXTON.—On the 24th Dec., by licence, at St. James's Cathedral, Melbourne, by the Rev. M. H. Becher, assisted by the Rev. Lord Charles Hervey, Lieut.-Colonel W. Barber, H.M. Madras Army, to Janet Robertson, daughter of the late Peter Maxton, of Greenock.

HANDY—CARNIE.—On the 17th Feb., at St. Peters, Bayswater, London, by the Rev. J. Robbins, D.D., John Alexander Handy, of New Brighton, Cheshire, formerly of Hankow, to Emma Mary, fourth daughter of Charles Carnie, of 21, Dawson-place, Bayswater, late of Singapore.

MOSS—STANLEY.—On the 3rd Jan., at H.B.M.'s Legation, Yokohama, Charles D. Moss, of Cirencester, Gloucestershire, to Ellen Jane, youngest daughter of the late H. E. Stanley, of Stourport, Worcestershire.

SMITH—SMITH.—SMITH—SMITH.—On the 17th Feb., at St. Philip's Church, Sydenham, by the Rev. R. M. Smith, father of the bridegroom, Henry Smith, of Rock Ferry, Cheshire, to Rowena, eldest surviving daughter of John Smith, Lorne Villa, Longton-grove, Sydenham; also, at the same time, by the Rev. F. R. Smith, curate of St. Paul's, Stratford, E., and brother of the brides, G. Mackrill Smith, of Canton, to Emily Mary Anne, youngest daughter of John Smith.

STEWART—MILLER.—On the 17th Feb., at All Saints' Church, Upper Norwood, by the Rev. J. Watson, M.A., Thomas Stewart, Oriental Bank Corporation, second son of Dr. T.W. Stewart, of Athole Bank, Perthshire, N.B., late of the H.E.I.C.S., to Mary Ann, only child of the late George Miller, London-road, Bishop's Stortford, Herts.

DEATHS.

ANDERSON—On the 4th Jan., at Shanghai, Henry Anderson, aged 28 years.

MCLANE—On the 13th Feb., at Nice, France, Ariadne, wife of Allan McLane, of New-York.

VIVIAN—On the 12th Feb., at Torquay, John Brabazon Vivian, Commander R.N., second son of Lord Vivian, aged 37.

Miscellaneous.

THE CHINESE IN AUSTRALIA.

The Times correspondent gives an account of a riot that occurred at Clunes, owing to the determination of the Miners' Association at that place to shut out the competition of Chinese labour. The owners of the Lothair Mine at Clunes had spent large sums in labour and machinery without getting dividends, when their miners began to claim exceptional indulgences which the company were not in a position to concede. They wished work stopped from three o'clock on Saturday to seven on Monday; to work only eleven "shifts" every fortnight, but to be paid for twelve, and, if called upon to work on an emergency after the hour for leaving off on Saturday, to get double pay for that "shift." The miners struck for these terms, and the mine was unworked for about three months, during which the directors were looking out for labour and found many who accepted the company's conditions, but these were induced to break their engagements by the Clunes Miners' Association. As a last resource, the directors engaged a number of Chinamen, who would not be subject to the same influences, and, expecting an attempt at intimidation, obtained an escort of police for the coaches in which the labourers were to be driven to Clunes. The miners, who had received information of the expected arrival, threw up a barricade across the road which the coaches had to pass and turned out in force to defend it, armed with axes, picks, and other weapons which came to hand. As the coaches approached they were met by a volley of stones, and the police, who gallantly attempted to force a passage, were driven back by overwhelming numbers, some of them seriously hurt. The Chinese were glad enough to make their escape, and would have no more of Clunes, so the miners gained the day.

The *Melbourne Age*, which cannot afford to risk its popularity with the miners any more than the Government, finds an excuse for the outrage in what it calls the improper interference and partiality of the police in "taking the side" of the Chinese from the first, which, in view of the facts, is about as reasonable as it would be to charge the police with "taking a side" in protecting a child against a mob of ruffians. Indeed, the police appear to be the only people who have done their duty in the matter.

THE PLUNDER OF THE SUMMER PALACE AT PEKING.—The question of the Civil List of Napoleon III., about which so much has been said, seems likely to end in a compromise. A certain sum, probably about £60,000, will be given for the disputed collections. With respect to the Chinese Museum, a curious point of discussion has arisen, which is understood now to constitute the chief obstacle to a final settlement. That collection was made by the army; in other words, it is a selection from the plunder of the Summer Palace and from the general booty of the campaign in China. The question is whether the presents made to the Empress by that army were offered to the Sovereign or to the woman. It has not been a common custom with armies to present tithes of their spoils to their Sovereign. It appears that the Empress was very generous to the troops employed in China, and sent them large quantities of lint, brandy, cigars, and other necessaries and comforts, paid for out of her own pocket. So her advocates say that the princely gift was a token of gratitude to the charitable woman. The Commission inclines to think that an army could make such a present only to the Sovereign, and in this latter case, the Sovereign being deposed, it belongs to the country. It is thus a very nice question, but it is expected to be settled in favour of the Empress, since it would not comport with the dignity of a great country to show itself too rigorous and exacting in such a matter.

THE *Weekly Review* says:—Native Christian chapels have been so far constructed along the two thousand miles of the sea-coast of China that for eight hundred miles of that coast a traveller might put up at a Christian chapel each night of the journey. We learn by a recent mail that the Rev. Mr. Corbett, an American missionary, in a tour he has just made in the Shantung Province, extending over two months, baptised about one hundred adults, and about sixty children of believers. Those who know Mr. Corbett, says the correspondent, will feel assured that he is not a person to be carried away by a tide of enthusiasm, or to receive persons into the Church on superficial evidence. There seems to be a genuine work of grace in the rural districts of the Shantung Province, where the truth has been made known. These persons are drawn to the Christian standard by no hope of support or emolument. On the other hand, they encounter reproach and persecution that often affects their business as well as their social standing.

THE *Athenæum* says:—From a letter from the Abbé Armand David, dated Kiang-si, and addressed to a member of the Paris Geographical Society, we learn that this traveller, in his journey through China, has discovered that the river Hangkiang, the very name of which was until lately unknown, is by no means an insignificant stream, but, on the contrary, an important highway of commerce, traversed by vessels of every size. The lower part of the river is wide, but studded here and there with sandbanks. The remainder of the stream is navigable, but the rapids are numerous, and rocks are not unfrequent. Coal was seen to exist in two places in the south-east of Shansi, and in the north-east of Houpe. The town of Kien-tchang-fu, about three leagues off, is well provided with coal, as, indeed, are all the towns passed by Père David from Kiu-kiang up to Kiang-si. He intends to finish his tour by a journey along the eastern parts of Kiang-si, and perhaps by a visit to Fo-kien.

A PAPER on Buddhism was read by Mr. Beal, at Plymouth, last week. A translation has recently been made by this gentleman of the Abhinesh Bramana Sutra (Fo-pen-hing-tsi King), a work that contains the original life of Buddha. This book forms one of the Chinese Buddhist books in the library of the India-office, and is regarded as a valuble authority upon the subject of the origin and development of the Legend of Buddha.

MESSRS. AITKEN AND MANSEL have launched from their yard on the Clyde a handsome screw vessel of 2,400 tons gross register, named the *Glamis Castle*, and built to the order of Messrs. Thomas Skinner and Co., for their Castle Line of steamers, employed in the India and China trade, *via* the Suez Canal. The machinery, of 300-horse power, will be fitted by Messrs. Rait and Lindsey, Cranstanhill.

The P. and O. Company's steamer Sumatra, Captain J. Orman has sailed from Southampton for Venice, to relieve the Malta on the Brindisi and Alexandria line, the last-named vessel requiring repairs.

MR. R. G. WATSON, late Secretary to Her Majesty's Legation at Yedo, is appointed Secretary to the Legation at Washington.

THE Rev. James Carson, a licentiate of the Presbytery of Ahoghill, has been appointed missionary to China.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 17.

At the last sitting of the Bundesrath the important subject of the paper money with which Germany is inundated came under discussion, and gave rise to a very satisfactory explanation and solution on the part of the Government. The representative of Saxony wished for information as to the steps intended to be taken with regard to calling in and cancelling the Bank-notes and paper money issued by the Governments of the various separate States, in reply to which the Minister of State and Vice-Chancellor Delbruck stated that the grounds of objection which induced the Government last year to postpone any alteration now no longer existed, and that he was prepared to bring forward the discussion on the Bill to be laid before Parliament at one of their next meetings, if so wished for. The Saxon Plenipotentiary expressed himself in favour of losing no more time; and the representative of Baden pointed out that the Southern States had an especial interest in settling the question of the proposed issue of Imperial paper money, because the notes of the South German States were made out in florins, and it would be impossible to prevent the deterioration of their value after the introduction of the new currency, which was expected to take place on the 1st January, 1875. In reply to the Bavarian Plenipotentiary the President Delbruck announced the intention of the Government to lay before Parliament the draft of the Bill for the general regulation of the banks and banknotes in their next session in the autumn. This announcement was received with great satisfaction.

The above-mentioned draft of the Bill for the creation of Imperial paper money runs as follows:—

Art. 1. The Chancellor of the Empire is authorised to issue Imperial paper money *(Reichs Cassenscheine)* to the extent of 3 marks per head of the population by the census of December, 1871, in sums of 5, 25, and 50 marks, and to distribute them to the separate States according to their respective populations.

Art. 2. Every State of the Union is bound to call in all the paper money issued by them and now in circulation by July 1, 1875, at the latest, and proceed to cancel them as soon as possible.

Art. 3. Those States whose outstanding notes exceed three marks per head of their population receive from the Imperial Treasury one-half of such excess as an advance repayable in ten equal annual instalments. These repayments are to be employed in cancelling an equal amount of Imperial Cassenscheine.

Art. 4. Those States that have issued notes of their own are only to employ the Imperial Cassenscheine in exchange for their own, provided that the amount is not more than the above-mentioned proportion to the population.

Art. 5. The Cassenscheine will be taken in payment at their full nominal value at all the public departments of every State of the Union, or exchanged for gold coin at the option of the holder. In private trade no one is obliged to take them in payment.

Art. 6. The business of preparing, printing, and issuing the Cassenscheine is committed to the Prussian Chief Administration of the State Debts, which has also to receive and exchange for account of the Empire defective notes, provided that the missing part is less than one-half. Whether in other cases compensation can be made exceptionally is left to the discretion of the above-named department.

Art. 7. Previous to the issue of the Cassenscheine a notice must be published giving detailed particulars of their appearance, for the general information of the public. The control over the execution and issue of the Cassenscheine will be exercised by the Commissioners for the Imperial Debt.

Art. 8. All further emissions of paper money by any of the separate Governments can only be effected by the passing of an Imperial Act of Parliament.

But the most important and absorbing business of the present short session is that for the reorganisation of the Army, which, according to the Ministerial Bill, will comprise on the peace establishment a force of 401,659 non-commissioned officers and privates, exclusive of commissioned officers and the one-year Volunteers. The army is to be divided into eighteen army corps, of which Prussia and the North German States will furnish fourteen, Bavaria two, and Saxony and Wurtemberg one each. After three years' service the men may be transferred to the *Ersatz-Reserve*, which is formed for filling up vacancies in the line or to strengthen the army, if requisite. In addition to this force, each regiment has its Landwehr Regiment, which is liable to be called out for active service in case of war or mobilisation. Thus the total disposable force in case of necessity that can be placed in the field at a fortnight's notice is a million and a half of fighting men.

In Parliamentary circles at Berlin, the question has been raised what course should be pursued if any of the thirty members for Alsace-Lorraine, which now for the first time is admitted to direct representation in the German Parliament, should get up and make a speech in French if not feeling himself able to express himself adequately in German. There is no regulation in the bye-laws of the House that directly prohibits the use of a foreign language in addressing the Parliament, but the 42nd Section allows members not sufficiently acquainted with German—this has reference to the Polish members—to read off their speeches when written down in German. It is supposed that this rule will apply to the Alsatian members, at all events for a limited period, though practically it would be superfluous, as of course all the members—perhaps with the exception of the eleven tailors, tanners, printers, and locksmiths, who represent the Social Democrats—understand French quite as well as their native German. There is, however, no particular necessity for bringing the question specially before Parliament and settling it by a formal resolution of the House. A much more important question for solution is the attitude to be taken by Parliament if the Alsatian members protest against the forced annexation and make a motion to take the sense of the local population by a general plebiscit. It will depend very much on how the motion is worded, whether the President of the House will deem it admissible at all, or, which is more likely, will refer it to the standing committee to be dealt with by them. This is not such a shadowy subject as the imaginary one about the language above mentioned, for it is well known that the majority of these new members are Particularists and Ultramontanes, opposed to the Government, and anxious for re-annexation to France, though their own sense, if they have any, must tell them that that is entirely out of the question, and can only be effected if the French become victors when they undertake their threatened *guerre de revanche*.

The Foreign-office at Berlin received last year 38,869 political despatches (against 37,906 in 1872), and sent off 42,400, (against 41,500 in 1872). Among those received were 194 from Yedo and 101 from Peking.

The *Gazzeta di Venezia* publishes an Italian translation of the Japanese Press Law of the 19th October last. According to this document all newspapers printed in Japan require a concession, and each number must contain the date and place where printed, together with the names of the publisher and editor. They are allowed to notice, but without a malevolent tendency, extraordinary natural events, conflagrations, wars, commercial intelligence, births, marriages and deaths, advertisements, literary notices, and similar subjects; but they are prohibited from attacking the Government or criticising its acts, discussing the laws, or "confusing the public mind by obstinately comparing native institutions with those of foreign countries to the prejudice of the former." The publisher is bound to give the authorities any explanation they require.

Dr. J. J. Rein, the Frankfort naturalist, who last year made some interesting discoveries in the Atlas Mountains and the Canary Islands, has been engaged by the Prussian Government to make a scientific journey in Japan, and has already gone out for the execution of his mission.

The commander of the German corvette *Nymphe* has sent to the Hydrographical Department of the Admiralty at Berlin a long and interesting account of the capabilities of Chusan and the neighbouring islands of that group, which is now being reproduced in the *Hamburg Börsen-Halle*. The harbour of Tinghai, a town containing 35,000 inhabitants, is praised as having good anchorage, and being roomy and safe, because sheltered from all winds. Provisions and naval stores are good and cheap, wages are low, and merchant vessels are recommended to touch there if they stand in need of repairs or provisions.

Baron von Richthofen, the president of the Berlin Geographical Society, who has gained some celebrity by his scientific researches in China, has been elected corresponding member of the Imperial Geographical Society at St. Petersburg.

Arrivals from the Far East: Mr. and Mrs. L. J. van Diggel, from Batavia; F. Neustadt, from Shanghai; Ritter, from Singapore; August Sell, from Calcutta; R. Steimnetz, George Maltheau, H. Peters, —— Siegfried, and J. F. Rodewald, from Shanghai; Maack, from Batavia; F. Grosser, from Japan; H. Melchers and ——Baller, from Hong Kong; C. Bovenschen, from Hiogo; Hagemeister, from Yokohama; and W. D. Schultze, Austrian Consul, and family, from Ceylon.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, FEB. 18.

The Second Chamber of the States-General re-assembled to-day, and it is earnestly to be hoped that in the next few months something like business may be done. It is a fact, and a lamentable one, that our Liberal party has, since 1869, been in a most abnormal state. Three Liberal Cabinets have successively held the reins of Government, and notwithstanding that they were backed by a majority they have felt themselves obliged to resign office, and undoubtedly the present Ministry would have shared the same if the Atchin war had not formed a buoy to which they could cling. There are some who believe that the decay of the Liberal party is due to a want of talented men, but I think the true reason must be ascribed to the prevailing dislike on the part of the public for economical reorganisations, both here and in Java. There are very wealthy classes in Holland, and in the first place I name the landlords, farmers, and capitalists, who enjoy much higher incomes than they obtained twenty years ago. But the third and fourth class—the clerks and the workpeople—are reduced to poverty, because their incomes do not increase in a ratio with the higher cost of living. And their struggles become every day more arduous because our national capital is not now used to promote trade and industry, but is for the greater part invested in foreign stocks and in financial undertakings abroad. It is almost impossible to find subscribers for any large national undertaking, and the capital for such has to be sought in England. A great fault of our legislators is that they have hitherto permitted the injustice that capital invested in home and foreign stocks should not be taxed whilst home industry is subjected to a heavy income-tax. Pecple grumble because the Liberals on their accession to power promised to abolish several obsolete and unjust taxes; promised a reorganisation of our means of defence and of our army; a Reform Bill and several other important reorganisations, promises for which we have waited in vain for fulfilment. If this should continue it is more than probable that the days of our Liberal Government are numbered. The result of the incidental elections which have just taken place clearly proves that the Liberal party is losing ground. For instance, Mr. H. C. Verniers van der Loeff is again in the minority at the election for the district of Gouda. He only obtained 985 votes, whilst Mr. M. Bichon van Ysselmonde obtained 911, and Mr. H. J. van der Heim 686 votes. Both these gentlemen being anti-revolutionists it is more than probable that the Liberal candidate will be finally ousted by the representative of the Orthodox party, Dr. A. Kuyper, who has at last accepted the seat to which he was elected.

The day before yesterday a meeting was held at Utrecht to promote the interests of the establishment of a college at Batavia. An amount of f.500,000 is wanted for this purpose, and Amsterdam has already contributed f.160,000.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 23, 1874.

THE ATCHIN WAR.

FROM the telegrams received it appears certain that there has been a vast number of deaths from cholera amongst the Dutch Expeditionary forces; next we are confirmed in our opinion that General VAN SWIETEN and his colleagues have created much distrust and ill-feeling by stopping all information except such as they choose to disclose through their own official channels; petty successes are thus magnified into triumphs, and all damaging intelligence is suppressed. We learn in addition to these particulars that the Dutch have endeavoured to combine diplomacy with warfare, and have all the while been pressing advantageous (or what they themselves please to deem advantageous) overtures on the Sultan for his acceptance. This course is far from statesmanlike. Holland would attain her ends best if she refrained from putting forward her terms of peace until her soldiers had inflicted a crushing blow. This blow has not yet been struck. In spite of the fall of the Kraton the Atchinese still keep the field, and "the result considered to have decided the war" (we quote from the telegram of Jan. 24) seems to have left VAN SWIETEN with his task but half accomplished. Inland the Sultan's dominions are "extensive, mountainous, and thickly wooded;" and military opinion is that the Dutch troops, unless largely reinforced, would be utterly inadequate to follow the enemy into the unknown fastnesses of the interior.

But if our information as to the condition and prospects of the Dutch is scanty, our knowledge, on the other hand, of the state of affairs among the Atchinese rests wholly on the reports conveyed by spies, and upon rumours contradictory and confused. Thus, the scouts affirm that there are two Dutch, three French, three English, and five Americans assisting the Atchinese, and the military skill shown in constructing earthworks and handling guns is alleged to support this statement. But though the presence of these foreigners was believed in, no further reference to the subject has since that date been made. Then we have had the Sultan's death announced, and a short time after the announcement is contradicted. Sometimes he is said to be determined to resist to the last, sometimes to be personally willing to conclude terms of peace. One day he has been deposed by his people, and on the next it turns out to be the people who are weary of the war, and their chiefs who are goading them on to resistance. And so one after another irreconcilable telegrams keep pouring in; our latest news being to the effect that the Dutch have been repulsed when in pursuit of the Atchinese, losing two mitrailleuses, and having eighteen of their soldiers slain. This message comes to us from an "*independent*" source, or, as we should term it, a source not to be depended upon.

The end, the "bitter end," has not yet come, and it would be unwise to affect a foreknowledge which may, after all, turn out ridiculously incorrect; but the interests of England will be best served by a speedy conclusion of these unhappy struggles. The war may, perhaps, give a little briskness to the cattle trade at Penang, and to one or two other special branches of commerce, but this circumstance by no means makes up for the serious losses which would result if Atchin become largely depopulated, and the pepper plantations fall out of cultivation. There can be no doubt, however, that, unless the war party in Holland are defeated by the leaders of the Opposition at home, or decide that the objects to be gained are not worth the expenditure involved, the kingdom of Atchin must in no long time be reduced completely to subjection. Of course if their ammunition fails them the resistance of the Malays must suddenly collapse; and we confess that it puzzles us to know by what means they contrive to keep up their supplies of powder; but, that difficulty left out of the question, it is clear that they can mass their own soldiers in positions where the invaders will find it impossible to drag up their military train; they can protract the contest by vigorous jungle warfare, they have the hot season coming on, and they can weary the Dutch forces by marching and countermarching along difficult lines of route; and then, when the rains begin to fall, they may count upon the reappearance of cholera and fever among VAN SWIETEN'S exhausted army. These are the resources still available to the Sultan of ATHCIN and his generals if they are bent, like GAMBETTA, on resisting to the last. Allies they have none, for the Rajah of PEDIER may be counted as one of themselves, and though we know nothing of the numbers which they have actually under arms, yet it is clear that, as their own battalions are thinned by war or disease, few—if any—recruits will be obtainable; in spite, however, of these disadvantages, evidently the Dutch, though they have carried the Kraton, are not yet at the end of the campaign, but have still plenty of trouble and a heavy expenditure before them. It would be a wise, a graceful, and (we suppose we must needs mention it) a costless act on the part of England if she were now to step in and offer to lend her good offices to close this melancholy little war, by mediating between the Dutch aggressors and the Sultan. Both parties are, or have been, in alliance with ourselves, and though we lately withdrew from our Treaty obligations to the latter, yet he certainly never did us any wrong, and only got involved in his present distresses because we somewhat shabbily abandoned him to the tender mercies of the hungry Dutch.

THE CHINA CUSTOMS STATISTICS, 1863-72.

IN a recent issue we acknowledged the receipt of a copy of the above returns, compiled for the Vienna Exhibition by the order of the Inspector-General. We gladly recommend them to the notice of all interested in trade relations with the Chinese Empire. The compilation is prefaced by an introduction explanatory of the part taken in the Vienna Exhibition by the Chinese Customs, and the object in view—the illustration of the international exchange of products—is pointed out, as well as the method taken to ensure its attainment. The statistics which follow consist of a series of elaborately drawn up and somewhat complicated tables, showing (1st) the gross amount of foreign tonnage under different flags employed in direct trade between China and foreign countries, or in the coasting trade between the several Treaty ports; (2nd) the gross values of all cargoes in foreign bottoms, subdivided under the headings of import, export, re-export and coast trade; (3rd) tables showing the revenue derived by China on trade in foreign bottoms at the Treaty ports; and (4th) population statistics of the Chinese ports frequented by foreigners, with notes on the number of cities, the population and physical characteristics of the provinces in which the ports are situated.

Thus the scheme is tolerably comprehensive, and though it seems at first somewhat involved, "a mighty maze without a plan," yet a careful study will deduce order out of the seeming chaos, and we doubt not that mercantile men will derive much information from the tables. We refrain, reluctantly, from quoting any of the figures, for the reason that each table forms part of a whole, and is dependent in some measure on those which precede and follow it. There are some few imperfections; and we cannot avoid noticing that no returns or statistics of China trade can be worth the labour bestowed upon them, so long as certain obvious fallacies and assumptions are allowed to pass unchallenged and uncorrected; and first and foremost among these fallacies is that which is paraded so ostentatiously in all the Chinese Customs Returns, *i.e.*, that Hong Kong is a foreign port, and that goods reaching any Treaty port from thence are to be regarded as of foreign origin, and as coming from a foreign country. This assumption leads to

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anomalies so absurd as to be almost incredible. Thus, for instance, goods of Chinese origin from Canton to Shanghai, merely passing through Hong Kong, lose their nationality by the mere fact of transhipment, and on arrival at their port of destination, are regarded as foreign and subjected to the same duties as goods from London or Marseilles.

WE rejoice to see that the last mail brings a complete and satisfactory confirmation of the telegram received in January, of the abolition of the odious Macao coolie trade. At last our efforts in aiding members of Parliament to expose this vile traffic during the last ten years have been crowned with success. The honourable inhabitants of Macao will, we are sure, always remember with gratitude our persistence in clearing their Settlement of the foul stain which for so many years has hung over it.

WITH the present number we give—in a separate sheet for reference—the complete list of the new House of Commons; also a list of old M.P.'s excluded, and we regret that this list includes many who took an interest in the affairs of China and the Far East, such as ROBERT JARDINE, CHARLES MAGNIAC, JAMES WHITE, EDGAR BOWRING, EDWARD AKROYD, SINCLAIR AYTOUN, and Sir CHARLES WINGFIELD.

IN calling attention to the reduced rates of the STANDARD Insurance Company for life risks in China, we should have explained an apparent incongruity in grouping Peking with the southern ports. It appears that the directors decided on placing it in that category, after carefully comparing all information of the average of European deaths, during the last ten years.

THE telegrams from Japan, which we publish in another column, have alarmed the Stock Exchange dealers in the Japan loans, which are quoted at 100 to 105 for the Nine per Cent., and 90 to 95 for the Seven per Cent. We believe that the telegrams exaggerate the position.

DIPLOMATIC AND CONSULAR STAFF IN JAPAN.

1874.

(Positions held in January.)

YEDO.

Sir Harry Parkes, K.C.B.	Envoy Extraordinary, Minister Plenipotentiary.
...	First Secretary.
C. W. Lawrence	Second Secretary.
E. M. Satow	Japanese Secretary.
W. G. Aston	Interpreter.
Martin Dohmen	Vice-Consul.
H. S. Wilkinson	Assistant.

STUDENT INTERPRETERS AND ASSISTANTS.

T. R. H. McClatchie.	W. A. Woolley.
E. B. Paul	J. H. Gubbins.

YOKOHAMA.

Russell Robertson	Consul.
C. E. Schmidt	Assistant.
J. J. Quin	Assistant.
Nicholas Hannen	Acting Deputy Judge.
G. J. L. Hodges	Court Interpreter & Asst.
C. Bate	Clerk.

HIOGO AND OSAKA.

Abel Gower	Consul.
A. A. Annesley	Vice-Consul.
J. J. Enslie	First Assistant.
J. C. Hall	Assistant.

NAGASAKI.

Marcus O. Flowers	Consul.
J. N. Longford	Assistant.

HAKODADI.

Richard Eusden	Acting Consul.

NEE-GATA.

James Troup	Vice-Consul.

DIPLOMATIC AND CONSULAR STAFF IN CHINA.

PEKING.

Thos. F. Wade, C.B.	Envoy Extraordinary, Minister Plenipotentiary, & Chief Supt. of Trade.
...	Secretary of Legation.
W. G. Sandford	Second Secretaries.
W. F. Mayers	Chinese Secretary.
A. R. Hewlett	Assist. Chinese Secretary.
A. E. Pirkis	Accountant.
W. R. Carles	Assistant.
W. H. Collins	Chaplain.
S. W. Bushell, M.D.	Surgeon.

STUDENT INTERPRETERS.

Geo. Brown.	Oct. Johnson.
G. M. H. Playfair.	E. L. B. Allen.
W. Holland.	J. A. H. Taylor.
M. F. A. Fraser.	Jas. Scott.
R. W. Hurst.	Samuel Jones.

TIENTSIN.

Jas. Mongan	Consul.
T. T. Watters	Acting Interpreter.
J. D. Crawford	Assistant.

TAKU.

T. T. Middleton	Acting Vice-Consul.

NEWCHWANG.

A. S. Harvey	Acting Consul.

CHEFOO.

W. M. Cooper	Acting Consul.
A. R. Margery	Acting Interpreter.

SHANGHAI.

W. H. Medhurst	Consul.
W. G. Stronach	Acting Vice-Consul.
Alex. Frater	Interpreter
J. G. Murray	Interpreter.
Geo. Jamieson	Assistant.
W. D. Spence	Assistant.
J. D. Crawford	Assistant.

SUPREME COURT, SHANGHAI.

Sir Ed. Hornby, Kt.	Judge.
R. A. Mowat	Law Secretary.
T. G. Smith	Chief Clerk.
Robert Bishop	Clerk.

HANKOW.

P. J. Hughes	Consul.
H. A. Giles	Interpreter.
E. L. Oxenham	Assistant.
H. P. McClatchie	Interpreter.

KIUKIANG.

W. E. King	Vice-Consul.
E. H. Parker	Assistant.

CHINKIANG.

C. F. R. Allen	Interpreter in Charge.

NINGPO.

Chaloner Alabaster	Acting Consul.
J. P. M. Fraser	Assistant.

FOOCHOW.

Chas. A. Sinclair	Consul.
P. L. Warren	Interpreter.
W. S. Ayrton	Assistant Interpreter.

PAGODA ANCHORAGE.

George Phillips	Acting Vice-Consul.

TAIWAN—FORMOSA.

W. Gregory	Acting Consul.
T. L. Bullock	Assistant.

TAMSUI—FORMOSA.

...	Assistant in Charge.

AMOY.

W. H. Pedder	Consul.
H. B. Bristow	Assistant.

SWATOW.

R. J. Forrest	Acting Consul.
C. M. Ford	Interpreter.

CANTON.

Sir D. B. Robertson, C.B.	Consul.
C. T. Gardner	Interpreter.
R. W. Mansfield	Assistant Interpreter.
W. C. Hillier	Assistant.
H. J. Allen	Actg. V.-Consl. for Hainan.

WHAMPOA.

H. F. Hance	Vice-Consul.

SIAM.

BANGKOK.

T. G. Knox	Consul General.
W. H. Newman	Interpreter.
D. J. Edwardes	Assistant.
E. B. Gould	Assistant.
W. Campbell	Surgeon.

PHILIPPINES.

G. T. Ricketts	Consul, Manila.
Jas. Smith	Vice-Consul, Cebu.
...	Vice-Consul, Ilo Ilo.
...	Vice-Consul, Sual.

COCHIN CHINA.

J. G. Caswell	Consul, Saigon.

BORNEO.

H. E. Bulwer, C.M.G. (Labuan)	Consul General.
...	Vice-Consul, Sarawak.

JAVA.

Neill McLean	Consul, Batavia.
W. T. Fraser	Vice-Consul, Samarang.
John Forrest	Vice-Consul, Sourabaya.
...	Vice-Consul, Padang.

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ON LEAVE.

FROM CHINA.

C. W. Everard.
E. C. Baber.
B. Brenan.
W. H. Lay.
Ed. Solbe.
A. Davenport.
T. Adkins.
Ch. Carroll.
C. W. Goodwin.
R. Swinhoe.
B. C. G. Scott.

W. H. Tapp, on special service in London.

RETIREMENTS, 1873.

W. H. Fittock, Consul at Ningpo, on pension.
A. B. Mitford, Second Secretary, Japan, resigned.
Jose de Bosch, Vice-Consul, Sual, abolished.

DEATHS.

H. F. Bickmore, Student Interpreter, Bangkok.
Ed. Elmslie, formerly Canton Consulate.

PROMOTIONS.

James Troup, promoted to be Vice-Consul at Nee-gata.
Alexander Frater, promoted to be an Interpreter.
Alexander S. Harvey, promoted to be First Class Assistant.
Pelham L. Warren, promoted to be Second Class Assistant.
William D. Spence, promoted to be Third Class Assistant.
Chaloner Alabaster, promoted to be Consul at Taiwan.
Robert J. Forrest, promoted to be Vice-Consul at Canton.
Clement F. R. Allen, promoted to be an Interpreter.
Edward L. Oxenham, promoted to be First Class Assistant.
Henry B. Bristow, promoted to be SecondClass Assistant.
Thomas L. Bullock, promoted to be Third Class Assistant.

PENSIONS, ALLOWANCES, &c., RECORDED IN THE FOREIGN OFFICE LIST.

Alcock, Sir R., Envoy Extraordinary, Minister Plenipotentiary, and Chief Superintendent of Trade, China	£1,550
Bailey, M. B., Chaplain, Yokohama	63
Campbell, Dr. Jas., Bangkok	90
Cleverly, C. St. G., Surveyor-General, Hong Kong	73
Colledge, T. R., Surgeon, Canton	400
Davis, Sir John, Plenipotentiary and Chief Superintendent of Trade, China	—
Elmslie, A. W., Acting Consul, Canton	250
Fittock, W. H., Consul, Ningpo	507
Goddard, J. B., Assistant, China	93
Gray, Rev. J. H., Chaplain, Canton	150
Hague, Patrick, Vice-Consul, Ningpo	193
Harvey, F., Consul, Chinkiang	420
Hamilton, Rev. G., Chaplain, Foochow	77
Holt, H. F., Interpreter, China	133
Jackson, R. B., Consul, Foochow	600
Johnston, A. R., Secretary Superintendent of Trade, China ...	600
Macgregor, F. C., Consul, Canton	1,200
Morrison, G. S., Consul, Nagasaki	360
Oakley, H., Assistant, Canton	90
Rennie, W. H., Auditor, Hong Kong	200
Walsh, P. B., Assistant, Japan	85
Winchester, C. A., Consul, Shanghai	816

AMBASSADORS, ENVOYS, &c., TO CHINA.

1816.—William Pitt, Lord Amherst, Ambassador, special mission, Jan. 20. Henry Ellis (afterwards Right Hon. Sir Henry), Minister Plenipotentiary *ad interim*, Jan. 24. Sir George Staunton, Commissioner.

1834.—William John, Lord Napier, Commissioner. (Died at Macao, October 11, 1834.)

[Hostilities commenced November, 1839; Treaty of Peace signed at Nanking August 29, 1842.

1841.—Sir Henry Pottinger, Chief Superintendent of British Trade in China, August 16.

1844.—Sir John Francis Davis, Plenipotentiary and Superintendent, February 9.

1848.—Sir Samuel George Bonham, Plenipotentiary and Superintendent, April 27.

1853.—Sir John Bowring, Plenipotentiary and Chief Superintendent, December 24.

1857.—James Bruce, Earl of Elgin and Kincardine, special mission, April 17.

[Hostilities commenced May 25, 1857; Treaty of Peace signed at Tientsin, June 26, 1858.]

1859.—The Hon. Frederick W. A. Bruce (afterwards Sir Frederick), Envoy Extraordinary and Minister Plenipotentiary, Jan. 14.

[Hostilities commenced on the Peiho June 25, 1859.]

1860.—James Bruce, Earl of Elgin and Kincardine, special mission, March 20.

[Ratifications of Treaty of Peace of June 26, 1858, exchanged at Peking Oct. 24, 1860.]

1865.—Sir Rutherford Alcock, Envoy Extraordinary and Minister Plenipotentiary and Chief Superintendent of British Trade, April 7.

1871.—Thomas Francis Wade, Envoy Extraordinary and Minister Plenipotentiary and Chief Superintendent of British Trade July 22.

NOTE.—Hon. F. R. Plunkett has been appointed First Secretary at Yedo, Mr. John Walsham First Secretary at Peking, and Hon. H. G. Edwardes Second Secretary. They will leave London shortly.

Literature.

The Compiler of the *Colonial Office List* for 1874 has presented his thirteenth publication. This volume, like the previous ones, contains all the requisite information respecting our Colonial Dependencies, and it is very complete, the services and salaries of the various officers being recorded. The list of Parliamentary papers on Colonial affairs and the rules and regulations for the Colonial Service are an important feature of this publication, while the extracts from the various Imperial Pension Acts are very useful for reference. Mr. Harrison is the publisher of this work.

Naval and Military.

We are enabled to confirm the statement which recently appeared in our columns that Rear-Admiral F. B. P. Seymour, C.B., one of the Lords of the Admiralty in Mr. Gladstone's Administration, will succeed Vice-Admiral Sir C. F. A. Shadwell, K.C.B., on the latter completing his three years' command, in August next.

The Audacious, 14, Capt. H. D. Hickley, ship of the first reserve on Coast Guard service in the River Humber, is to be fitted out at Chatham Dockyard as a flagship for the China station, to relieve the Iron Duke.

Lieut.-General C. Crutchley, who joined the army in 1826, and was promoted to his present rank in April, 1872, has obtained the colonelcy of the 80th Regiment (now stationed at Hong Kong), vacant by the death of Lieut.-General H. J. French.

The corvette Modeste, 14 guns, 1,890 (1,405) tons, 2,149 (350) horse-power, Captain Frank T. Thompson, sailed from Plymouth Sound on the 19th inst. for the China station. The Modeste will relieve the Cadmus, wooden corvette, Captain William H. Whyte, which will return to Devonport to be paid off.

It is officially notified that Sub-Lieut. Francis Elliot Walker has been promoted to the rank of lieutenant in Her Majesty's fleet, with seniority of the 18th of November, 1873, confirming a commission given by Vice-Admiral Shadwell, K.C.B., Commander-in-Chief of Her Majesty's ships and vessels on the China station, in the death vacancy of Lieut. Frederick Hope Johnstone.

In the Liverpool County Court, on the 13th inst., twenty-two ships' carpenters and joiners obtained judgments for 26s. and 25s. 6d. each, beyond the amount paid into Court, against John Feddern, master shipwright, of Liverpool, for work performed on board a vessel chartered on behalf of the Dutch Government for the transport of troops to Batavia.

The Actæon, 26, wooden corvette, is at Portsmouth, undergoing conversion into a torpedo ship. She was the last wooden sailing ship which came into Portsmouth harbour under full sail,—now some twelve years since, on her arrival from the China Station. On her completion she will be attached to the Excellent, gunnery ship.

Deputy-Commissary G. C. Murray, who recently arrived home from China, has taken over the charge of Upnor Castle, near Chatham, and the powder magazines in connection with it, from Deputy-Commissary J. R. Herapath, who is ordered to proceed to Natal for duty there.

Legal.

COURT OF QUEEN'S BENCH.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA V. JUST.

This was an action on a guarantee. In October, 1871, the defendant, who is a merchant in Cornhill, requested the plaintiffs to open a credit in favour of Messrs. Velge Brothers and Co., merchants, at Singapore, and gave them a written guarantee in respect of it, by which it was stipulated that it was to be a continuous credit for one year, but limited to £5,000 at one time, and to £2,000 in any one month. The plaintiffs, accordingly, during the ensuing year made various advances to Messrs. Velge Brothers, and in the following October were under advances to them to the amount of £4,000. On the 9th of October, 1872, Messrs. Velge Brothers brought a draft of their own upon the defendant for £1,000 to the bank for negotiation. The bank bought the bill, but a few days afterwards Messrs. Velge Brothers stopped payment, and Mr. Abraham Velge, one of the firm, absconded. The defendant refused to accept or pay the bill for £1,000, and thereupon the bank brought this action on the guarantee. The defence mainly relied upon was that at the time when the bank's agents at Singapore took the bill in question they knew that Messrs. Velge Brothers were in an insolvent state, and that not communicating this fact to the defendant before taking the bill on him they had vitiated the guarantee. For the plaintiffs it was contended that, though they might have been somewhat suspicious of the credit of Messrs. Velge Brothers, they had no knowledge of their insolvency. The question thus became of importance—What was the meaning or amount of the insolvency, a knowledge of which it was the duty of a person holding a guarantee from another to communicate to the latter. His Lordship (Justice Blackburn) directed the jury, subject to the opinion of the Court above, that it would not be sufficient to relieve the defendant that the plaintiffs' agent had a low opinion of Velge Brothers' credit, and would not have trusted them without a guarantee; there must be such a knowledge that they were on the brink of stopping payment as would make it morally wrong and inequitable for the bank not to communicate such knowledge to the surety.

The jury found a verdict for the plaintiffs, and the learned Judge gave the defendant leave to move for a new trial.

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Monetary and Commercial.

Tenders for £500,000 in bills on India were received at the Bank of England on the 18th inst. The amounts allotted were —to Calcutta, £280,000 ; to Bombay, £200,000 ; and to Madras, £20,000. The minimum price was fixed as before, at 1s. 10d. on all Presidencies ; but in future no minimum price will be given. Tenders on Calcutta and Madras, at 1s. 10⅝d., will receive about 56 per cent., above in full ; and on Bombay, at 1s. 10⅝d., about 42 per cent. above in full. A further diminution in the means of remittance to the East is apparent from these figures. On Friday the tone was steadier, with better inquiry for good 8¼lb. Grey Shirtings. Inferior descriptions of all weights were, however, rather pressed for sale. In Yarns there was little doing, but prices remained steady.

Messrs. Grant Brothers and Co., as bankers and agents in Europe for the River Plate and Brazil Telegraph Company, are offering for public subscription 1,000 First Mortgage Debentnre Bonds of that undertaking at the price of £90 per £100 bond. Full particulars will be found in another page.

The report of the Indo European Telegraph Company states—

That the Imperial Russian Government has granted an extension for ten years of their Concession, together with important abatements of the Royalties payable for the transit of the company's telegrams through Russian territory. In consideration of the above grant the Board have agreed to erect for the use of the Russian Government, subject to a toll payable to the company for every message transmitted, a wire from Kertch to Ekaterinodar at an estimated cost of about £4,000. The erection of another wire between Djulfa and Tiflis is under negotiation.

The Board are in negotiation with the Persian Government with the object of making an arrangement respecting Persian International telegrams, corresponding with one made by the English Government. The shareholders are aware that a negotiation has been entered into with the Eastern Telegraph Company, with the object of forming a joint purse arrangement with that Company, but that in deference to the opinions at first expressed by the Concessionary Governments these negotiations have been suspended.

The balance of the revenue account, after deduction of the claim for wire rental, amounting to £12,000, retained by the British Post-office, but disputed by the company, of £24,000 payable to Messrs. Siemens for maintenance, and of the general expenses, amounts to £5,118 19s. 0d. Of this sum £3,888 3s. 2d. has to be set aside for the liquidation of the Persian debt, leaving a balance of £1,230 15s. 10d. to be carried forward to the credit of the current year. In the absence of any arrangement with the Post-office respecting the heavy deduction from receipts of £12,000 for wire rental there is no sum available for dividend. The appeal of the company against this excessive payment, supported by the recorded opinion of Mr. Scudamore that the company is entitled to relief, is still before the Treasury, and the directors have been, and still are, urging that the justice due to the company shall not longer be delayed.

The following figures are taken from the statistics issued by the Silk Association of America :—

The imports of Raw Silk at New York and San Francisco, from July to January were in 1867, pkgs. 368, value $252,978 ; 1868, pkgs. 2,512, value $1,390,016 ; 1,869, pkgs. 3,446, value $1,979,923 ; 1870, pkgs. 3,067, value $1,488,111 ; 1871, pkgs. 3,477, value $2,397,330 ; 1872, pkgs. 5,580, value $3,576,780 ; 1873, pkgs. 7,538, value $4,844,248 ; 1874, pkgs. 4,548, value $2,709,632. The total importations of Manufactured Silk for the same period were, 1867, pkgs. 11,779, value $12,374,141 ; 1868, pkgs. 10,282, value $9,578,174 ; 1869, pkgs. 12,833, value $12,037,471 ; 1870, pkgs. 14,102, value $12,664,803 ; 1871, pkgs. 17,123, value $16,787,681 ; 1872, pkgs. 21,127, value $20,154,247 ; 1873, pkgs. 19,790, value $18,010,765 ; 1874, pkgs. 15,294, value $12,508,850.

According to a statement prepared by Messrs. Page and Gwyther, the exports of specie and bullion to the East during the year 1873 amounted to £7,807,605, against £10,988,705 for 1872, showing a decrease of £3,181,100. The average total during the last ten years has been £10,317,737. The shipments to Alexandria during the year showed a decrease of about half a million ; to Bombay three millions ; and to Madras and Calcutta one million ; while to China and the Straits Settlements there was an increase of about one million and a quarter ; and to other places a quarter of a million.

The comments on mildew goods in the Shanghai Chamber of Commerce Circular have been published in our journal and in several London and provincial papers, and we trust will be productive of some check on this miserable business.

A fair amount of business has been done in Bar Silver, but the market is now quiet, and the quotations, 58⅛d. to 58⅝d. per oz. standard, are the nearest we can give. A few small parcels of Mexican dollars have been sold at 57⅛d. per oz. About £120,000 has been received from New York, chiefly Dore Silver.

ARTICLES OF IMPORT.

TEA.

Messrs. Shepard, Harrison, and Rehden's Circular says :—During the early part of the past fortnight a quiet tone prevailed, the elections, consequent on the dissolution of Parliament, partly stopping business ; within the past few days there has been more doing, chiefly from the late arrivals (7,500,000 lbs.), but at prices occasionally showing a slight reduction on those ruling during January. Importers continue to give strong support to the market. The late arrivals bring a large proportion of ordinary to good common Congou, and it is quite evident that medium and better grades of Congou will run into a small compass before we can receive supplies of new ; the increasing supply of Indian leaf will, however, prevent scarcity. The Continental trade, which has for some months been inactive, shows no signs of revival ; in fact, we understand supplies of red leaf have been shipped here. For the New York and Canada markets Moyune Tea is taken at relatively higher prices than other districts.

Black.—Red Leaf : No change in siftings and broken leaf ; Amoy kinds, common to fair sell at 11d. to 1s. ; flavory Foochow kinds with twisted leaf at 1s. to 1s. 1½d., and Sayune and Kaisow kinds at 1s. 2d. to 1s. 4d. have realised the full valuations ; medium to fine Kaisow at 1s. 6d. to 1s. 9d., fine and finest at 1s. 10d. to 2s. 2d., transactions limited. Pakling : No further imports. Tayshan leaf : There has been less doing at 11d. for clean common ; other grades no change. Black leaf : Speculators hold the bulk of old, chiefly Shantam leaf, and ask 9d. to 9½d. per lb. Of new, considerable supplies are to hand ; ex steamer "Nestor," mostly of ordinary to good common quality, selling at 11d. to 1s., earlier growth of leaf ex sailing ship, but same grades, selling at ½d. to 1d. per lb. more. Preferable to medium black leaf at 1s. 1d. to 1s. 4d. rules as before, but good medium at 1s. 5d. to 1s. 7½d., and fine and finest at 1s. 8d. to 2s., show a slight decline. Souchong : No change. Oolong : Sales at 1s. 2d. to 1s. 4d. for medium, 1s. 5d. to 1s. 8d. for fine, 1s. 9d. to 2s. for finest. Scented Tea : Canton Orange Pekoe : The black leaf kinds it would seem are being superseded by olive coloured and Foochow leaf. Caper has been in improved demand, and there are few parcels of olive leaf kinds held by importers ; glazed leaf has been sold at 1d. per lb. advance, and there is still a large quantity available. Foochow Scenteds are scarce, and Capers realise high prices. *Green :* The market is bare of Moyune, demand both for home use and export taking supplies as offered. The bulk of the stock consists of Pingsueys and Shanghai packed, mixed with Japan leaf, and as these are obtainable at a moderate scale of prices, they will doubtless go into consumption, as from last advices from Shanghai the quantity to come forward is very small, and the bulk of the last import, per steamer Nestor, has been passed in transit for New York. A few parcels of fine uncoloured leaf from Nagasaki and Yokohama have realised extreme prices.

Messrs. Capel and Co.'s Circular says :—There has been a fair amount of business done during the past week without any material change in prices, the demand being of an average character. The supplies placed on the market from recent arrivals have been large, but importers are very firm, and only accept offers when at full prices, the prospects of moderate supplies for the remainder of this season being now confirmed. Public sales have comprised, including Thursday's auctions, 10,014 packages, of which the whole has been offered, and sold without reserve. The deliveries for the week amount to 2,732,000 lbs., against 3,192,000 lbs. last year.

Messrs. Goddard and Co.'s Circular says :—We have no fresh feature to notice in the market. Prices have remained steady, but there has been very little buying, and the clearances have been small. A rather large amount of Tea has been put forward out of the fresh arrivals, amounting to 14,000,000 lbs., this month, and dealers do not quite like the extreme values demanded, but merchants are very firm. Green Teas of the Moyune descriptions, of a pale colour, have sold at extreme rates, but the coloury kinds are difficult of sale. Amoy Teas, ex Caroline, have been offering, and some parcels have been sold at from 10½d. to 1s. 0¾d. per lb. Deliveries from London from 2nd inst. to 17th inst. inclusive, or 14 days, 6,468,000 lbs., against 7,762,000 lbs. in 1873.

SILK.

The market continues in an unsatisfactory state, business is very restricted, and prices of some descriptions have undergone a further slight decline. In China Silks transactions have been on the smallest scale, and although in some instances full rates have been obtained, prices generally are less firm than they were at the beginning of the fortnight. Canton Silk has shared in the general inactivity. Japan Silk has been neglected, and prices are lower. Deliveries 1st to 18th inst. inclusive : China 1,543 bales ; Canton, 345 bales ; Japan, 411 bales. Total, 2,299 bales, against 2,732 bales in corresponding period last year.

COFFEE.—The unfavourable reaction reported in our last issue has since become more decided, owing to the powerful influence of large shipments of Brazil combined with a decline in the value of good ordinary Java in Holland to 65c., and the market has been exceedingly weak. All descriptions have participated in the depression, but it has been greater in pale and ordinary qualities, which have declined 6s. to 8s.. The better kinds of Plantation Ceylon, although less depressed, have been dull of sale at a decline of 5s. to 6s. per cwt. Closing quotations are—Plantation triage and ordinary 108s. to 119s. 6d., grey to coloury small 123s. to 127s., low middling 125s. 6d. to 128s. 6d., middling coloury 129s. to 131s., bold 133s., pea-berry 123s. to 129s. 6d. ; Native good ordinary Galle kind at 108s., fine bold 112s.

CAMPHOR.—The market for China has been inactive ; small private sales have been made at £4 7s. 6d., showing a decline of 2s. 6d. ; 100 cases at public sale were retired.

CARDAMOMS.—Ceylon maintains the last quoted rates, viz., 5s. 3d. to 5s. 6d. per lb., but no business is reported.

COPRA.—Penang is firm and in request.

CUTCH has been quiet, but speculators hold still ; early in the fortnight 600 boxes were sold at 21s. to 21s. 3d. for fine, being a decline of 6d. per cwt. Small sales have been effected since at 21s. 6d. ; 940 boxes at auction were bought in.

CUBEBS.—The market has shown an improvement ; 202 bags offered at auction were quitted at 23s. 6d. to 25s. per cwt. for good quality.

COLOMBO ROOT is in steady demand, but large supply. Of 60 bags at auction 20 bags sold at 11s. per cwt. for fair quality.

DRAGON'S-BLOOD.—Market quiet ; 10 cases reed at auction retired ;

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of 35 cases lump one-half sold, fine at £9 2s. 6d., middling to good £4 15s. to £6 7s. 6d. per cwt.

ESSENTIAL OILS.—*Aniseed:* Market dull; of 10 cases at auction half sold at 9s. 6d., 1 lot 9s. 7d., and there are sellers at the close at 9s. 4½d. *Cassia* very dull; 10 cases offered and sold at 4s. 9d. to 4s. 10d. *Nutmeg* very quiet, and lower; of 12 cases two-thirds sold at 8d. for white, and 6¼d. yellow. *Cinnamon* scarce; 4 cases middling sold at 2s. 6d. per oz., 25 cases leaf common at 1d. and 1½d. *Citronelle* steady; 50 cases retired, but sold subsequently at 1⅜d. *Lemon Grass* firmer; 15 cases sold at 3d.

EBONY.—The market for Ceylon has continued quiet, and 36 tons sold at auction at £10 10s. to £11 12s. 6d. for fair to good.

GUMS.—*Benjamin:* Siam scarce; 11 cases retired. Sumatra steady, but a large stock of 2nds; of 54 cases a few sold at £7 10s. to £8 for good seconds. *Copal* dull; 331 cases offered retired. *Damar* very firm and higher; 613 cases at auction and two-thirds sold; Singapore good white dusty 46s. 6d. to 47s. 6d.; rather specky 43s. to 44s. *Gamboge* 20s. per cwt. lower; of 58 cases offered half sold; good but country damaged at £12 to £12 5s.; pickings £10 5s.

GALLS.—*China* have improved, and 1,800 cases have been sold privately at 54s. to 55s. per cwt.; 350 cases in public sale were retired. *Japan* are scarce, and there have been no transactions in this description.

GAMBIER.—The market is firm, but quiet, with small business on the spot ex warehouse at 24s. 9d. to 25s., at which figures there are sellers afloat; 100 tons sold distant shipment at 25s. In auction 3,109 bales and mats were all retired, but about 150 sold at 25s. 9d. for Present Cubes in block.

GUTTA-PERCHA.—Market dull; of 652 baskets, and about 5 tons offered, a large proportion sold, fair to good white 10d. to 1s. 0½d., fair to good reboiled 10d. to 1s. per lb.

GALANGAL ROOT.—No business done during the interval.

HEMP.—There has been no improvement in the market for Manila, which has continued extremely dull, and of 2,790 bales at auction only a small proportion sold at £34 to £37 5s. per ton for middling to fair roping.

INDIA-RUBBER.—Market steady, but quiet; 21 packages Borneo offered and retired.

JAPAN WAX.—The quiet tone of the market has continued, and prices are easier; 500 cases good saucer have been sold privately at 60s. per cwt., and 100 boxes at auction at 59s. 6d. to 60s. 6d. per cwt.

MUSK has brought firm prices. The auctions have embraced 58 caddies Tonquin, of which 38 sold at 41s. 6d., to 42s. 6d. for fine selected even well-shaped pods 32s. to 33s. 6d., part bally and dry rough, and 20s. 6d. to 22s. rough bally and false packed; 8 caddies Yunan sold at 38s. 6d. to 39s. 6d. for fine; of 3 tins Nepaul one sold at 25s. for fair, and 24 tins Grain were retired.

PLUMBAGO.—Ceylon has been in steady demand at the recent decline; of 1,226 barrels at auction three-fourths sold; Lump, inferior dull to fine bold at 15s. to 26s.; Chips, ordinary to fine 10s. to 13s. 6d.; Dust, fair to fine 10s. to 11s. 6d. ger cwt.

PEPPER.—*Black* has continued very quiet, and small sales have taken place in Singapore at 7¼d. to 7⅛d., and Penang at 7d. to 6⅞d. In auction 8,652 bags were offered, and 600 bags sold, chiefly damages, relatively at same value, Rhio at 6½d. In yesterday's auctions there were no buyers, but sellers of Singapore at 7½d.; Penang 6⅞d. Afloat but little has been done. *White* is ⅜d. cheaper; of 2,777 bags offered about 600 bags sold; last week Singapore at 10d. to 10½d. (2 lots 10¼d.) for fine, and 9½d. to 9⅞d. dull small to good, Penang at 9½d.; this week fine Singapore at 9½d. to 9⅝d., fair 9d. to 9⅛d.

RHUBARB.—China has been firmly held; at public sale, of 56 cases about one-third sold at 1s. 2d. for high dried root, small pinky fracture, and 9d. for dull greyish.

RICE.—The market has been decidedly quiet throughout, but new crop Burmah has been particularly dull, and the closing prices exhibit a further decline of 4½d. per cwt., sales having been effected at 11s. 1½d. for Rangoon, ship named.

RATTANS.—Fine descriptions are firm, but common sell at low rates; of 18,740 bundles offered about half sold; good Penang at 4s. 6d. to 4s. 7d.; inferior to fair Singapore, 1s. 4d. to 4s. per 100 canes.

SHELLS.—The periodical sales were held on the 17th inst., with the subjoined results. *Mother o' Pearl:* The sales embraced of Macassar 212 cases, the whole of which found ready buyers at full value. Very fine even flat, bright white, large, and very large, part coated and slightly wormy at £15 to £15 17s. 6d. per cwt.; medium, half yellow edges, all clean and sound, £16 10s. to £17. Chicken, very thin clean, very large beards, £16 10s. to £16 15s.; large and medium in sorts, part grubby, £14 15s.; more grubby and yellowish, £12 5s. to £12 12s. 6d. Of Manila there were 299 cases offered, which met but little attention, and were, with the exception of 34 cases, all retired. The 34 cases realised £11 15s. for small to bold in sorts, part badly grubby and yellowish; £10 fair clean Chicken; and £7 pickings, being a decline of 10s. to 15s. per cwt. *Tortoise:* The auctions embraced of Singapore and Manila 15 cases, 6 of which were sold; good and very good shell in sorts, medium to large, fair to fine mottle, 21s. to 24s. per lb.; thin and part dull, and slightly defective, 16s. to 17s. 6d. Hoof, inferior, 3s. 6d. Prices showed no alteration in value.

SPICES.—*Cinnamon:* No business of any importance has been done during the interval. Large sales are fixed for the 23rd inst. *Cassia Lignea* is firmly held, and speculators have taken 3,000 to 4,000 cases at 72s. to 74s. for unworked. At auction 2,011 cases were retired. *Buds:* Quiet. *Cloves* are firmly held. Auctions have embraced 21 cases Penang retired; 10 casks and 11 bags Amboyna sold at 1s. 5d. to 1s. 5½d. for fair to good quality. *Mace:* Quiet; of 39 cases a few cases sold at 3s. to 3s. 4d. for middling to fair red. *Nutmegs:* Quiet; 63 cases sold at auction, 66's to 63's at 4s. to 4s. 1d., 77's to 78's at 3s. 5d. to 3s. 4d., 87's at 3s. 2d., 132's at 2s. 8d.; the better qualities being 1d. per lb. lower.

SUGAR.—The market is still adversely influenced by the continuation of heavy arrivals and further augmentation of stocks, and holders have again been pressing sellers, which has resulted in a further slight reduction. The chief feature consists of large sales of both clayed and unclayed Manila, at a decline of 6d. per cwt.; other common brown sorts being also rather lower.

SAGO has again been very quiet: of 1,334 bags at auction the bulk sold; large at 20s. down to 19s., medium 18s.; small 15s. to 16s., being cheaper. *Flour* has been firmly held, but rules a shade lower; 821 bags at auction were retired.

SAPANWOOD.—All kinds continue very scarce and wanted; 16 tons Manila sold at £10 7s. 1d. to £11 2s. 1d. for fair quality.

STICKLAC.—The stock is for the most part held for a further advance; of 136 boxes in the public sales a portion was quitted at £8 5s. per cwt. for fine quality.

TAPIOCA.—The market for Flake has been quiet, and of 2,173 bags at auction only half sold; Singapore at 2⅜d. to 2½d., for good and fine bright 2⅝d. to 2¾d., fair at 2d. to 2⅛d., and middling at 1⅞d. to 1¾d.; Penang middling 1⅜d., all being nearly ¼d. per lb. lower. *Pearl* is dull, and nothing of consequence has been done; buyers only at lower prices; 487 bags bought in, with 21s. bid for bullets. *Flour* firm: last price of good 2¼d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb.12	Tewkesbury	Bailey	Rangoon	London
18	Andromeda	Steers	Singapore	Do.
14	Caroline	Clyman	Foochow	Do.
14	Galeon	—	Batavia	Do.
15	Lothair	Leslie	Rangoon	Do.
16	Thyatira	McKay	Foochow	Do.
14	Petunia	Johnson	Singapore	Liverpool
11	Erasmo	Barlesca	Sourabaya	Falmouth
14	Jose Maria	Olivari	Cheribon	Do.
Jan.21	Belle Roberts	Irask	Hong Kong	San Francisco
	Cingalee	Anton	Do.	Do.
	John O'Gaunt	—	Manila	Do.
11	Guillermo	Toboado	Macao	Callao
	Morro Castle	Jewett	Yokohama	New York
	Western Chief	Hill	Singapore	Boston
Feb.13	Boy Bendixen	Hoyer	Hong Kong	Falmouth
13	Eliza Barabino	Sanguenetti	Rangoon	Queenstown
10	Johanna Maria	v. Aken	Batavia	Texel
	Clara	Nickels	Do.	New York
16	Arvis	Palin	Do.	London
	Ziba	—	Hiogo	Falmouth
15	Vincenza	Bielech	Manila	Do.
16	Princess Louise	Forster	Singapore	Glasgow
	Dunedin	McLaren	Maulmain	Queenstown
	Wylo	Brown	Manila	New York
	Guinevere	Tidmarsh	Rangoon	Queenstown
17	Hebe	Bonde	Canton	London
17	Halloween	Watt	Shanghai	Do.
17	Orco	Gambaro	Akyab	Do.
14	Lida G.	Dodero	Batavia	Texel
14	Co. of Sutherland (s.)	—	Do.	Brouwershaven
15	Nicolette	Dijk	Do.	Do.
16	Johanna	Fries	Java	Plymouth
16	Pauline C. Eleanor	Bloen	Patjitan	Texel
18	Hampton	McDonald	Moulmain	Falmouth
18	Maria Guiseppe	Re	Passaroeang	Do.
16	Louise	Slijboom	Batavia	Texel
16	Mr. Jacob van Lennep	Beckman	Passaroeang	Do.
17	Liberaal	Wierikz	Batavia	Do.
17	Terpsichore	Rissler	Do.	Do.
	Veritas	Humble	Canton	New York
	Republic	M Gilvery	Manila	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.12	Somerset	Hicks	Galle, via Cardiff	London
10	Frank N. Thayer	Harrett	Hong Kong, via Cardiff	Do.
10	Alejandro	Lamuda	Hong Kong	Newport
17	Lord of the Isles (s.)	Dowdey	Singapore, China, &c.	London
13	Winslow	Baker	Singapore	Sunderland
13	Halia	Hay	Do.	Do.
12	Ida	Thorburn	Do.	Penarth
12	Odin	—	Do.	Shields
Jan.15	N. Boynton	Nicols	Do.	Rio Janeiro
Feb.18	Oxfordshire (s.)	Jones	Colombo, &c.	London
14	Columbus	Hulscin	Batavia	Grimsby
6	Emiliano (s.)	Larrinaga	Manila	Cadiz
17	Agamemnon (s.)	Thomson	Singapore, China, &c.	Liverpool
14	May Queen	—	Singapore	Penarth
14	Verena	Simpson	Do.	Sunderland
Jan.29	Malay	Clough	Hong Kong	San Francisco
Dec.28	Camilla Cavour	Yriverri	China	Callao
Feb. 4	Benefactor	—	Yokohama	New York
19	Tchihatchoff (s.)	Witt	Singapore, China, &c.	London
8	Leonore (s.)	Diaz	Hong Kong	Portland

(*See Shipping Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Batavia, Cheribon, Samarang, and Sourabaya: Ionia. For Colombo, &c.: Mazeppa. For Penang, Singapore, Hong Kong, and Shanghai: Russia, Hong Kong. For Singapore, Hong Kong, and Shanghai: Gordon Castle.

SAILING VESSELS.—For Yokohama and Hiogo: Ambassador, Mary Ann Wilson, Coulnakyle. For Shanghai: Taitsing, Eliza Shaw. For Hong Kong: Aracan. For Colombo: Clymping. For Singapore: Eurus.

At LIVERPOOL.—For Yokohama and Hiogo: Cathaya. For Yokohama (via Cardiff): Earl of Dufferin. For Penang, Singapore, Hong Kong, and Shanghai, Glaucus (str.), Achilles (str.). For Hong Kong: Warrior, Charmer. For Singapore: Cameo. For Manila: Aurrera (str.). For Hong Kong and Shanghai: Hochung (str.). For Batavia and Samarang: City of Halifax.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Montgomeryshire (str.).

At GREENOCK.—For Hong Kong, &c.: Contest.

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FREIGHTS AND CHARTERS.

Outward freights to the Eastern ports still continue firm at the undermentioned quotations, although there is not any large quantity of cargo offering. Homeward from Manila and the rice ports sailing vessels are in good request. Coal freights unaltered.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 56s. weight, 40s. to 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): 50s. weight, 55s. meast. To Batavia: 60s. weight or meast. To Batavia (direct): 50s. weight or meast. To Padang: 80s. meast. To Cheribon (direct): 70s. weight, 65s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. to 50s. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight, 27s. 6d. meast. To Colombo: 30s. weight, 25s. meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £38. To Singapore (f.c.): £35. To Singapore: £33. To Penang: £34 f.c. To Macassar, per ton: —. To Batavia: 30s. to 32s. 6d. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: —. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 37s. To Manila: 30s. To Macassar: —. To Java: —. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: —. To Ternate: —. To Singapore: 32s. To Galle: 34s. to 35s. To Trincomalee: —. To Colombo: 33s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Singapore: 30s. To Penang: —.

CASUALTIES.

A telegram from Lisbon, Feb. 12, announces that the Alexander (Russ. str.), from Japan to Falmouth, with rice, had put in there with boiler leaky. She is in quarantine.

A telegram from Hong Kong, Feb. 16, announces that the Columbia (Peruv. ship), loading a general cargo for San Francisco, caught fire, and is still burning. She will probably be a total loss; cause of fire unknown.

Liverpool, 16th Feb., 12.5 P.M.—The Petunia arrived here, from Singapore, and reports having experienced a gale off Cape Clear, 11th, during which she had boat broken, some sails split, and other sails cut from yards for safety.

Bristol, 9th Feb.—The Adelphoi (barq.), Gunn, which arrived here to-day from Batavia, ran against the pierhead, and had bulwarks, &c., knocked in.

THE P. and O. Company's steamer Nizam, Captain Barlow, arrived at Southampton on the 17th inst., with seventy-three passengers, and a large cargo, including 1,830 chests of tea and 575 bales of silk; also 6,711 chests of tea and 29 bales of silk for New York. The Nizam left Hong Kong Dec. 25; Singapore, Jan. 1; Penang, Jan. 3; Galle, Jan. 10; Aden, Jan. 18; Suez, Jan. 26; Alexandria, Feb. 3; Malta, Feb. 8; and Gibraltar, Feb. 13.

LAUNCH OF A SCREW-STEAMER AT KINGHORN.—A magnificent screw-steamer was launched on the 16th inst. from Mr. Kay's shipbuilding-yard at Kinghorn. As she left the yard she was named the Ithuriel, the christening ceremony devolving upon Mrs. G. W. Pollexfen (wife of Mr. Pollexfen, managing partner of Messrs. King, Baillie and Co., of Liverpool), and who discharged her part in a most admirable manner. The Ithuriel is a vessel of 1,154 tons (B.M.), and about 1,200 tons gross customs; and her dimensions are:—Length, 260 feet; breadth of beam, 30 feet 2 inches; depth of hold, 20 feet. Her engines, which were in her when she was launched, are 140 nominal horse-power, and are constructed on the compound surface-condensing principle, with all the latest improvements. She will carry a crew of thirty-six, and has, besides, excellent saloon accommodation for twenty first-class passengers. The vessel is owned by Messrs. Blyth Brothers, of London and Liverpool, but is under charter to Messrs. King, Baillie and Co. She is advertised by Mr. F. W. Allan, of Glasgow, to load there and sail direct for Bombay on the 21st proximo, and is expected to make a very quick passage.

As the screw steamer Petrach was on her outward voyage from Antwerp to China she was caught in the gale of the 10th inst., and rolled heavily. In the midst of a huge wave the ship gave a sudden lurch, and in the confusion a voice was heard, but no notice was taken of it. Shortly afterwards Captain Pomeroy, the commander, could not be found, and it is believed he has been washed overboard. The ship has put into Plymouth to obtain another captain.

THE new iron screw steamer Hochung, Capt. Drage, of 1,000 tons and 130 nominal horse-power, built by Messrs. Bowdler, Cheffer, and Co., of Seacombe on Mersey, to the order of Messrs. Matheson and Co., of London, for the North China trade, went out for her trial on the 13th inst. The speed obtained was ten knots on the measured mile. She leaves for China to-morrow.

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DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

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DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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Issue of 1,000 Seven per Cent. First Mortgage Debenture Bonds of £100 each.

REPAYABLE IN TEN YEARS.

EMPIRE OF BRAZIL.

THE RIVER PLATE AND BRAZIL TELEGRAPH COMPANY

(COMPANHIA TELEGRAPHICA PLATINO-BRAZILEIRA).

Incorporated as a Societé Anonyme under the Laws of the Empire of Brazil.

Under Exclusive Privilege from the Imperial Government of Brazil for 60 years for Submarine Telegraph Communication between the Capital of Brazil and the States of the River Plate.

To be worked and maintained, free of charge to this Company, by the Western and Brazilian Telegraph Company, Limited, on the terms of this Company receiving 20 per Cent. of the entire Gross Receipts of the united system. These Debenture Bonds are a first charge on the entire net receipts accruing to the Company from the Cables and land lines, and are secured by a Deed of Mortgage executed to Trustees for the Bondholders.

The Debenture Bonds are to Bearer, with Coupons for the Interest attached, payable Half-yearly in Gold, in London, at the Banking-house of Messrs. GRANT BROTHERS and CO., on 1st March and 1st September in each year.

ISSUE PRICE—£90 PER £100 DEBENTURE BOND.

The rate of Interest to the Investor will be about 7¾ per cent. per annum on the price of Subscription, in addition to a Bonus of £10 per Bond, as the Debenture Bonds are paid off at Par.

Messrs. GRANT BROTHERS and Co., as Bankers and Agents in Europe, are authorised by the River Plate and Brazil Telegraph Company (Companhia Telegraphica Platino-Brazileira), to offer for public subscription the above-mentioned 1,000 First Mortgage Debenture Bonds of £100 each.

The Price of Subscription is £90 per £100 Debenture Bond, payable as follows:—

£5	per Debenture Bond	on	Application.
25	„	„	Allotment.
20	„	„	1st April, 1874.
20	„	„	1st May, 1874.
20	„	„	1st June, 1874.
£90			

Payment in anticipation of the instalments may be made in one payment on Allotment, under discount, at the rate of £5 per cent. per annum.

The Debenture Bonds bear interest at Seven per cent. per annum, payable by Coupons attached, half-yearly, in London, at the Banking-house of Messrs Grant. Brothers and Co., on the 1st March and 1st September in each year, the Principal being repayable at par, namely, £100 per Debenture Bond, on 1st March, 1884.

The River Plate and Brazil Telegraph Company (Companhia Telegraphica Platino-Brazileira) is formed to complete the chain of communication between Europe and South America, by connecting by a Submarine Cable the City of Rio de Janeiro, the capital of Brazil, with the Cities of Montevideo and Buenos Ayres.

For this purpose an exclusive privilege has been granted by the Imperial Government of Brazil for a period of sixty years.

By this concession facilities will be afforded to the important commercial districts of the River Plate and (by the Transandine Telegraph system) to Valparaiso, and the West Coast of South America, not only for intercommunication, but also for communicating by telegraph directly with Europe.

The Submarine cables, about 1,130 miles in length, have been constructed by the well-known firm of Messrs. Siemens Brothers, and the first portion has already left England by the steamer Ambassador, and the remainder will be shipped, within about a week, by the steamer Gomos.

The specifications of the cables have been prepared by Sir William Thomson and Professor Fleeming Jenkin, the well-known Electricians and Telegraph Engineers, under whose superintendence they have been constructed.

The Company also owns the land lines erected under the concession granted by the Montevidean Government for that Republic.

An Agreement has been entered into with the Western and Brazilian Telegraph Company (Limited), whose line extends from Pará to Rio de Janeiro, to work and maintain, free of charge, all the cables of this Company, and to pay to this Company for the term of 40 years 20 per cent. of the gross receipts of the entire system between Pará on the North and Montevideo on the South.

An Agreement has also been made between the Montevidean and Brazilian Telegraph Company—whose cable extends from Montevideo to the Brazilian frontier, and which was laid on the 6th of September last—by which that Company agrees to hand over its cable to this Company, receiving for the same 3 per cent. out of the 20 per cent. to be received by this Company from the Western and Brazilian Telegraph Company.

Upon the net receipts coming to this Company from the working of the cables and the land lines the Debenture Bonds now for subscription are secured as a first charge by a deed of mortgage duly executed to Trustees for the Bondholders.

The Western and Brazilian Company have already completed the laying of their lines from Pará to Pernambuco and from Pernambuco to Rio de Janeiro.

The Debentures take precedence over the Share Capital of £400,000, and are a first charge on the undertaking.

The total amount required for the interest on the £100,000 Debentures is only £7,000 per annum, and the estimate of receipts (from competent persons resident in Brazil) is from £50,000 to £70,000 per annum, therefore affording an unusually large margin for security.

Scrip Certificates to bearer will be issued against allotment letters and receipts for deposit, and will be exchanged for the Bonds at the Banking-house of Messrs. Grant Brothers and Co., as London Agents for the Company, when all the payments are completed.

Certified Copies of the concessions, &c., may be inspected at the offices of Messrs. West and King, Solicitors, 66, Cannon-street, E.C., London, where also the agreements with the Western and Brazilian Telegraph Company and the Montevidean and Brazilian Telegraph Company may be seen.

Applications must be made in the annexed form, accompanied by the deposit of £5 per Debenture Bond on the number applied for. Should the amount allotted not require the whole sum so paid, the surplus will be applied towards the payment of the amount due on allotment.

In case of default in payment of any instalments all previous payments will be liable to forfeiture.

In case no allotment is made, the deposit will be returned forthwith without deduction.

Forms of Subscription may be obtained on application.

In addition to the favourable terms above mentioned, Messrs. Grant Brothers and Co. desire to draw special attention to the fact of this Company differing from nearly all other Telegraph Companies, in the fact of its having an exclusive concession or monopoly for a period of 60 years over the enormous traffic of the River Plate and Brazil, secured by the same.

Debentures on telegraph enterprises are now fully recognised as an eligible security; as an illustration may be mentioned the Six per Cent. Debentures of the Eastern Telegraph Company, which are officially quoted on the London Stock Exchange at 102 to 103 per £100 Bond, whilst the Eight per Cent. Preference Shares of the Mediterranean Extension Telegraph are quoted 115 to 125 per Cent.

London, 24, Lombard-street, E.C.,
February 20th, 1874.

FORM OF APPLICATION.

Issue of 1,000 Seven per Cent. Debenture Bonds of £100 each
of the
RIVER PLATE AND BRAZIL TELEGRAPH COMPANY
(Companhia Telegraphica Platino-Brazileira).
Price of Issue, £90 per £100 Debenture Bond.

To Messrs. Grant Brothers and Co., 24, Lombard-street, E.C., London.

I request that you will allot to me of the above-mentioned Debenture Bonds, on which I enclose £ , being the required deposit of £5 per Bond, and I agree to accept the said Debenture Bonds, or any less number you may allot me, and to make the remaining payments thereon, in accordance with the Prospectus issued by you, dated 20th February, 1874.

Name at full length.....
Address.....
Date.....
Signature.....

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Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

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(Registered in Berlin as a Limited Company, under Prussian Law.)

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Reserve Fund, $1,000,000.

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The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

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RESERVED FUNDS, £500,000.

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Yokohama, Sept. 20, 1873.

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TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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ALEXANDRIA... ADEN ... BOMBAY	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, Feb. 12 & 26, at 2 P.M., and every alternate Thursday.	Friday morning, Feb. 20 & March 6, and every alternate Friday.	Monday, Feb. 23 & March 9, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, Feb. 12, at 2 P.M., and every fourth Thursday.	Friday morning, Feb. 20, and every fourth Friday.	Monday, March 9, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the astward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

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Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagnsa'ki, Shanghai, and Hong Kong, connecting t Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

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Great Republic	Alaska	Costa Rica
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Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway ransit across the American Continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS,

by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

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CHINA AND JAPAN.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Shanghai ...	Eliza Shaw ..	A1 17 yr.	E.I.D.	With des.
Shanghai ..	Lothair	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard Lombard-street, E.C.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.

97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Hoogly ...	March 1	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	March 15		
Amazone ...	March 29		
Ava	April 12		
Iraouaddy ...	April 26		
Peiho ...	May 10		

The Steamers of the 15th March, 12th April, and 10th May connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 1st March, 29th March, and 26th April connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

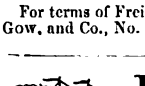
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—

The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on the advertised dates for SINGAPORE HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	March 21
Glenlyon	100 A1	2,119	275	April 2
Glenroy	100 A1	2,121	250	April 20
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New ship

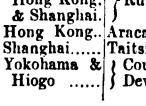
For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India avenue, London.



ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS, via Suez Canal:—

Port.	Ship.	Class.	Dock.	To sail.
Singp., Bata. Cheribon, Samarng., & Sourabaya...	Ionia, s.s.	A1 18 yr.	S.W.I.D.	Feb. 28
Peng., Sing., Hong Kong, & Shanghai.	Russia, s.s.	100 A1	S.W.I.D.	Feb. 28
Hong Kong..	Aracan	A1 14 yr.	S.W.I.D.	With des.
Shanghai.....	Taitsing.....	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Coulnakyl. / Devana ...	A1 13 yr.	S.W.I.D.	With des. / To follow

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.



YOKOHAMA AND HIOGO DIRECT.—

The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

STEAM TO JAVA direct

from LONDON, without transhipment, via Singapore, the very fine ocean steamship IONIA, A1 18 years. Now loading in the South West India Dock. Last shipping day, 28th February.

Apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—

The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Gordon Castle, s.s....	1,930	Thos. Skinner & Co.	Feb. 28
Ionia, s.s.....	1,145	Robertson & Co....	Feb. 25
Montgomeryshire, s.s	1,750	Norris & Joyner .	Feb. 28
Eurus...	327	Wright, Bros. & Co.	Feb. 28
Glenearn, s.s... ...	2,120	McGregor, Gow, & Co.	Mar. 21

LIVERPOOL.

Glaucus, s.s. ...	1,604	Alfred Holt ...	Feb. 26
Achilles, s.s	1,550	„ ...	Mar. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

THE "JAVA" STEAM SHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

CASTLE LINE of STEAM PACKETS from LONDON.—

For SINGAPORE, HONG KONG, and SHANGHAI. Last shipping day 3rd March. The magnificent Clyde-built steamship GORDON CASTLE, 100 A1, 2,000 tons register, 255-horse power nominal; W. HOLMES, Commander; will load in the South West India Dock. This well-known steamer has elegant accommodation for first-class passengers, including bath rooms, ice house, ladies' cabin, &c.

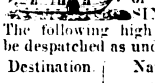
Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

Steam, via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, with liberty to call at Falmouth, to embark passengers, taking

cargo for transhipment to JAVA, JAPAN, AUSTRALIA, &c., at through rates at shipper's risk. Last shipping day, 28th February. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 225 horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, just built on the Clyde especially for the China trade is expected, from her superior model and large power to make a very fast passage. She has elegant and spacious accommodation for saloon passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, D. J. JENKINS and Co., 30, Lime-street, E.C.; to GRINDLAY and Co., 55, Parliament-street, S.W.; or to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C. (corner of Cornhill).



GELLATLY, HANKEY, SEWELL and Co.'s regular line of STEAMERS via Suez Canal, to SINGAPORE, CHINA, and JAPAN.

The following high classed screw STEAMSHIPS will be despatched as under:—

Destination.	Name.	Class.	Docks.	To Sail.
Singap. and Yokohama ..	Vancouver...	100 A1	Vic. L.D.	March 9
Sing., Hong Kg., Shang.	Woosung ...	100 A1	Vic. L.D.	March 23

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London.

S. VANCOUVER, DIRECT FOR SINGAPORE, HONG KONG, and YOKOHAMA.—

This fine, powerful, Clyde-built steamer, classed 100 A1 at Lloyd's, 2,000 tons gross register 530-h.p. nominal, 2,650-h.p.e., is the second steamer of the CHINA TRANSPACIFIC STEAMSHIP COMPANY (Limited), and is fitted most luxuriously for a large number of first-class passengers, with ladies' saloon, smoking saloon, and general saloon on deck; carries surgeon and stewardess. Owing to this vessel's immense power, a very rapid passage is expected. Last shipping day in the Victoria London Docks, 8th March.

For plans and particulars as to rate of freight or passage apply to GELLATLY, HANKEY, SEWELL, and Co., 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
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4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

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THE NEW PARLIAMENT.

The following is a complete list of the New House of Commons. The members are distinguished as Liberals and Conservatives, and those who did not sit in the late Parliament are indicated by an asterisk. The Conservatives returned are 351, and the Liberals, counting Home Rulers, 302; but this number includes a double return for Athlone, so that the Conservative majority is exactly fifty.

ENGLAND AND WALES.

Abingdon	*John Cremer Clarke		L
Andover	*Captain Henry Wellesley	C	
Anglesea (Co.)	Richard Davies		L
Ashton	Thomas Walton Mellor	C	
Aylesbury	N. Mayer de Rothschild		L
	Samuel George Smith	C	
Banbury	Bernhard Samuelson		L
Barnstaple	Thomas Cave		L
	*Samuel Danks Waddy, Q.C.		L
Bath	Captain Arthur Divett Hayter		L
	*Major Nathaniel G. P. Bousfield	C	
Beaumaris	*Morgan Lloyd, Q.C.		L
Bedford	Samuel Whitbread		L
	*Captain F. C. Polhill-Turner	C	
Bedfordshire	Col. Richard T. Gilpin	C	
	Francis Bassett		L
Berkshire	Richard Benyon	C	
	Col. R. J. Loyd-Lindsay, V.C.	C	
	John Walter		L
Berwick-on-Tweed	*Sir Dudley Coutts Marjoribanks		L
	*Capt. Milne Home	C	
Bewdley	*Charles Harrison		L
Birkenhead	John Laird	C	
Birmingham	Right Hon. John Bright		L
	George Dixon		L
	Philip Henry Muntz		L
Blackburn	*William Edward Briggs		L
	Henry Master Fielding	C	
Bodmin	Hon. E. F. Leveson-Gower		L
Bolton	John Hick	C	
	*J. K. Cross		L
Boston	*W. J. Ingram		L
	*Thomas Parry		L
Bradford	Right Hon. Wm. E. Forster		L
	*Henry William Ripley		L
Brecknock	James Wm. Gwynne Holford	C	
Brecknockshire	Major Hon. Godfrey Morgan	C	
Bridgnorth	William Henry Foster		L
Bridport	Thomas Alex. Mitchell		L
Brighton	*James Lloyd Ashbury	C	
	*Major-General C. Cameron Shute	C	
Bristol	Kirkman Daniel Hodgson		L
	Samuel Morley		L
Buckingham	*Egerton Hubbard	C	
Buckinghamshire	Right Hon. Benjamin Disraeli	C	
	*Sir Robert Bateson, Harvey, Bart	C	
	Nathaniel Grace Lambert		L
Burnley	Richard Shaw		L
Bury (Lancashire)	Robert Needham Philips		L
Bury St. Edmunds	Edmund Greene	C	
	*Lord Francis Hervey	C	
Calne	Lord Edmond G. Fitzmaurice		L
Cambridge University	Right Hon. Spencer H. Walpole	C	
	A. J. B. Beresford-Hope	C	
Cambridgeshire	Lord George John Manners	C	
	Hon. Eliot Constantine Yorke	C	
	Right Hon. Henry B. W. Brand		L
Cambridge (Boro'.)	*A. G. Martin, Q.C.	C	
	*P. B. Smollett	C	
Canterbury	*L. A. Majendie	C	
	Henry A. Butler-Johnstone	C	
Cardiff	Col. James F. D. Crichton-Stuart		L
Cardigan	*David Davies		L
Cardiganshire	*Thomas Edward Lloyd	C	
Carlisle	*Robert Ferguson		L
	Sir Wilfrid Lawson, Bart.		L
Carmarthen	*Charles William Nevill	C	
Carmarthenshire	*Viscount Emlyn	C	
	John Jones	C	
Carnarvon (Boro's.)	William Bulkeley Hughes		L
Carnarvonshire	*Hon. G. S. Douglas-Pennant	C	
Chatham	*Admiral George Elliot	C	
Chelsea	Sir Charles Wentworth Dilke		L
	*William Gordon	C	
Cheltenham	*J. T. Agg-Gardner	C	
Cheshire (East)	William John Legh	C	
	William Cunliffe Brooks	C	
Cheshire (Mid)	Hon. Wilbraham Egerton	C	
	Colonel Egerton Leigh	C	
Cheshire (West)	Sir Philip de M. Grey Egerton	C	
	Wilbraham F. Tollemache	C	
Chester	Henry Cecil Raikes	C	
	Right Hon. John G. Dodson		L
Chichester	Lord Henry Lennox	C	
Chippenham	Gabriel Goldney	C	
Christchurch	Sir Henry Drummond Wolff	C	
Cirencester	Allen Alex. Bathurst	C	
Clitheroe	Ralph Assheton	C	
Cockermouth	Isaac Fletcher		L
Colchester	Col. Alexander Learmouth	C	
	*Herbert Bulkley Praed	C	
Cornwall (East)	*Sir Colman Rashleigh, Bart.		L
	*John Tremayne	C	
Cornwall (West)	Sir John St. Aubyn, Bart.		L
	Arthur Pendarves Vivian		L
Coventry	Henry William Eaton	C	
	Henry Mather Jackson, Q.C.		L
Cricklade	Sir Daniel Gooch, Bart.	C	
	*Major Ambrose L. Goddard	C	
Cumberland (East)	Hon. C. Wentworth G. Howard		L
	Wm. Nicholson Hodgson	C	
Cumberland (West)	Hon. Percy S. Wyndham	C	
	Lord Muncaster	C	
Darlington	Edmund Backhouse		L
Denbigh Boroughs	Watkin Williams, Q.C.		L
Denbighshire	Sir Watkin Williams Wynn, Bart.	C	
	George Osborne Morgan, Q.C.		L
Derby	Michael Thomas Bass		L
	Samuel Plimsoll		L
Derbyshire (East)	Rear-Admiral Hon. F. Egerton		L
	*Francis Arkwright	C	
Derbyshire (North)	Lord George H. Cavendish	C	
	Capt. Augustus P. Arkwright	C	
Derbyshire (South)	Col. Sir Henry Wilmot, Bart.	C	
	*Thos. William Evans		L
Devizes	Sir Thomas Bateson, Bart.	C	
Devon (East)	Sir Lawrence Palk, Bart.	C	
	Sir John Henry Kennaway, Bart.	C	
Devon (North)	Right Hon. Sir S. Northcote, Bart.	C	
	Sir Thomas Dyke Acland, Bart.		L
Devon (South)	Sir Massey L. Lopes, Bart.	C	
	John Carpenter Garnier	C	
Devonport	*J. H. Puleston	C	
	*Captain G. E. Price, R.N.	C	
Dewsbury	Serjeant John Simon		L
Dorchester	*Wm. Ernest Brymer	C	
Dorset	Hon. W. H. Berkeley Portman		L
	Henry Gerard Sturt	C	
	John Floyer	C	
Dover	Major Alex. Geo. Dickson	C	
	*C. K. Freshfield	C	
Droitwich	*John Corbett		L
Dudley	Henry Brinsley Sheridan		L
Durham (City)	*Thos. Chas. Thompson		L
	*John Henderson		L
Durham (North)	Isaac Lowthian Bell		L
	*Charles M. Palmer		L
Durham (South)	Joseph Whitwell Pease		L
	Fred. E. Blackett Beaumont		L
Essex (East)	Lieut.-Col. S. B. Ruggles-Brise	C	
	James Round	C	
Essex (South)	*Thomas Charles Baring	C	
	*Lieut.-Col. Wm. Thos. Makins	C	
Essex (West)	Sir Henry J. Selwin-Ibbetson	C	
	Lord Eustace Cecil	C	
Evesham	Colonel James Bourne	C	
Exeter	Arthur Mills	C	
	*J. G. Johnson	C	
Eye	Viscount Barrington	C	
Falmouth & Penryn	*David James Jenkins		L
	*Henry Thomas Cole, Q.C.		L
Finsbury	Wm. T. McCullagh Torrens		L
	Andrew Lusk (Lord Mayor)		L
Flint District	*Peter Ellis Eyton		L
Flintshire	Rt. Hon. Lord R. de A. Grosvenor		L
Frome	Henry Charles Lopes, Q.C.	C	
Gateshead	*W. Henry James		L
Glamorganshire	Henry Hussey Vivian		L
	Christopher R. M. Talbot		L
Gloucester (City)	William Killigrew Wait	C	
	Charles James Monk		L
Gloucestershire (E.)	Sir Michael E. Hicks-Beach, Bart.	C	
	John Reginald Yorke	C	
Gloucestershire (W.)	*Hon. Randal Edward S. Plunkett	C	
	Col. Robert Nigel F. Kingscote		L
Grantham	Sir Hugh Arthur H. Cholmeley		L
	*Henry F. Cockayne Cust	C	
Gravesend	*Captain Bedford Pim, R.N.	C	
Greenwich	Thomas William Boord	C	
	Right Hon. W. E. Gladstone		L
Grimsby (Great)	*John Chapman	C	
Guildford	*Denzil Roberts Onslow	C	
Hackney	John Holms		L
	Charles Reed		L
Halifax	Right Hon. James Stansfeld		L
	*John Crossley		L
Hants (North)	William W. Bramston Beach	C	
	George Sclater-Booth	C	
Hants (South)	Lord H. J. M. Douglas Scott	C	
	Right Hon. W. F. Cowper-Temple		L
Hartlepool	*Thomas Richardson		L
Harwich	Lieut.-Col. Henry White Jervis	C	
Hastings	Thomas Brassey		L
	U. J. Kay-Shuttleworth		L
Haverfordwest	Lord Kensington		L
Helston	Adolphus William Young		L
Herefordshire	Sir Joseph R. Bailey, Bart.	C	
	Michael Biddulph		L
	*Major Peploe	C	

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Hereford (City)	*Evan Pateshull	C	
	*Major George Clive		L
Hertford	*Capt. Arthur James Balfour	C	
Hertfordshire	*Thomas Frederick Halsey	C	
	Abel Smith	C	
	Hon. Henry Frederick Cowper		L
Horsham	*Rt. Hon. Sir Seymour Fitzgerald	C	
Huddersfield	Edward Aldam Leatham		L
Hull	*C. H. Wilson		L
	Charles Morgan Norwood		L
Huntingdon	Sir John Burgess Karslake, Q.C.	C	
Huntingdonshire	Edward Fellowes	C	
	*Sir Henry Carstairs Pelly, Bart.	C	
Hythe	*Sir Edward William Watkin		L
Ipswich	*James Redfoord Bulwer, Q.C.	C	
	*John Patteson Cobbold	C	
Isle of Wight	Baillie Cochrane	C	
Kendal	John Whitwell		L
Kent (East)	Hon. George Watson Milles	C	
	Edward Leigh Pemberton	C	
Kent (Mid)	William Hart Dyke	C	
	Viscount Holmsdale	C	
Kent (West)	Sir Charles Henry Mills, Bart.	C	
	John Gilbert Talbot	C	
King's Lynn	Hon. Robert Bourke	C	
	Lord Claud John Hamilton	C	
Kidderminster	*Baron Albert Grant	C	
Knaresborough	*Basil T. Woodd	C	
Lambeth	Alderman Sir J. Lawrence, Bart.		L
	Alderman William M'Arthur		L
Lancashire (N.)	Right Hon. John Wilson Patten	C	
	Hon. Frederick A. Stanley	C	
Lancashire (N.E.)	James Maden Holt	C	
	John Pierce C. Starkie	C	
Lancashire (S.E.)	Hon. Algernon Fulke Egerton	C	
	*Edward Hardcastle	C	
Lancashire (S.W.)	Charles Turner	C	
	Richard Assheton Cross	C	
Launceston	*Colonel James Henry Deakin	C	
Leeds	Robert Meek Carter		L
	Wm. St. James Wheelhouse	C	
	*Robert Tennant	C	
Leicester	Peter Alfred Taylor		L
	*Alexander McArthur		L
Leicestershire (N.)	Rt. Hon. Lord John Manners	C	
	Samuel William Clowes	C	
Leicestershire (S.)	Albert Pell	C	
	Wm. Unwin Heygate	C	
Leominster	Richard Arkwright	C	
Lewes	*William Langham Christie	C	
Lichfield	Colonel Richard Dyott	C	
Lincoln (City)	*Lieut.-Colonel E. Chaplin	C	
	Charles Seely		L
Lincolnshire (Md.)	Henry Chaplin	C	
	*Hon. Edward Stanhope	C	
Lincolnshire (N.)	Rowland Winn	C	
	*Sir John Dugdale Astley, Bart.	C	
Lincolnshire (S.)	William Earle Welby	C	
	Edmund Turnor	C	
Liskeard	Right Hon. Edward Horsman		L
Liverpool	Viscount Sandon	C	
	John Torr	C	
	William Rathbone		L
London (City)	William James Richmond Cotton	C	
	Philip Twells	C	
	John Gellibrand Hubbard	C	
	Right Hon. George J. Goschen		L
London University	Right Hon. Robert Lowe		L
Ludlow	Col. Hon. G. H. Windsor-Clive	C	
Lymington	*Edmund Hegin Kennard	C	
Macclesfield	William Coare Brocklehurst		L
	David Chadwick		L
Maidstone	Sir John Lubbock, Bart.		L
	*Sir Sydney H. Waterlow, Bart.		L
Maldon	*Geo. Montagu Warren Sandford	C	
Malmesbury	Walter Powell	C	
Malton (Yorks.)	Hon. C. W. W. Fitzwilliam		L
Manchester	Hugh Birley	C	
	*Wm. Romaine Callender	C	
	Sir Thomas Bazley, Bart.		L
Marlborough	Lord Ernest A. Bruce		L
Marlow, Great	Thomas Owen Wethered	C	
Marylebone	*William Forsyth, Q.C.	C	
	Sir Thomas Chambers, Q.C.		L
Merionethshire	Samuel Holland		L
Merthyr Tydvil	Henry Richard		L
	Richard Fothergill		L
Middlesborough	Henry Wm. F. Bolckow		L
Middlesex	Lord George Fras. Hamilton	C	
	*Octavius Edward Coope	C	
Midhurst	*C. G. Perceval	C	
Monmouth Dist.	*Thomas Cordes	C	
Monmouthshire	Lord Henry Charles Somerset	C	
	*Col. Hon. Frederick C. Morgan	C	
Montgomery (Boros.)	Hon. C. D. R. Hanbury-Tracy		L
Montgomeryshire	Charles Watkin Wynn	C	
Morpeth	*Thomas Burt		L
Newark	*Thomas Earp		L
	Samuel Boteler Bristowe, Q.C.		L
Newcastle-on-Tyne	Joseph Cowen		L
	Charles F. Hamond	C	
Newcastle-undr-Lyme	Sir Edmund Buckley, Bart.	C	
	Wm. Shepherd Allen		L
Newport (I.W.)	Charles Cavendish Clifford		L
Norfolk (N.)	Sir Edmund H. K. Lacon	C	
	Hon. Frederick Walpole	C	
Norfolk (South)	Clare Sewell Read	C	
	Sir Robert Jacob Buxton, Bart.	C	
Norfolk (West)	Sir William Bagge, Bart.	C	
	George W. P. A. Bentinck	C	
Northallerton	*G. W. Elliot	C	
Northampton	Pickering Phipps	C	
	Charles Gilpin		L
Northamptonsh. (N.)	Right Hon. George Ward Hunt	C	
	S. G. Stopford-Sackville	C	
Northamptonsh. (S.)	Sir Rainald Knightley	C	
	Major Fairfax W. Cartwright	C	
Northumberland (N.)	Earl Percy	C	
	Matthew White Ridley	C	
Northumberland (S.)	Wentworth Blackett Beaumont		L
	Hon. Henry George Liddell	C	
Norwich	Jeremiah James Colman		L
	John Walter Huddleston, Q.C.	C	
Nottingham	*Lieut. W. E. Denison, R.H.A.	C	
	*Saul Isaac	C	
Notts (North)	Frederick Chatfield Smith	C	
	Hon. Geo. E. Milnes Monckton	C	
Notts (S.)	Thomas B. Thoroton Hildyard	C	
	*Captain George Storer	C	
Oldham	*Serjeant Spinks	C	
	John Morgan Cobbett	C	
Oxford (City)	Right. Hon. Edward Cardwell		L
	Sir Wm. Vernon Harcourt		L
Oxford University	Right Hon. Gathorne Hardy	C	
	Right Hon. J. R. Mowbray	C	
Oxfordshire	Right Hon. Joseph W. Henley	C	
	Lieut. Col. John Sidney North	C	
	William C. Cartwright		L
Pembroke (Boroughs)	*Edward James Reed, C.B.		L
Pembrokeshire	John Henry Scourfield	C	
Peterborough	George Hammond Whalley		L
	*Thomson Hankey		L
Petersfield	*Hon. Sydney Hilton Jolliffe	C	
Plymouth	Edward Bates	C	
	*Sampson Samuel Lloyd	C	
Pontefract	Right Hon. Hugh C. E. Childers		L
	Major Samuel Waterhouse	C	
Poole	*Charles Waring		L
Portsmouth	Sir James D. H. Elphinstone, Bart.	C	
	*Hon. Thomas Charles Bruce	C	
Preston	Edward Hermon	C	
	John Holker, Q.C.	C	
Radnorshire	Hon. Arthur Walsh	C	
Radnor (Boroughs)	Marquis of Hartington		L
Reading	Sir Francis H. Goldsmid, Bart.		L
	G. J. Shaw-Lefevre		L
Retford (East)	Viscount Galway	C	
	F. J. Savile Foljambe		L
Richmond (Yorks.)	Hon. John Charles Dundas		L
Ripon	*Earl de Grey		L
Rochdale	Thomas Bayley Potter		L
Rochester	Philip Wykeham Martin		L
	Julian Goldsmid		L
Rutlandshire	Hon. Gerald J. Noel	C	
	George Henry Finch	C	
Rye	John Stuart Hardy	C	
Salford	Charles Edward Cawley	C	
	William Thomas Charley	C	
Salisbury	*Granville Richard Ryder	C	
	Dr. John A. Lush		L
Sandwich and Deal	Right Hon. E. H. K. Hugessen		L
	Henry Arthur Brassey		L
Scarborough	*Sir Charles Legard, Bart.	C	
	Sir Harcourt Johnstone, Bart.		L
Shaftesbury	Vere Fane Benet Stanford	C	
Sheffield	*John Arthur Roebuck, Q.C.		L
	Anthony John Mundella		L
Shields (South)	James Cochran Stevenson		L
Shoreham (New)	Sir Percy Burrell, Bart.	C	
	Right Hon. Stephen Cave	C	
Shrewsbury	*Charles Cecil Cotes		L
	*Henry Robertson		L
Shropshire (North)	John Ralph Ormsby-Gore	C	
	Viscount Newport	C	
Shropshire (South)	Major-General Sir Percy Herbert	C	
	Colonel Edward Corbett	C	
Somerset (Mid)	Richard Horner Paget	C	
	Ralph Neville-Grenville	C	
Somerset (West)	Colonel Hon. A. W. A. N. Hood	C	
	Major Vaughan H. Lee	C	
Somerset (East)	Major Ralph S. Allen	C	
	Richard Bright	C	
Southampton	Sir Frederick Perkins, Knight		L
	Right Hon. Russell Gurney, Q.C.	C	
Southwark	John Locke, Q.C.		L
	Colonel Marcus Fras. Beresford	C	
Stafford (Borough)	Captain Thomas Salt	C	
	*Alexander Macdonald (W. M.)		L
Staffordshire (East)	Michael Arthur Bass		L
	Samuel Charles Allsopp	C	
Staffordshire (North)	Right Hon. Sir C. B. Adderley	C	
	*Colin Minton Campbell	C	

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Staffordshire (West)	Alexander Staveley Hill, Q.C.	C	
	Francis Monckton	C	
Staleybridge	*Tom Harrop Sidebottom	C	
Stamford	Vice-Admiral Sir J. C. D. Hay	C	
Stockton	Joseph Dodds		L
Stockport	*C. H. Hopwood		L
	*L. F. Pennington		L
St. Ives	*E. G. Davenport	C	
Stoke-on-Trent	*Robert Heath	C	
	George Melly		L
Stroud	*Walter John Stanton		L
	Sebastian S. Dickinson		L
Suffolk (East)	*Lord Rendlesham	C	
	Viscount Mahon	C	
Suffolk (West)	Lord Augustus Hervey	C	
	Col. Windsor Parker	C	
Sunderland	Edward T. Gourley		L
	*Col. Sir Henry Havelock, Bart.		L
Surrey (East)	James Watney, jun.	C	
	*William Grantham	C	
Surrey (Mid)	Sir Richard Baggallay, Q.C.	C	
	Henry William Peek	C	
Surrey (West)	George Cubitt	C	
	Lee Steere	C	
Sussex (East)	George Burrow Gregory	C	
	*Montague David Scott	C	
Sussex (West)	Col. Walter B. Barttelot	C	
	Earl of March	C	
Swansea	Major Lewis Llewelyn Dillwyn		L
Tamworth	Right Hon. Sir Robert Peel, Bart.		L
	Robert William Hanbury	C	
Taunton	Sir Henry James, Q.C.		L
	Alex. Charles Barclay		L
Tavistock	Lord Arthur Russell		L
Tewkesbury	Capt. William Edwin Price		L
Thirsk	Sir Wm. Payne Gallwey, Bart.	C	
Tiverton	John Heathcote Amory		L
	Right Hon. W. N. Massey		L
Tower Hamlets	*Charles Thompson Ritchie	C	
	Joseph D'Aguilar Samuda		L
Truro	Sir Frederick M. Williams	C	
	Col. James Macnaghten Hogg	C	
Tynemouth	Thomas Eustace Smith		L
Wakefield	*Edward Green	C	
Wallingford	Edward Wells	C	
Walsall	Charles Forster		L
Warrington	*Gilbert Greenall	C	
Warwick	*George W. J. Repton	C	
	Arthur Wellesley Peel		L
Warwickshire (N)	Charles N. Newdegate	C	
	Wm. Bromley Davenport	C	
Warwickshire (S)	Earl of Yarmouth	C	
	*Sir John E. Eardley-Wilmot	C	
Wareham	John S. W. S. Erle-Drax	C	
Wednesbury	Alexander Brogden		L
Wenlock	Rt. Hon. Geo. C. Weld Forester	C	
	Alexander Hargreaves Brown		L
Westbury	*Abraham Laverton		L
Westminster	William Henry Smith	C	
	Sir Charles Russell, Bart., V.C.	C	
Westmoreland	Hon. William Lowther	C	
	Earl of Bective	C	
Weymouth	*Henry Edwards		L
	Sir F. J. W. Johnstone, Bart.	C	
Whitby	William Henry Gladstone		L
Whitehaven	George A. F. C. Bentinck	C	
Wigan	*Lord Lindsay	C	
	*T. Knowles	C	
Wight (Isle of)	Alex. D. W. Baillie-Cochrane	C	
Wilton	Sir Edmund Antrobus, Bart.		L
Wilts (North)	*George T. J. Bucknall-Estcourt	C	
	Sir Geo. Samuel Jenkinson, Bart.	C	
Wilts (South)	Lord Henry Frederick Thynne	C	
	*Viscount Folkestone	C	
Winchester	Wm. Barrow Simonds	C	
	*Major A. R. Naghten	C	
Windsor	*R. Richardson-Gardner	C	
Woodstock	*Lord Randolph Churchill	C	
Wolverhampton	Right Hon. C. Pelham Villiers		L
	Thomas Matthias Weguelin		L
Worcester (City)	Alexander Clunes Sherriff		L
	*Alderman T. R. Hill		L
Worcestershire (W.)	William Edward Dowdeswell	C	
	Frederick Winn Knight	C	
Worcestershire (E.)	*Henry Allsopp	C	
	*Thomas Eades Walker	C	
Wycombe	Hon. William H. P. Carington		L
York (City)	George Leeman		L
	James Lowther	C	
Yorkshire (E. R.)	Christopher Sykes	C	
	William H. Harrison-Broadley	C	
Yorkshire (N. R.)	Frederick Acclom Milbank		L
	*Viscount Helmsley	C	
Yorkshire (W. R., N. Div.)	Lord Frederick C. Cavendish		L
	*Matthew Wilson		L
Yorkshire (W. R., E. Div.)	Christopher Beckett Denison	C	
	Joshua Fielden	C	
Yorkshire (S. W. R.)	Walter Spencer Stanhope	C	
	*Lewis Randle Starkey	C	

SCOTLAND.

Aberdeen (City)	J. Farley Leith, Q.C.		L
Aberdeensh. (E.)	William Dingwall Fordyce		L
Aberdeensh. (W.)	William McCombie		L
Argyllshire	Marquis of Lorne, K.T.		L
Ayr District	*Sir Wm. J. M. Cuninghame	C	
Ayrshire (North)	*Roger Montgomerie	C	
Ayrshire (South)	*Lieut.-Colonel Claud Alexander	C	
Banffshire	Robert William Duff		L
Berwickshire	*Hon. Robert Baillie Hamilton	C	
Buteshire	Charles Dalrymple	C	
Caithness-shire	Sir John G. T. Sinclair, Bart.		L
Clackmannan and Kinross-shires	Right Hon. Wm. Patrick Adam		L
Dumbartonshire	Archibald Orr-Ewing	C	
Dumfries Burghs	*Ernest Noel		L
Dumfries Dist.	*Capt. John Jas. Hope-Johnstone	C	
Dundee	James Yeaman		L
	*Edward Jenkins		L
Edinburgh (City)	Duncan McLaren		L
	*James Cowan (Lord Provost)		L
Edinburgh and St. Andrews Universities	Right Hon. Lyon Playfair, LL.D.		L
Edinburgh (Co.)	*Earl of Dalkeith	C	
Elgin Burghs	Mountstuart E. Grant Duff		L
Elgin and Nairn	*Viscount Macduff		L
Falkirk Burghs	*John Ramsay		I
Fifeshire	Sir Robert Anstruther, Bart.		L
Forfarshire	James William Barclay		L
Glasgow	*Dr. Charles Cameron		L
	George Anderson		L
	*Alexander Whitelaw	C	
Glasgow and Aberdeen University	Edward Strathearn Gordon, Q.C.	C	
Greenock	James Johnston Grieve		L
Haddington Dist.	General Sir H. Ferguson Davie		L
Haddingtonshire	Lord Elcho	C	
Hawick District	George Otto Trevelyan		L
Inverness Burghs	Charles Fraser Macintosh	C	
Inverness-shire	Donald Cameron	C	
Kilmarnock	*James Fortescue Harrison		L
Kirkcaldy Burghs	*Robert Reid		L
Kincardineshire	Major-Gen. Sir George Balfour		L
Kircudbright	*John Maitland		L
Lanarkshire (N.)	Sir Thomas Edward Colebrooke		L
Lanarkshire (S.)	Sir W. C. Anstruther, Bart.	C	
Leith District	*Colonel Donald Robt. Macgregor		L
Linlithgowshire	Peter McLagan		L
Montrose District	Right Hon. W. E. Baxter		L
Orkney and Shetland	Samuel Laing		L
Paisley	*Colonel William Holms		L
Peebles and Selkirk	Sir Graham G. Montgomery, Bart.	C	
Perth	Hon. Arthur F. Kinnaird		L
Perthshire	*Sir Wm. Stirling Maxwell, Bart.	C	
Renfrewshire	*Colonel William Mure		L
Ross and Cromarty	Alexander Matheson		L
Roxburghshire	*Sir George H. Scott-Douglass, Bart.	C	
St. Andrews	Edward Ellice		L
Stirling Burghs	Henry Campbell Bannerman		L
Stirlingshire	*Rear-Adm. Sir Wm. Edmonstone	C	
Sutherlandshire	*Marquis of Stafford		L
Wick Burghs	John Pender		L
Wigton District	*John Stewart	C	
Wigtonshire	Robert Vans Agnew	C	

IRELAND.

Antrim (County)	*James Chaine	C	
	Hon. Edward O'Neill	C	
Armagh	John Vance	C	
Armagh (County)	Edward Wingfield Verner	C	
	*Maxwell Charles Close		L
Athlone	*John James Ennis (H R)	tie	
	*Edward Sheil (H R)	tie	L
Bandon	*A. Swanston		L
Belfast	*James Porter Corry	C	
	William Johnston	C	
Carlow (Borough)	*Henry Owen Lewis (H R)		L
Carlow (County)	Arthur M. Kavanagh	C	
	Henry Bruen	C	
Carrickfergus	Marriott Robert Dalway		L
Cavan (County)	*Fay (H R)		L
	S. Biggan (H R)		L
Clare (County)	Right Hon. Sir C. O'Loghlen (H R)		L
	*Lord Francis Conyngham (H R)		L
Clonmel	*Arthur Moore (H R)		L
Coleraine	*Daniel Taylor		L
Cork (City)	Joseph Philip Ronayne (H R)		L
	Nicholas D. Murphy (H R)		L
Cork (County)	McCarthy Downing (H R)		L
	William Shaw (H R)		L
Donegal (County)	Marquis of Hamilton	C	
	Thomas Conolly	C	
Down (County)	Lord Arthur Hill-Trevor	C	
	*James Sharman Crawford (H R)		L
Downpatrick	*John Mulholland	C	
Drogheda	*Dr. William H. O'Leary (H R)		L
Dublin (City)	*Sir Arthur E. Guinness, Bart.	C	
	*Lord Mayor M. Brooks (H R)		L
Dublin (County)	Right Hon. T. E. Taylor	C	
	Ion Trant Hamilton	C	
Dublin University	Right Hon. John T. Ball, Q.C.	C	
	Hon. David R. Plunket, Q.C.	C	
Dundalk	Philip Callan (H R)		L

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Dungannon	*Thos. Alexander Dickson		L
Dungarvan	*James O'Keefe (H R)		L
Ennis	Captain Wm. Stacpoole...		L
Enniskillen	Viscount Crichton	C	
Fermanagh	W. Humphreys Archdale	C	
	Col. Hon. Henry Arthur Cole	C	
Galway (Borough) ...	Earl of Howth		L
	*George Morris (H R)	C	
Galway (County) ...	Capt. John P. Nolan, R.A. (H R) ...		L
	Mitchell Henry (H R)		L
Kerry (County) ...	Henry Arthur Herbert...		L
	Rowland Blennerhassett (H R) ...		L
Kildare	*C. H. Meldon (H R)		L
	Right Hon. Wm. H. Ford Cogan ...		L
Kilkenny (City) ...	Sir John Gray (H R)		L
Kilkenny (Co.) ...	George Leopold Bryan (H R)		L
	*Patrick Martin (H R)		L
Kinsale	*Eugene Collins (H R)		L
King's County ...	Sir Patrick O'Brien (H R)		L
	Serjeant David Sherlock (H R) ...		L
Leitrim	Dr. John Brady (H R)		L
	Major Wm. R. Ormsby-Gore	C	
Limerick (City) ...	Isaac Butt, Q.C. (H R)		L
	*Richard O'Shaughnessy (H R)... ...		L
Limerick (County) ...	*Wm. Henry O'Sullivan (H R)... ...		L
	Edward John Synan (H R)		L
Lisburn	Sir Richard Wallace, Bart.	C	
Londonderry (City)...	Charles Edward Lewis	C	
Londonderry (Co.) ...	*Professor Richard Smyth		L
	*Hugh Law, Q.C. (Solicitor-General) ...		L
Longford	Major Myles Wm. O'Reilly (H R) ...		L
	*George Errington (H R)		L
Louth	*Alexander M. Sullivan (H R) ...		L
	Philip Callan (H R)		L
Mallow	John George McCarthy (H R)... ...		L
Mayo (County) ...	George Ekins Browne (H R)		L
	*Thomas Tighe (H R)		L
Meath (County) ...	Nicholas Ennis (H R)		L
	John Martin (H R)		L
Monaghan	Sewallis Evelyn Shirley	C	
	John Leslie	C	
Newry	*William Whitworth		L
New Ross	*John Dunbar (H R)		L
Portarlington ...	Lionel S. W. Dawson-Damer	C	
Queen's County ...	Kenelm Thomas Digby (H R)		L
	Edmund Dease (H R)		L
Roscommon... ...	Charles Owen O'Conor (H R)		L
	Hon. Charles French (H R)		L
Sligo (County) ...	Sir Robert Gore Booth...	C	
	Denis Maurice O'Conor (H R)... ...		L
Tipperary	Col. Hon. C. W. White (H R)... ...		L
	Hon. Wm. F. O'Callaghan (H R) ...		L
Tralee	Daniel O'Donoghue		L
Tyrone	*J. W. Ellison Macartney	C	
	Hon. Henry W. Lowry Corry	C	
Waterford	*Rickard Power (H R)		L
	*Major Purcell O'Gorman (H R) ...		L
Waterford County ...	*Lord Charles Beresford	C	
	Sir John Esmonde, Bart.		L
Westmeath	Patrick James Smyth (H R)		L
	Lord Robt. Montagu (H R)		L
Wexford (Borough)...	Wm. Archer Redmond (H R)		L
Wexford (County) ...	*Sir George Bowyer (H R)		L
	*Chevalier Keys (H R)		L
Wicklow County ...	*William Richard O'Byrne (H R) ...		L
	Wm. Wentworth Fitz W. Dick ...	C	
Youghal	*Sir Joseph Neale McKenna (H R) ...	C	

Total, 652: Conservatives, 353; Liberals, 299.

OLD MEMBERS NOT RE-ELECTED.

—o—

The asterisk denotes those who did not offer themselves for re-election.

Adair, H. E., Ipswich
Agar-Ellis, L., Kilkenny
*Akroyd, E., Halifax
*Amcotts, Col., Mid Lincoln
Annesley, H., Cavan
*Anson, Major, Bewdley
Arbuthnot, Major, Hereford
*Archdall, Capt., Fermanagh
Ayrton, A. S., Tower Hamlets
*Aytoun, S., Kirkcaldy
Bagwell, J. Clonmel
Baines, E., Leeds
*Barnett, E. W., Dover
*Barnett, H., Woodstock
*Barrow, W. H., South Notts
*Barry, A. H. Smith, Cork County
*Beaumont, S. A., Wakefield
Beaumont, H. F., S.W. Yorkshire
*Bentall, E. H., Maldon
*Bingham, Lord, Mayo
*Blennerhassett, Sir R., Galway
Bonham-Carter, J., Winchester
Bouverie, E. P., Kilmarnock
Bowmont, Marq. of, Roxburghshire
Bowring, E. A., Exeter
Brand, H. R., Herts
Brewer, Dr., Colchester
Bright, Jacob, Manchester
Brinckman, T., Canterbury
Bruce, Lord C., N. Wilts
Bruce, Sir H., Coleraine
Buckly, N., Stalybridge
*Buller, Sir E., N. Stafford
*Burke, E. H., Christchurch
Bury, Viscount, Berwick
Cadogan, F. W., Cricklade
Campbell, Col., Renfrew
*Candlish, J., Sunderland
*Chambers, M., Devonport
*Child, Sir Smith, West Stafford
Collins, T., Boston
*Colthurst, Sir G., Kinsale
*Corrance, F. S., Suffolk
*Corrigan, Sir D., Dublin
Craufurd, E., Ayr
*Crawford, R. W., London
*Croft, Sir H., Herefordshire
*Crum-Ewing, H., Paisley
Cunliffe, Sir R., Flint
*Dalglish, R., Glasgow
*D'Arcy, M., Co. Wexford
Dawson, R. P., Londonderry
Dease, M., County Louth
Delahunty, J., Waterford
Dent, J. D., Scarborough
*Dimsdale, R., Hertford
Dorington, J., Stroud
*Duncombe, O., N. R. York
*Du Pré, C. G., Bucks
Eastwick, E., Falmouth
Elliot, G., North Durham
Enfield, Lord, Middlesex
*Erskine, Admiral, Stirlingshire
Eykyn, R., Windsor
*Fagan, Capt., Carlow
Fawcett, H., Brighton
Figgins, J., Shrewsbury
Finnie, W., N. Ayrshire
Fitzgerald, Lord O., Kildare
Fitzwilliam, H., Co. Wicklow
Forde, Col., Co. Down
Fortescue, C., County Louth
Fortescue, D., Andover
Fowler, R. N., Falmouth
Fowler, W., Cambridge
*Gavin, Major, Limerick
*Gower, Lord R., Sutherland
*Graham, W., Glasgow
Grant, Col. J., Elgin and Nairn
Gray, Col., Bolton
*Greaves, E., Warwick
Greville, Capt., Westmeath
*Grey, Sir G., Morpeth
Grey de Wilton, Lord, Bath
*Grosvenor, N., Chester
*Grosvenor, R. W., Westminster
Grove, T. F., South Wilts
Guest, A., Poole
Guest, M., Youghal
*Hadfield, G., Sheffield
Hambro, C., Weymouth
Hamilton, Lord C., Tyrone
Hamilton, Major S., Lanarkshire
Hardcastle, J., Bury St. Edmunds
*Hardy, J., South Warwick
*Harris, J. D., Leicester
Headlam, T., Newcastle-on-Tyne
Henley, Lord, Northampton
*Henry, J. S., Lancashire
*Herbert, A., Nottingham
*Heron, D., Tipperary
*Heygate, Sir F., Londonderry
Hibbert, J., Oldham
*Hoare, P., Southampton
Hoare, Sir H., Chelsea
*Hodgkinson, G., Newark
*Hornby, E. K., Blackburn
*Hoskyns, C. W., Hereford
*Howard, J., Bedford
Hughes, T., Frome
Hurst, R. Horsham
*Hutt, Sir W., Gateshead
*Hutton, J., Northallerton
*Illingworth, A., Knaresborough
Jackson, R. W., Hartlepool
Jardine, Robert, Dumfries
Johnston, A., South Essex
Jones-Parry, T., Carnarvonshire
*Keown, W., Downpatrick
King, P. Locke, East Surrey
Knox, Col. S., Dungannon
Lancaster, J., Wigan
Laslett, W., Worcester
Lawrence, W., London
Lea, T., Kidderminster
*Lennox, Lord G., Lymington
*Lewis, H., Marylebone
Lewis, J., Devonport
Lindsay, C., Abingdon
*Lloyd, Sir T., Cardigan
Lyttelton, C., Worcestershire (E.)
*M'Evoy, E., Meath
Macfie, R., Leith
*Mackintosh, E. W., Inverness
*M'Mahon, P., New Ross
M'Clure, T., Belfast
Magniac, C., St. Ives
*Maitland, Sir A., Edinburgh
Malcolm, J., Boston
*Marling, S., West Gloucester
Matthews, H., Dungarvan
*Maxwell, W., Kircudbright
*Merry, J., Falkirk
Meyrick, T., Pembroke
*Miall, E., Bradford
Miller, J., Edinburgh
Miller, W., Berwickshire
Mitford, W., Midhurst
*Morgan, C. O. S., Monmouthshire
Morrison, W., Plymouth
*Munster, W., Mallow
Newry, Lord, Newry
Nicholson, W., Petersfield
*Nugent, G. G., Longford
Ogilvy, Sir J., Dundee
Onslow, G., Guildford
Osborne, R. B., Waterford
Otway, A., Chatham
Pakington, Sir J., Droitwich
Palmer, J. H., Lincoln
Parker, C. S., Perthshire
Pease, Col., Hull
*Pelham, Lord, Lewes
Phipps, C., Westbury
Pim, J., Dublin
*Potter, E., Carlisle
Powell, F. S., N.W. Yorks.
Power, J. T., Wexford Co.
Ramsden, Sir J., Monmouth
Richards, E. M., Cardiganshire
Roden, W., Stoke
Rothschild, Baron, London
*Rothschild, M. (deceased), Hythe
*Russell, Sir W., Norwich
Rylands, P., Warrington
Samuelson, H., Cheltenham
Sartoris, E. J., Carmarthenshire
Saunderson, E. J., Cavan
*Seely, C., jun., Nottingham
Seymour, A., Salisbury
*Smith, J. B., Stockport
Smith, Rowland, Sth. Derbyshir
*Stanley, W. O., Beaumaris
Stapleton, J., Berwick
*Stepney, Sir J., Carmarthen
Stone, W. H., Portsmouth
*Storks, Sir H., Ripon
*Straight, D., Shrewsbury
*Stronge, Sir J., Armagh
Strutt, H., East Derbyshire
Stuart, H., Waterford Co.
*Sturt, Col., Dorchester
*Talbot, Capt., Stafford
Tipping, W., Stockport
*Tollemache, F., Grantham
Tomline, Col., Grimsby
Torrens, Sir R., Cambridge
*Trelawny, Sir J., Cornwall
*Trench, Capt., Galway
Vandeleur, Col., Clare
Verney, Sir H., Buckingham
*Walker, Major, Dumfriesshire
*Wedderburn, Sir D., Ayrshire
*Wells, W., Peterborough
West, H., Ipswich
Wharton, J., Durham
*Whatman, J., Maidstone
White, J., Brighton
*Whitworth, T., Drogheda
*Williams, C., Barnstaple
*Williamson, Sir H., N. Durham
*Willyams, E., Cornwall
Wingfield, Sir C., Gravesend
Wingfield-Baker, R., South Essex
*Wise, H., South Warwick
Woods, H., Wigan
Young, Sir G., Wigton

Colonel Pease, Colonel Campbell, Mr. E. Barnett, and Mr. Dorington, had not taken their seats at the time of the Dissolution.

MR. BRIGHT ON THE BRIGHTON ELECTION.—The *Sussex Daily News* says that the following is an extract from a long letter addressed to the late senior member for Brighton, Mr. James White, by Mr. John Bright:—"My dear Mr. White,—I am much grieved at the result of your contest, and especially that you should be shut out from the House of Commons, where your more than common knowledge of some branches of public affairs enabled you to be so useful. I refer particularly to everything connected with taxation and finance. . . . I hope some opening will soon come to enable you to return to the House, if you are not tired of it. . . . If I come to Brighton next week I will call upon you."

NEW RECORDER.—Mr. J. Dugdale, of the Midland Circuit, has been appointed Recorder of Grantham, in the place of Mr. John W. Mellor, who was a candidate at the recent election to represent that borough in Parliament.

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VIA BRINDISI.

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 548.] LONDON, MONDAY, MARCH 2, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 2.
JAPAN—Yokohama	Nov. 14	Jan. 4	Jan. 13
Yedo			
Osaka and Hiogo	—	—	„ 5
Hakodadi			
Nagasaki	—	—	„ 12
CHINA—Peking	—	—	„ 5
Tien-tsin	—	—	„ 7
Chefoo	—	—	„ 9
Newchwang	—	—	Dec. 27
Hankow	„ 14	— 7	Jan. 10
Kiu-kiang	—	—	„ 10
Chin-kiang	—	—	Dec. 31
Shanghai	„ 28	„ 13	Jan. 16
Ningpo	—	—	„ 14
Foochow	„ 28	„ 11	„ 16
Formosa	—	—	„ 8
Amoy	—	—	„ 14
Swatow	—	—	„ 15
Hong Kong	Dec. 5	„ 16	„ 22
Canton	—	—	„ 20
Macao	—	—	„ 21
PHILIPPINES—			
Manila	Nov. 21	Dec. 29	„ 10
COCHIN-CHINA			
Saigon	„ 21	„ 26	„ 18
SIAM — Bangkok	—	—	„ 16
BORNEO —			
Labuan	—	—	„ 12
Sarawak	—	—	„ 17
JAVA — Batavia	Dec. 12	Jan. 18	„ 23
Samarang	—	—	„ 20
Sourabaya	—	—	„ 19
MALACCA STRAITS—			
Singapore	„ 26	„ 27	„ 29
Penang	„ 26	„ 25	„ 31
CEYLON—			
Galle	Jan. 9	Feb. 1	Feb. 7
Colombo	—	—	„ 5

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama, 20th; Shanghai, 23rd; Hong Kong, 29th; Singapore, 6th Feb., left Suez on the 27th ult., and will probably be delivered *via* Marseilles, on Monday next, the 9th inst., its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Simla*, arrived Feb. 26, and to Southampton, per P. and O. steamer *Tanjore*, expected March 8. Lists not to hand.

PASSENGERS OUTWARD.

Per French steamer *Hoogly*, March 1 (booked from London).—To Yokohama: Mr. Osada, Mr. Ito, Mr. Outahrima. To Hong Kong: Mr. Reinecke, Mr. Landheim. To Shanghai: Mr. Rodewald, Mr. and Mrs. Beazley, Mr. and Mrs. Kirchhoff, Mr. and Mrs. Lay. To Batavia: Mr. Nedermeyer von Rosenthal, Mr. v. Durler, Mrs. Mongan, Mr. Rodewald, Mr. Overbeck, Mr. Slater, Mr. Schlisp, Miss Kate Wheeler. To Singapore: Mr. Petel, Mr. De la Warr. To Galle: Mr. Reinecke, Mrs. Baird, Mr. Hesse.

Per French steamer *Tigre*, from Marseilles, March 15 (booked from London). To Shanghai: Mr. and Mrs. T. F. Hughes, Mr. C. Lucas, Mr. F. S. Deacon, Mr. Simpson, Mr. G. Malteau. To Batavia: Mr. and Mrs. Otto Smissaert, Mr. Kruyff. To Singapore: Mr. and Miss Shelford, two children and servant. To Hong Kong: Mr. and Mrs. Scott, Mr. Mundy, Mr. Hutchison, Mr. Price, Mr. Rusden.

Per French steamer *Amazone*, March 29 (booked from London).—To Singapore: Mr. and Mrs. J. Sloan. To Hong Kong: Mr. Sanderson. To Batavia: Mr. and Mrs. Bouffaer and two children, Mr. and Mrs. O. Furst.

Per P. and O. steamer *Sumatra*, from Southampton, Feb. 26.—To Yokohama: Mr. F. Cheeseman, Mr. W. E. Durrand. To Shanghai: Mrs. H. Ramsey, Mr. E. Wells. To Singapore: Mr. J. Sheriff. To Hong Kong: Mr. R. White, Mr. E. S. Christie, Mr. W. H. D. Tyler, Mr. R. T. Permewan, Mr. A. Heenan.

Per P. and O. steamer *Simla*, from Venice, March 6.—To Batavia: Mr. W. Walker.

Per P. and O. steamer *Simla*, from Brindisi, March 9.—To Hong Kong: Mr. T. J. Crutch, Mr. G. Towend, Mr. and Mrs. G. M. Smith. To Batavia: Mr. E. M. Owen To Ceylon: Mr. A. Giles Puller.

Per P. and O. steamer *Nizam*, from Southampton, March 12.—To Yokohama: Mr. C. H. Reynders. To Hong Kong: Lieut. Howard, Mr. Laidlaw. To Shanghai: Mr. L. C. Hopkins, Mr. J. R. Coulthard. To Singapore: Mr. E. H. French, Lieut.-Colonel Barlow.

Per P. and O. steamer *Sumatra*, from Venice, March 20.—To Shanghai: Mr. and Mrs. Adkins.

Per P. and O. steamer *Sumatra*, from Brindisi, March 23.—To Shanghai: Hon. H. G. Edwardes. To Yokohama: Mr. and Mrs. Vean, Miss A. Cowan, Mr. H. Scharbon. To Hong Kong: Mr. and Mrs. Galton.

Per P. and O. steamer *Tanjore*, from Southampton, March 26. — To Yokohama: Rev. G. Copland.

Per P. and O. steamer *Ceylon*, from Brindisi, April 6.—To Hong Kong: Mr. W. T. Phipps, Mr. H, G. Phipps.

Per steamer *Glaucus* (Holt's Line), from Liverpool, Feb. 26.—To Penang: Mr Gondriaan. To Hong Kong: Mr. Fish. To Shanghai: Miss Chappison.

Per steamer *Hong Kong*, from London, Feb. 26.—To Penang: Mr. and Mrs. Macdonald and five children, Miss Emma Kidner, Mrs. Smith and two daughters. For Shanghai: Mr. Arthur W. Danthwaite, Mr. Henry Savage, Doctor James Jardine, Mr. and Mrs. James Meadows and child.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices by the present P. and O. mail extend to the 13th Jan. The P. and O. mail from London Nov. 14 arrived out on the 4th Jan. The Pacific Mail Company's steamer *Japan* arrived at San Francisco on the 13th ult., with advices to the 23rd Jan., of which the following summary has been telegraphed to New York:—

The memorandum of the Japanese Foreign-office to the European representatives, mentioned in the despatch of December 23, refuting the arguments in favour of the extension of exterritoriality throughout Japan, has received a rejoinder, in which the former pleas are reiterated. The matter of proposal is no less objectionable than before, although the manner is less offensive. It is noteworthy that this document is not signed by the United States Minister. A second answer by the Japanese is equally firm in its rejection of the demands. In their last reply the Japanese refuse to entertain any proposals looking to the opening of their country except by means of an entire revision of the treaties, previous to which they will require the credentials authorising the Ministers to act in so important a matter. They say that such a radical step must be regulated by conventions between nations and not by an agreement between the Foreign-office and the European representatives.

The position of the German Minister, Herr Von Brandt, in his dispute with the Japanese Government, is understood to be as follows:—He claims that, inasmuch as existing treaties exclude all foreigners from the interior of the Empire, the Japanese have already violated it by introducing foreign teachers, &c., for the instruction of their youths, the development of their mineral resources and other kindred purposes. On this ground the Minister proposes to resist exclusion of any of his countrymen who choose to travel beyond the prescribed limits, either for pleasure or trade. The native authorities are firm in their resistance to what they call "a monstrous assumption."

The official census of 1872, just published, fixes the entire population at 33,110,825. The males and females are about equal in numbers. There are 29 members of the Imperial family, 459 of the higher order of nobles, and about 700,000 of the lower order of gentry.

Iwakura is rapidly recovering from his wounds. No positive clue to his assailant has been discovered, though several arrests have been made.

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CHINA.

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PEKING.

Wan-seang returned to Peking from Manchuria on the 27th Dec., and on that day had an audience of his Majesty, who accorded him five days' leave of absence from official business, to recruit his health after the fatigues of his long journey. The old Minister is said to suffer from asthma during the winter, and in consequence does not then frequently appear at the Council Board of the Tsung-le Yamun. The Tsung-le Yamun has become a very important office at Peking, and the leading men of the Six Boards are in general also the chiefs of the Tsung-le Yamun.

It is stated that Don Garcia y Garcia, the Peruvian Minister, accompanied by his Secretary of Legation, will call on Prince Kung and the other chiefs of the Foreign-office on the 31st Dec. It appears that the Peruvian Minister is met in a courteous manner by the high Chinese Officials of Peking, so we may augur favourably for its final results.

On Christmas Day a newly-erected chapel, situated within the British Legation grounds, was opened for public worship. The Rev. Mr. Collins acted as chaplain on the occasion; and the foreign Protestants resident at Peking attended to join in the ceremonial service. At midnight High Mass was celebrated in the Roman Catholic cathedral, when the foreign Roman Catholics of Peking and the bulk of the resident Chinese Catholics were present.

The weather has become colder. The Yei-ho (which runs through the city, past the British Legation) has been frozen over at the sides, but in the middle it is free from ice. On the whole the weather has been extraordinarily mild in comparison with former seasons.

CHEFOO.

There has been an outbreak against missionary teaching, at a place in the interior of Shantung, which contrasts so remarkably with the good feeling Mr. Williamson met in his recent excursion that we shall await with interest some explanation of the occurrence. It will be seen that no suspicion is in this case thrown on the local officials.

For four months previous to the occurrence a missionary had been labouring in the Chih Nieh district, about 150 miles south-east of Chefoo. Upwards of 100 persons were received into the church, and almost daily persons declared their determination to forsake idolatry and live Christian lives. Others came by night, saying that they were convinced of the truth of Christianity, but feared the opposition of their families and the persecution they would have to suffer should they make an open profession. One day the missionary was stoned by a large number of men, when passing through a town on his way to preach at a station among the Lau San mountains. When the magistrate was informed of this he promised protection in the future. Proclamations were issued, telling the people that according to the treaty foreigners must be protected in their lawful callings, and while none were compelled to listen to the preaching of the Gospel, there must be no hindrance to those who wished to hear. A fortnight later the people, at an annual fair, again stoned the missionary, and he was obliged to flee for his life. The native Christians, who assisted him in escaping, were also stoned, and two of them seriously injured. The magistrate sent to the missionary, saying matters were becoming serious, and he would send him to Chefoo under an escort of soldiers, if he would leave. The missionary finally decided to leave without the soldiers. He had only been gone a few hours, when 2,000 men from the disaffected villages arrived and surrounded the inn, demanding the missionary. The magistrate, hearing of this, went out and told the leaders if they did not disperse at once he would seize and behead them. After they had searched and were convinced that the missionary was not there they disbanded. Two days later a crowd went to the village where the missionary lived, broke the windows and the door of the house he had occupied, and were in possession of the house when the Christians of the village all fled to places of refuge. Placards had been posted all over the country.

The stories about stealing children, &c., have as usual been used to arouse people. It is said that the "Death-blow to Corrupt Doctrines" has been extensively circulated in that region. What action, if any, the authorities may take in this matter remains to be seen. The magistrate of that district is apparently disposed to do justice, and has formerly dealt fairly with foreigners whether he is equal to the present emergency is uncertain.

A little town 140 miles south-east of Chefoo has been startled by the announcement of murder. A man named Moo, who had leased a piece of land by paying a sum of money in advance, went to the owner of the land and wished him to refund the money or a portion of it, to meet debts which were pressing upon him. The request was not complied with, and a serious quarrel followed. According to the statement of the friends of the murdered man, Moo, in company with others, went the following night to the house of the landowner, murdered him, put out both his eyes, and then dragged the body to Moo's threshing floor and threw it on a stack of straw, to which they set fire.

SHANGHAI.

The present mail brings advices from the port to the 16th Jan.; the P. and O. mail from London Nov. 28 arrived out on the 13th January. The following items of news are from the *North China Herald*:—

A motion or preliminary application by the plaintiffs in the suit Samuel Brown *v.* the Union Steam Navigation Company has been heard in Chambers before Sir Edmund Hornby. Mr. Cooper appeared for plaintiff and Mr. Drummond for defendants. The defendants had filed a motion to have plaintiff's petition dismissed, without any answer being required of them, on the following grounds of law—(1) That the petition did not disclose or show any jurisdiction in the Supreme Court in respect of the subject-matter of the suit, and that it had no jurisdiction thereon; (2) that all the shareholders in the company should have been joined as defendants; (3) that the petition improperly prayed for different forms of relief, which could not be given or decreed to one and the same suit. Upon this motion by defendants, plaintiff's counsel filed a counter-motion, which was the one heard yesterday, and which called upon defendants to disclose further particulars of their grounds of objection. The discussion was of a conversational character; and as the arguments will in the main be those used when the defendant's demurrer comes up, we do not now attempt to reproduce them. His Lordship refused the application, on the ground that it was unnecessary for the defendants to have given further particulars in their demurrer, and that plaintiff was sufficiently informed as to what the other side intended to urge in support of their motion for the dismissal of the petition.

At the Mixed Court two respectable Canton men have been sentenced to a short term of cangue for assaulting the police in Hongkew. The men belong to the large mechanic class, who form an important section of the native community in Hongkew, and who are accustomed to assert themselves with all the independence and freedom which distinguish the Canton man as compared with the apathetic Northerner. The difficulty arose through a quarrel with a shopman, on whose behalf the police had to interfere. The men were taken to the station, but were allowed to depart with a caution. No sooner were they at liberty, however, than they returned to the charge, and a constable again interfering, they assaulted him, and extended the beating to another who came to the assistance of the first. We have been told that a native constable was last year so severely beaten in Hongkew by men of this class that he died from the effects.

In the precincts of the Mixed Court are at present stowed, awaiting final disposition, a number of bags of "lie tea," or Maloo mixture, which were confiscated by the Customs' authorities. There being here no counterpart of the institution known to the English Customs as "the Queen's Tobacco-pipe," the Mixed Court magistrate finds himself in some difficulty how best to get rid of the mixture so that it shall be beyond the ingenuity and the patience of the native *économes* of tea-rubbish again to utilise it. It would probably be difficult to burn it, unless in a strong furnace; and if some Court runner were commissioned to have it made away with, the temptation would be great to turn a dishonest penny on the transaction by raising it again to the dignity of tea. The smart official would have a clear conscience regarding the matter so long as he kept the lieges of the Son of Heaven from being poisoned by its vile decoction, while as to the barbarian he may say—*caveat emptor*.

An animated correspondence has been going on in the *Shun-pao*, between Northern and Southern Chinamen, about the torture case to which we lately called attention. The Cantonese of course stand up for the Chelsien, who is their countryman, and carried out their views in the affair. The Northerners condemn his action as cruel, and satirise the collective effort of Cantonese society at Shanghai to crush a simple actor and a poor girl. It is as though the Taeshan mountains were moved to crush an egg, or elephants and tigers were employed to kill a hare! We are glad to say the Northerners have had much the best of it, and the Cantonese are very much beaten and very angry. The incident again raises the question, why do not Ministers insist on the foreign settlement being made a separate district, whose magistrate shall be independent of the Shanghai Hien? There are two Hien districts in Soochow; why should there not be two in Shanghai, which is as populous, and really more important?

The shooting parties who were frozen in up-country are struggling back to the Settlement on foot or in native boats. We hear of one party who were frozen up for five days, and had to break through several miles of ice to escape into broader water. Another gentleman writes:—"We were frozen up for three days, more or less, being only able to break through ice for a few hours each afternoon. Had we remained in the smaller creeks we should have been fast still." But these were the more fortunate ones. Several men have walked back 120, 150, and 170 miles, to Shanghai, leaving their boats jammed; others have not yet returned.

The milder weather has permitted a Paper Hunt to be held, and a good field met on the occasion. The start was from the Cross-road; the paper led out towards Jessfield, round back towards the Bubbling Well, and finished at the Two-mile Bridge

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Mr. Ogle, on Ivanhoe, won the light-weight, and Mr. Reid, on Red Herring, the heavy-weight cup.

We hear that the Amateur Dramatic Company are busily engaged in rehearsing the famous comedy "Masks and Faces," and the farce "Incompatibility of Temper," for the opening night in the New Lyceum Theatre, which it is hoped may be about the end of January. Safe casts have been selected; and the prices, admirable in themselves, promise to be well treated.

Three of the gentlemen who were elected to the French Municipal Council having declined to accept office, a fresh election will be held on the 23rd Jan.

An alarm of fire was given on the 12th Jan., but before the engines could turn out to proceed to the French Settlement, the district indicated, a message arrived to say that the fire had been extinguished. It occurred, we believe, in a Chinese dwelling near the police station, and was promptly subdued by the means at hand. Superintendent Penfold, on learning this, at once sent word to the various fire companies in the neighbourhood, the members of which were doubtless very glad to be spared doing duty at the inconvenient hour of dinner.

The steamer *Chihli* reports that the brig *Lapwing*, Captain Gilchrist, was wrecked in Litau Bay, on the coast of Shantung, on the 1st Jan. All the crew were saved. The *Yuen-tze-fee* reports that on the 8th she steamed into Litau Bay, but could see nothing of the wreck.

H.B.M. gun-vessel *Curlew*, Captain Church commander, left on the 10th Jan. for Ningpo, where she will remain until the 26th. She will then proceed to Hong Kong, where, we believe, she will be docked, and the blades of her screw, which were slightly bent on one of her trips down the Peiho river, will be repaired. The *Curlew* will probably return to Shanghai in March.

It is reported that the new wharf and godowns below the Hongkew Wharf, built by Messrs. Farnham and Co., have been leased by that firm to the Chinese Merchants Steam Navigation Company.

Shinagawa, Japanese Consul at this port, has officially notified his colleagues that the Japanese Imperial Government remove Ida from the Consul-Generalship of China, on the 13th Dec. We learn also that Consul Yamada, the newly-appointed Minister from Japan to Peking, is not expected here until communication is re-opened with Tientsin.

Two Chinese, one the lowdah of the yacht *Madcap*, and the other a friend who kept him company on board, were suffocated during the night of the 3rd and 4th Jan. by charcoal fumes. The *Madcap* had returned from an upcountry trip, and was lying near the receiving ship *Ariel*. The sampanman of the *Ariel* went on board the yacht, and not finding the lowdah, looked below, and discovered the two men apparently asleep. Their unresponsive stillness alarmed him, and he went and called Captain Croal, who seeing the state of the case, sent for Dr. Gottburg, the medical man in attendance on the ship. Dr. Gottburg at once pronounced the men asphyxiated, evidently by charcoal fumes. They had fallen asleep with a charcoal brazier in their little cabin, to retain the heat from which they had closed up every aperture that could admit the entrance of pure air. Meanwhile among the assembled mob of Chinese a rumour was got up that the men had been severely beaten, and the lowdah's friends declined to take away his body unless they were handsomely compensated. The awkward position in which an Eastern is placed by a dead body being found on his premises, where death has occurred from causes outside the natural order of events, was no doubt present to the native mind, and the opportunity was too good a one to be allowed to pass without attempting a squeeze, but the threatened terrorism becomes unavailing when foreigners have to be dealt with, and has generally the effect of freezing the current of charitable intent which the pitiable circumstances of the case may have set in motion. Thus Capt. Croal, who proposed to bear the funeral expenses of the unfortunate victims of their own imprudence, felt obliged to abandon his charitable purpose till the clamorous friends withdrew both their unfounded accusations and claims. A more minute examination of the bodies was made by Dr. Little, at the suggestion of Inspector Fowler, and showed that they were those of healthy men, and were wholly free from marks of violence.

Our Newchwang correspondent writes that the river is not frozen over, though much ice had appeared in it. Nothing had been done in manufactures. Malwa nominally Tls. 510 to Tls. 520. Produce declining in value.

The *Herald* has received the subjoined communication from a correspondent at Peking:—

The Manchester trade is going to the devil *(sic)*. It is too bad to send out such filthy Shirtings. The storekeepers here are afraid of buying the trash which rots in their shops. In a short time there will be no sale here at all for British Cottons. The hotelkeeper showed me sheets of washed Grey Shirtings which he said had lost half weight, and they certainly were most miserable flimsy rags, which tore at a pull.

HONG KONG.

Our advices by the present mail extend to the 22nd Jan.; the French mail from London Dec. 5 arrived out on the 16th Jan., and the following P. and O. mail of 12th Dec. was due the day this mail left. The *China Mail* supplies the following items of intelligence:—

A special meeting of the Chamber of Commerce was held on the 17th Jan., the following gentlemen being present:—Hon. P. Ryrie (chairman), Messrs. Greig, Karberg, and Kaye, Hon. J. Whittall, Messrs. Pyke, Campbell, Phillipe, Blakeman, Granville Sharp, Hoppius, Welsh, Cameron, Stevens, Lapraik, Kahn, and Deacon.

The Chairman stated that the meeting had been called for the purpose of taking into consideration a letter which had been received from the Colonial Secretary by the Governor upon the advisability of proclaiming the Japan silver yen and the American trade dollar as legal tender in the colony. Mr. Cameron, of the Oriental Bank, who spoke at some length upon the subject, proposed a resolution to the effect that it was advisable to encourage the production of current coin by reliable mints suited to the wants of the colony. After this motion had been seconded, another resolution was proposed by the Hon. Mr. Whittall, with a view to its modification. Some discussion having taken place, it was ultimately agreed to adjourn the meeting in order that an opportunity might be afforded of ventilating public opinion upon the matter.

Three yachts started on the 17th shortly after 10 A.M. for prizes presented by the Yacht Club, viz., *Aura*, *Naiad* and *Wave*. *Loiterer* did not leave the starting-buoys, her owner being prevented by other engagements from joining in the match. The wind came out about North and freshened up as the vessels neared Green Island, until it piped up a fresh sailing breeze, sending *Aura's* lee rail under, and compelling *Wave* to send down gaff-topsail. *Aura* rounded Green Island a few lengths ahead of *Naiad*, *Wave* considerably astern, but in the stretch across to Cow-e-chow, *Naiad* drew through *Aura's* lee and went to the front, *Wave* overhauling the pair a little. *Naiad* tacked when clear of Cow-e-chow, followed by *Aura*, and the latter fell away perceptibly, being buried with her balloon topsail aloft but the wind was evidently light in the harbour, and the sail had to be dragged along for the time. *Naiad* got spinnaker on bowsprit end and reached for the mark-boat, but *Aura's* big topsail now began to tell, and she gradually drew up on the leader until both ran into a stark calm. *Wave* ultimately joined them, and the desirability of postponing the match until a more favourable opportunity was discussed. Upon drifting to the Fort William, the sailing masters of the *Naiad* and *Aura* asked Captain Purchase's opinion and decided to give up the match, as it was likely to be most uninteresting and tedious. *Wave* continued on the second round, drifting down westward in a flat calm, but eventually gave up and returned to her moorings, as the other two had done.

The steam launch built by Messrs. Inglis and Co. was launched on the 14th, and named the *Wah Loong* by Mr. Inglis's daughter. Her dimensions are—length, 80 feet; beam, 14 feet; depth, 7 feet 10 inches. Gross tonnage, 100. After the launch she was towed to Messrs. Inglis's yard at Wanchi. Her boiler has been shipped to-day; she will be fitted with engines of 30-horse power, and is expected to attain a speed of 12 knots.

Commander Theobold has been appointed to H.M.S. *Kestrel*, in place of Commander Bolton, resigned.

The American schooner *Scotland*, which left this port in May last to trade amongst the islands in the Pacific Ocean, returned on the 9th laden with beche de mer, cocoanuts, and pigs.

The first examination, under the Government system of grants in aid, of Chinese pupils attending St. Stephen's Church Mission School was held on the 13th, when out of twenty-nine boys sent up by the Rev. A. B. Hutchinson, twenty-five passed the required test successfully. The rev. gentleman is to be congratulated on this success, not the less that the Inspector of Schools expressed a marked satisfaction at the intelligence evinced by the scholars.

From Amoy we learn that at the cricket match, Hong Kong won first innings by twenty-two runs, Lieutenant-Colonel 80th Regiment contributing forty-three. Second innings, Hong Kong ninety-eight runs against fifty-one runs.

The P. and O. steamer *Columbian*, it is said, is likely to be the vessel chosen to contest in the next season's tea-race home.

Admiral Parrot, U.S.N., left suddenly for America on the 12th, the cause being ill-health. On striking his flag, it was saluted by the *Hartford*, *Askold*, and *Princess Charlotte*.

H.M.S. *Rinaldo* left for England on the 20th. The gunboat *Teazer*, under orders for home, will await here the arrival of her relief, the *Growler*. Lieut.-Commander Paul, from the *Thalia*, will succeed to the command of the gunboat *Mosquito*, vacant by the retirement of Commander Bond. Lieut. Atkinson, of the *Iron Duke*, is at present in command.

At a meeting of the Hong Kong, Canton, and Macao Steamboat Company (Limited), held on the 17th of January—Mr. G. F. Heard in the chair—a dividend of eight per cent. was declared, and a sum of $1,155.85 was carried forward to the new account. The Hon. R. Rowett was elected a director in the place of the late Mr. Sage.

The Governor of Macao has been addressed by the leading merchants upon the subject of the tea adulteration on the part of Chinese merchants at that port. His Excellency in reply said that he could not interfere legally in the trade, but that it was

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best that the names of such manufacturers who adulterated their teas should be published in the newspapers.

The P. and O. steamer *Madras*, for Yokohama, had to put back on account of an accident to her machinery.

An incident illustrating the superstitious character of the natives has occurred here. The proprietors of the Tung-heng Theatre exhibited some idols which belonged to a junk lately arrived from Amoy. People flocked to the place to such an extent that the proprietors of the theatre were summoned by the magistrates and fined for allowing their theatre to be used for purposes of idol worship.

SIAM.

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BANGKOK.

(FROM A CORRESPONDENT.)

The leading spirit in the management of the Siamese Government since the decease of the late King, in 1868, has been his Grace the Regent, best known among Europeans in former years as Chow Phya Kalahome. On the 25th of December last this much esteemed statesman completed his sixty-fourth year, and as birthdays are held in Siam to be peculiarly auspicious and lucky, that occasion was selected for the ceremony of conferring new and crowning honours upon this faithful public servant, whose age has entitled him to be at last relieved from the duties and cares of administration.

The best cultivated (with perhaps one exception) and, on the whole, the prettiest district in Siam is to be found on the banks of the river Mekong, in the vicinity of Ratburer, and at that town it appears for some years past the Regent has been erecting himself a retreat. Few save those who have lived in the country can be aware how much of the progress of Siam is due to the personal energy and intelligence of the retiring Minister, and it is therefore not out of place to mention that while in the provinces, under the Regent's department, roads have been made, creeks cut, and progress pushed forward in many other ways, the northern districts, which a different official has in his control, remain pretty much as Europeans found them some fifteen years ago. Both the Kings of Siam, attended by their retinues, honoured the Regent with a visit on his birthday investiture, and the inevitable troop of yellow-robed Buddhist priests were also at hand to complete the ceremonial with their customary chants. The Regent, in thus quitting the helm of the State, and retiring into quarters at Ratburee, will carry with him the respect and good wishes of the residents in Bangkok, as well as of many absent friends. But he will take something more besides, viz., a new title, containing at the lowest estimate the gratifying number of thirty-three words, some of them twenty-five syllables long. Lest, however, we should suppose that the honour thus conferred is meant to be ornamental rather than of use, we are further informed that it endows its happy possessor with princely rank, with the power of life and death, and with an authority in many other respects exceedingly great.

Seriously, we shall be sorry if the Regent really abandons all the cares of the State, for we think that his services cannot well be spared; we know, too, his remarkable energies, and cannot, therefore, avoid the belief that his voice will yet be heard, and his influence felt in the Councils of the King of Siam.

The *Siam Weekly Advertiser* says it is rumoured that the Portuguese Government at Macao has repudiated the acts of their Consul at Bangkok. It has decided that the Portuguese Consul has no right to give protection papers to Chinese who are not Portuguese subjects, and insists that moneys which non Portuguese Chinamen have paid for such papers shall be refunded to the proper parties. This piece of intelligence will strike our readers as obscure, but we may perhaps interpret it as follows:—

Chinese in Siam are very numerous, and it has been the policy of the Government to incourage their immigration. For this reason they are exempted from many taxes which are laid upon pure Siamese, and in particular they escaped the annual liability to serve either the King or some superior Lord, which was, till quite recently, one of the chief burdens imposed upon all the males of the Siamese race. But to partially compensate for this indulgence every Chinaman was once in three years compelled to pay a capitation duty, for which an acknowledgment was given in the shape of a mark affixed to his wrist. To avoid avoid this poll-tax, the Chinese flock in numbers to the foreign Consuls, and apply to be enrolled as natives of Malacca, Hong Kong, Saigon, Macao, or other appropriate places. They do not mind the light fee exacted by a Consul, which brings many incidental benefits in its train, but, rightly or wrongly, they dread being drawn into the clutches of the officials of Siam. A few years ago, on such an occasion as this, the Portuguese Consul at Bangkok took several hundred Chinese on to his books, and received several hundred fees, but the Siamese instituted complaints at Lisbon, on the ground that such conduct was illegal, besides being an injury to their revenues, and the Consul, as a consequence, lost his post. It may be that something of this sort is taking place now.

In 1833 the King of Siam was a persistent foe to Europeans, not wishing them to reside in his country, and dreading their progressive tendencies. In those days there were only four Siamese of rank who sought the society of foreigners and strove to derive from them the ideas and knowledge of the nations of the West. These were the late Supreme King, then known as the Prince Priest, and who was, in fact, for State reasons, a Buddhist monk; his younger brother, the late Second King; Chowkatai, who at the time of his death, a few years back, was the Supreme Judge of the International Court at Bangkok; and, lastly, Koon Sit, who, starting with two names, and rising step by step till he became Regent of the Kingdom, now retires from office with thirty-three titles to write down whenever he signs himself in full. Although these four distinguished men devoted themselves early in life to the study of English there was only one of them (the late Second King) who really obtained perfect mastery of the language. As for him his handwriting was unapproachable, and we do not believe that any Siamese who has been at school in this country can talk in our language with the fluency which his late Sovereign had at his command. But, besides cultivating a knowledge of English, the Second King and the Regent in those early days devoted themselves to the building of ships and steamers. Thus they did a great deal to spread a knowledge of naval architecture among their people, and at the same time, by sending their craft to Singapore and other places, they made gradual progress in the development of trade. Things remained much in this position—the missionaries discountenanced, and European knowledge in favour with but a few—till Phra Nang Klow, the then ruler of Siam, deceased. Then the Prince Priest and his brother were raised to the vacant thrones, embassies followed from abroad, and the conclusion of the present treaties opened up the country to Europeans. Since that time the sceptre and diadem have been entrusted to new and younger hands; the Monarchs' ashes are stored in urns of gold; the Chief Judge can no longer listen to the suitor's voice; and the Regent has bid a last adieu to the toils and anxieties of State; but for all that the wheel of progress which those worthy men successfully set in motion continues steadily to revolve.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates by this mail extend to the 29th Jan.; the P. and O. mail from London Dec. 26 arrived out on the 27th Jan. The following items are from the *Straits Times*:—

Although in the negotiations with the States on the West Coast of the Peninsula much has been attained towards restoring order, there yet remains work to be done with the turbulent States lying between these and our own settlement of Malacca before tranquillity can be permanently restored on our borders, and the protection of the legitimate trade of the Colony assured. The shocking murders and outrages that have been committed, the illegal exactions that have been made from traders passing up and down the rivers close to Malacca, and very recently a piratical attack made upon the Cape Rachado Lighthouse, call for serious and determined action on the part of this Government—a responsibility which, we trust, from the indications we have already had of the policy of our new Administration, it will not hesitate to accept. Admiral Shadwell, with a fleet consisting of the *Iron Duke*, *Midge*, *Thalia*, and *Frolic*, left this on the morning of the 26th for Malacca and Penang, and H.M.S. *Salamis*, which remained behind to catch the English mail, left yesterday morning to join the fleet. Though the precise object of their visit is not made public, we understand they will remain about four days at each of those Settlements, and will probably show themselves at Perak and Laroot, returning to Singapore.

We learn that the engineer superintending the erection of the North Sand Lighthouse has succeeded in firmly fixing two of the foundation piles, and hopes to have the whole of the foundation down shortly, so that the erection of the lighthouse may then proceed without further delay. Contrary to the doubts that have been expressed regarding the stability of the ground, we understand that a groundwork of solid rock has been found to exist under that part of the bank where the lighthouse is being erected.

The importation of $20,000 in copper coin by the Government has not had the effect of materially reducing the rate charged for changing dollars, the entire stock having been, we hear, taken up the first day—and what is most to be regretted, the greater part of it fell into the hands of persons who intend to reap a profit on putting it into circulation. The high rates charged are, of course, due to the insufficiency of the supply of small change for the requirements of the people—large quantities being taken for circulation in neighbouring native States; but as this is manifestly to our advantage, and as Government reaps a very handsome profit on its coin, we see no reason why it should not keep up constant importations, as least so long as there is a demand for it.

The annual general meeting of the Singapore Chamber of Commerce was held in the Exchange-rooms, when the following gentlemen were elected office-bearers for the ensuing year:—W. H. Read, Esq., Chairman; Hon. T. Scott, Deputy; H. W.

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Wood, Esq., J. R. Macarthur, Esq., R. I. Harper, Esq., Hon. W. R. Scott, and W. G. Gulland, Esq.

On the low rate of exchange the same paper says :—

What has brought the dollar to its present low sterling value and what keeps it there? is a question of very considerable moment to most of us here. It concerns the merchants and the bankers in the largest measure, but if to a smaller extent, it not less seriously and far more disastrously affects all the recipients here, Government and otherwise, of monthly and annual stipends which are paid in dollars. We remember when the sterling allowances of the Government establishments were being converted into local currency, many thought in fixing the dollars at 4.3 a too liberal exchange had been conceded, and that the Settlements were parting with their dollars at less than the real value. We were not of the number ; we characterised the exchange as a fair one, and, as events have proved, even that opinion has not been borne out. We do not suppose any of the banks would have sold for last mail a demand draft on London at better than 4.2 per dollar, or over 2 per cent. less than the rate at which we are forcing our dollars upon our public servants ; that is to say, instead of getting £100 for their $470 (the rate at which we pay them) they can only now get £97 18s. We give the effect in the case of our public servants because it is more clearly reducible to figures ; but the state of the present exchange tells equally hard upon every one in the place who, having a fixed income here, has to transmit part of it to Europe—and how very, very few of us are not in this position?

A letter from Malacca says :—A party of police left this for Cape Rachado to endeavour to arrest a certain number of Malays supposed to have gone from Laroot and attacked the men in charge of the lighthouse, stabbing one of them. Another party of police left in the steamer *Telegraph* for Linghy River, where the pirates who attacked the men in charge of the Cape Rachado Lighthouse are supposed to have fled.

The machinery for the Chindrass Gold Mine arrived here from Singapore a fortnight ago in two tongkangs, and a portion of it has been carted away. During the process of hoisting the machinery, a large and noble tree was brought to grief. It was afterwards cut in pieces and sold by public auction for $18.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Owing to the intervention of the holidays and to the closing of the native dealers accounts, there had been scarcely any business doing except in 16-24 Cotton Yarn, which had been dealt in at 50c. advance, and was quoted $30 to $40.50 per picul. In other articles little or no transactions had been effected, and quotations were nominal.

CHEFOO.—Messrs. Wilson, Cornabe and Co's Circular says : Since the issue of our last Circular we have had a steady demand for 8¼lb. Grey Shirtings at the rates therein quoted, and as we close there are still buyers at the same figures. We cannot yet record any improvement in Drills or T-Cloths, in fact the reverse is if anything the case. Fancy Cottons are quite neglected. In Woollens there is not much doing, and quotations are for the most part purely nominal. Metals : Iron is not in so much request, but we look for a good enquiry for both Nail Rods and Bar in spring. Lead is dull of sale, and to effect sales a decline on our quotations would have to be submitted to.

HANKOW.—Only a moderate business had been done during the fortnight though some improvement in the demand for Grey Shirtings had again to be noted ; as also for 7 lbs. T-Cloths. Grey Shirtings : In better request, chiefly 8¼ lbs., of which some 10,000 pieces had been taken at an advance of two candareens per piece. Sales of 7 lbs. and 10 lbs. on a small scale at rather firmer prices. White Shirtings : No business. T-Cloths : A slight improvement in the demand for these goods, which still continued to run on medium 7 lbs. Sales of 6 lbs. and 8 lbs., trivial. Prices generally without alteration. Drills : Few settlements at previous rates. Jeans : Some 2,000 pieces had found buyers at last quotations. Fancy Cottons : No transactions. Woollens and Worsteds :—Long Ells and Camlets : Sales on a smaller scale, but for Spanish Stripes there had been a better inquiry. Figured Orleans : No settlements

SHANGHAI.—Cottons : The business of the interval had not been large, but there had been more inquiry for all classes of goods. 8½ lbs. Shirtings of good makes were still in demand, and large sales "to arrive" are reported at an advance of 3c. to 5c. per piece. Common makes were still low in value ; 7 lbs. were neglected, and only wanted when at cheap prices. White Shirtings remained steady ; some sales are reported at unchanged rates, notwithstanding the small stock. Mexican T-Cloths were in good request at very low rates ; some large sales are reported, but the tendency to speculate in the article had been effectually stopped by the stringent action of the native banks, who would only advance money to really good houses. There was, however, a better feeling apparent, and prices had advanced slightly. For Drills, Jeans, and Sheetings, prices seemed to get lower every day, and the business is not large. Fancy Cottons unchanged, Gentian Shirtings being almost the only article inquired for. Woollens : Scarlet Long Ells still in demand, and there had been some little inquiry for Lastings. Other Fabrics were attracting almost no attention beyond a temporary demand for Plain Black Orleans at somewhat higher rates, for last Japan steamer.

FOOCHOW.—No sales of Piece Goods had been reported. Of Lead sales had been made to natives at $8.75 per picul.

HONG KONG.—Cotton Yarns : A considerable business had been done in Nos. 16/24, and the best spinnings showed an advance of $1.00, but the common chops were in good supply and little wanted ; Nos. 28/32 and 38/42 were saleable in small quantities at last prices. Piece Goods : During the first week of the fortnight dealers entered the market and made large purchases of Grey Goods, nearly clearing the market of 8¼ lb. Shirtings, and generally meeting holders in their views as to price. 7 lb. Grey Shirtings were firmly held at quoted rates, and 8¼ lbs. showed an advance of 2 to 5 cents per piece. White Shirtings of all qualities were in good demand, but unchanged in value. T-Cloths had likewise been considerably dealt in, and nearly all weights were 2 to 3 cents better in price. Inquiry for Drills had not improved, but rates had gone no lower. Woollens : Scarlet Long Ells had advanced 60c., and Assorted 25c. to 30c. per piece ; stock was small and demand good. German Spanish Stripes were 1c. per yard dearer, but other kinds were neglected. Blankets of heavy weights were in better demand. Camlets 25c. dearer, and stocks not large. Lastings moved slowly, but were in improved request. Metals : Nail Rod and Bar Iron could be fairly placed at slightly easier rates ; Hoop and Wire not wanted. Tin Plates slow of sale. Tin in demand for the Northern markets, and improved $1.00 per picul in value. Lead neglected at a marked decline in price. Quicksilver sensibly dearer, and held in firm hands. Coals : Arrivals, 3,733 tons Australian, and 500 tons Cardiff. Sales, 1,500 tons Australian at $10 to 10.50, ex ship, and 100 tons Cardiff at $13.75, ex ship. Market quiet, values nominally unchanged. Rice : Settlements small, owing to light receipts and reduced stocks, and the market continued firm at former quotations, notwithstanding that the inquiry for native consumption was restricted.

BATAVIA.—Early in the interval a somewhat improved demand was experienced, but this proved to be due only to a desire on the part of dealers to assort their stocks with a few goods, imported at the late reduced duties. The demand for consumption was still extremely limited, and the requirements of dealers had been very speedily satisfied, so that business had again relapsed into the dull position which formerly prevailed, nor can any revival be expected until after the Chinese New Year. The wet monsoon was interfering with the means of transport in the interior, and steamers had also for the time discontinued calling at many of the Coast places. As usual at this season the demand for Metals had been very dull, only for Swedish Iron there had been some enquiry.

SINGAPORE.—The market had been quiet, the demand had been small, and quotations were unaltered.

EXPORTS.

—o—

TEA.

YOKOHAMA.—Early in the interval a spirited demand sprang up, owing to a report very currently believed that the duties on Teas in America were to be reimposed. This resulted in the settlement of nearly 10,000 piculs at an advance of quite $3 per picul on all grades. At the close, the market having been almost entirely cleared of stock, native dealers were very firm in their demands, but the quotations given below represent the business that had been done. The James S. Stone sailed on the 4th Jan. with 540,951 lbs., and the Corea had been laid on the berth. The Vasco de Gama, to sail about the 18th Jan., would take a full cargo. Quotations :—Common (nominal), $25 to $28 per picul ; good common, $29 to $31 ; medium, $32 to $34 ; good medium, $36 to $39 ; fine, $41 to $45 ; finest, $46 to $50 ; choice, $55 and upwards per picul. Export from 1st June to date, 9,098,572 lbs., against 9,536,571 lbs. to corresponding date last season.

HANKOW, KIUKIANG, AMOY, and CANTON.—At these ports no business had been done, the season being closed.

SHANGHAI.—Black : A few lots, the equivalent of 974 chests, had been placed upon the market during the interval, and had met with buyers at prices ranging from Tls. 14½ to 20 per picul. There was none on offer at the close, and no further arrivals being expected, the season had been brought to a close. Green : A steady business had continued at the advance quoted in our last, but the market had assumed a quieter tone, mainly owing to the small stock, which consisted principally of undesirable kinds. Common teas could be purchased on somewhat lower terms, but the few fine chops on offer were held for even higher prices. A small business had taken place in Pingsueys, which had been sold at rather easier figures.

FOOCHOW.—Business during the week had been limited to the settlement of 1,400 chests Congou at Tls. 3 to Tls. 15, and 200 chests Souchong at Tls. 14. Arrivals, nil. Comparative export of tea to Europe to date :—Season 1873-74, 54,292,763 lbs. ; 1872-73, 52,086,853 ; 1871-72, 47,506,534.

SILK.

YOKOHAMA.—There had been scarcely any business done, dealers having shown little disposition to reduce rates, and although in some instances a slight concession had been obtained, no actual decline had been established. Arrivals had been fairly good and stocks were further increased. Total of settlements to date 9,700 bales, against 1872-3 8,900, 1871-2 10,700, stock 2,100 bales.

SHANGHAI.—There had been only a small business transacted during the fortnight, and the tendency of prices had been downward ; but notwithstanding the continued discouraging tone of the home advices, the Chinese had refused to submit to much concession, the only decline to be noticed in value being Tls. 5 to 10 on the lower qualities of the staple. Only two or three parcels of best chops remained in stock, holders of which refused to accept lower rates. A renewal of inquiry had taken place for the United States, for which market about 300 bales had found buyers. Cock and Worm Chop No. 3 had been taken at Tls. 465 ; Blue Elephant at Tls. 380, and Tls. 365 had been offered and refused for Red Peacocks. Settlements for the fortnight, Chinas, 1,100 bales. Total settlements since 1st June, 1873, 48,700 bales ; against 1872, 50,900 bales ; 1871, 44,500 bales. Comparative unsold Stock on this market on the 15th January, 1874, 4,500 bales ; 1873, 2,000 bales ; 1872, 2,500 bales.

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CANTON.—The demand for Europe continued small, only a few parcels being taken here and there, and these generally No. 4 Tsatlee Reels; fine Loongkongs had, however, been inquired for, but were very difficult to obtain. Rereels were somewhat more sought after, especially Lacklow, which was very scarce, such parcels as were on offer being of a very middling quality; for the finer grades rereeled Tsatlee was being substituted to some extent. Stock, 800 bales Tsatlee Reel, 150 Loongkong, very little Cumchook and Lacklow, and some 600 bales of common grades.

	1873-74.	1872-73.
Export of Raw Silk to Europe since opening of season in May, 1873 ...	8,118	15,424 bales.
„ Raw Silk to United States „ ...	4,881	8,469 boxes.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3d.	4s. 3⅛d.	4s. 3⅜d. to 4s. 3½d.
Shanghai „	5s. 9¼d. to 5s. 6⅜d	5s. 9¼d. to 5s. 9⅜d.	5s. 9⅜d. to 5s. 9⅜d.
Canton „ ...	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3⅝d. to 4s. 3⅞d.	4s. 4d.	4s. 4¼d.
Manila „	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 302½	219
„ Hong Kong	26½ to 26⅝ dis.	—
Bar silver	Tls. 111.3.5	9 prem.
Mexican dollars	„ 73.9.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 49 per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance Company, $750 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 29½ per cent. premium.
Hong Kong Fire Insurance Company, $360 premium.
Union Insurance Society, $500 premium.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $16 premium
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 5 per cent. prem.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd
Shanghai Dock Company ...	500 ...	500 ...	205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	140 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	103 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	500 ...	12 p.c.
French Gas Company	50 ...	50 ...	65 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$557½ ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	40 ...	
Union S.N. Company	100 ...	100 ...	76 ...	12 p.c.
Yangtaze Ins. Association ...	500 ...	500 ...	673 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,850 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,950	$250.p.sh
Hong Kong and China Gas Co.	£10 ...	£10 ...	£65 ...	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.93 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	115 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.120 ...	12 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Dec. 25, Fiery Cross; Jan. 4, Walton; Feb. 18, Glenartney (str.); from Hamburg, 3, Lotte.

At SHANGHAI.—From London, Jan. 7, Omba; from Cardiff, 10, Winfell; from Liverpool, 12, Menelaus (str.).

At HONG KONG and CANTON.—From Cardiff, Jan. 16, Korsor; 20, Aliner; from Liverpool, Feb. 26, Patroclus (str.); from Hamburg, Galatea (str.).

At SINGAPORE.—From London, Jan. 20, Canton (str.); from Liverpool, 27, Antenor (str.); from Newport, 23, Saarikoski; from Newcastle, 25, Asterion; from London, &c., Feb. 24, Amoy, Lotus, Harwich; 26, Yorkshire.

At BATAVIA.—From Shields, Jan. 11, Gebr. v d Bek; 17, Laurens Coster; from Cardiff, 18, Bastian Pot; 20, Grondwet; from Hellevoet, 17, Medea, Ida Geertruida; 20, Amalthea; from Rotterdam, 17, Ole Bull; from New York, 16, Surprise; from Buenos Ayres, 17, Kilsyth, Batavia, Hellas.

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 4, James S. Stone.

From SHANGHAI.—None.

From FOOCHOW.—For London, Jan. 15, Endymion.

From HONG KONG and CANTON.—For New York, 17, Peiho; 19, Hohenzollern.

From SINGAPORE.—For London, Jan. 17, Lavarello, Deucalion; 20 Glenlyon (str.); for New York, 26, Yvonne; 28, Ben Nevis; for Boston, Marie.

From BATAVIA.—For Holland, Jan. 11, Hollandia; 15, Louis August Constantin.

VESSELS LOADING.

At YOKOHAMA.—For London, Shalimar, Pride of the Thames, Vanguard; for New York, Corea.

At SHANGHAI.—For London, Menelaus (str.).

At FOOCHOW.—For New York, Horatio.

At HONG KONG and CANTON.—For London, Paradies.

At SINGAPORE.—For London, Triton; for Liverpool, A. H. Willie; for Europe, Jeanie Louttit.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 per ton of 50 feet; to New York, £3 per ton of 40 feet.

At SHANGHAI.—To London, £3 per ton of 40 feet for steamers; to New York, £2 7s. 6d. to £2 10s.

At FOOCHOW.—To London, £3 per ton of 40 feet, steamer, £3 per 50 feet, sailing vessel; to New York, £3 per ton of 40 feet.

At HONG KONG and CANTON.—To London, £3 per ton of 50 feet.

At SINGAPORE.—To London, the Glenlyon (str.) has engaged measurement at £4, pepper £5, gutta percha £6 per ton per sailing vessel, £2 15s. per ton deadweight, £3 5s., light freight.

At BATAVIA.—To Channel, f.o., £3 7s. 6d. if to Continent; £3 5s. if to United Kingdom. To Rotterdam, f.102.50 to f.105 coffee; f.77.50 tobacco; f.65 60 tin.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Jan. 8 ...	Bernhard Carl ...	Hong Kong ...	Channel
„ — ...	Beemah ...	Japan ...	Do.
„ — ...	Caranjah ...	Whampoa ...	Hamburg
„ — ...	Lucerne ...	Foochow ...	London
„ 11 ...	Subahani ...	Singapore ...	Australia
„ — ...	Gratitude ...	Do. ...	New York
„ — ...	Suzanne ...	Bordeaux ...	Saigon
„ 12 ...	Silver Eagle ...	Shanghai ...	New York
„ 15 ...	Surprise ...	New York ...	Batavia
„ — ...	Hollandia ...	Batavia ...	Holland
„ — ...	Ole Bull ...	Rotterdam ...	Batavia
„ — ...	Harwich ...	Cardiff ...	Anjer
„ — ...	Agate ...	Liverpool ...	Singapore
„ — ...	Helena ...	London ...	Do.
„ 17 ...	Bastian Pot ...	Cardiff ...	Onrust
„ 18 ...	Grondwet ...	Do. ...	Do.
„ 19 ...	Venti Septembre ...	Singapore ...	Marseilles
„ 20 ...	Criterion ...	Cardiff ...	Singapore

LATEST TELEGRAMS.

THREATENED OUTBREAK AGAINST FOREIGNERS AT TIENTSIN.

HONG KONG, FEB. 27.—It is reported that the Chinese Government has notified to the foreign Ministers at Peking that it cannot guarantee the lives of the foreign residents at Tientsin, in consequence of the inflammatory placards which are being circulated against them. The naval authorities at Hong Kong have been communicated with, and requested to despatch ships to the North for the protection of foreigners.

THE INSURRECTION IN JAPAN.

NAGASAKI, FEB. 27.—The leaders of the insurrection against the Japanese Government are the Daimios and the Samurai of the district, who clamour for war against Korea. The Government reinforcements have arrived on the scene of the outbreak, and fighting has ensued. The result is unknown, and it is difficult to obtain authentic accounts. Foreigners are safe.

NAGASAKI, FEB. 28.—The Governor has received no later official news from the seat of the insurrection, and alarming rumours are current.

THE WAR IN SUMATRA.

THE HAGUE, FEB. 23.—The Government has received an official despatch to-day from Atchin, dated 16th inst., announcing that Fort Ketagpandoeria was attacked and taken on the 15th. The success of the Dutch troops was complete, notwithstanding the determined resistance made by the enemy. The Dutch lost six killed and fifty-six wounded, comprising seven officers. The enemy's losses were considerable, and in killed alone were estimated at 200. It was hoped that this victory would secure the submission of the 25th district west of the Atchin river. The Second Chamber has unanimously passed a motion of M. Gratama, proposing a vote of thanks to the army and navy and the Commander of the Expedition.

MARKET REPORT.—CHINA.

SHANGHAI, FEB. 28.—Grey Shirtings, T-Cloths, Drills and Jeans in good demand; Camlets dull; Lead and Iron dull; good demand for Piece Goods from Tientsin. Grey Shirtings, 8¼ lbs., best Eagle Chop, Tls. 2.0.2; ditto, second quality, Tls. 1.9.0; 7 lbs., best Eagle Chop, Tls. 1.6.7; C.P.H. Scarlet Long Ells, Tls. 7.2.5. Lead L. B. large pigs, Tls. 3.2.5; Nail Rod Iron, Dawe's best, Tls. 3.5.0. Stocks: Grey Shirtings, 690,000 pieces; T-Cloths, 1,180,000 pieces; Drills (all kinds), 430,000 pieces; English Camlets, 22,500 pieces; Long Ells, 14,000 pieces; White Shirtings, 84,000 pieces. Silk: Total export from this port from 1st June to date, 49,500 bales; stock, 3,000 bales.

SHANGHAI, FEB. 26.—Market for Cotton Piece Goods firmer; nothing doing in Woollens; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.3; T-Cloths, 6 lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.5.0. Cotton: Fair medium China Tls. 8¾. Silk: Very little doing; Tsatlee, No. 3 Koonfoongsings, Tls. 430 to 445; No. 4, Tls. 380 to 400; Red Peacock,

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Tls. 350 to 360; Blue Elephant, Tls. 370; Total settlements from 1st June to date, 52,000 bales; total export of Tea from Shanghai and Yangtsze ports for the season, 63,000,000 lbs. Black, 9,400,000 lbs. Green. Exchange on London: Bank bills, six m.s., 5s. 10¼d.; Mexican Dollars, Tls. 73.6.0.

HONG KONG, FEB. 27.—Nothing doing in the Canton Tea market; freight to London by steamers £3. Cotton, fair medium Bengal $13. Exchange on London, bank bills, six m.s., 4s. 3½d.

STRAITS SETTLEMENTS.

SINGAPORE, FEB. 24.—More business doing. Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7 lbs., $2.2½; T-Cloths, 6 lbs., ordinary, $1.50. Gambier, $5.22½. Pepper: Black (Singapore), $14.⅜; White (Rhio), $16.50. Tin (Malacca), $29. Coffee (Bonthyne), $28.50. Exchange on London: Bank bills, six m.s., 4s. 3½d.

PENANG, FEB. 25.—Tin, $27. Pepper: Black, $14.82; White, $22. Sugar, No. 1, $6.50; No. 2, $3.90; No. 1 basket $2.85. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.40; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3½d.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, FEB. 26.—The P. and O. Company's steamer Simla, with the homeward India and China mail, arrived at 2, and the mail left at 2.30 this afternoon for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, FEB. 23.—The P. and O. Company's steamer Tanjore left at noon to-day with the homeward India and China heavy mail. She may be expected at Southampton about the 8th March. Specie, local, £21,090; ditto, foreign, £10,000.

NEXT INWARD MAIL.—SUEZ, FEB. 26.—The Messageries Maritimes steamer Amazone, with the Inward French mails from China and Japan, arrived here to-day, and will leave to-morrow for Port Said and Marseilles, at which latter port she may be expected on the 7th of March.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, FEB. 24.—The P. and O. Company's steamer Sunda, from Alexandria, Feb. 9, arrived this afternoon with the heavy India, China, and Australian mails [illegible] cargo.

INWARD MAIL DUE MARCH 23.—GALLE, FEB. 25.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, FEB. 26.—The P. and O. Company's steamer Mirzapore sailed this afternoon with mails for Gibraltar, the Mediterranean, Egypt, Aden, India, and China. She took out 79 passengers from this port, and 34 proceed by the corresponding steamer *via* Brindisi; also a large cargo, including 909 boxes specie, &c., value £229,072. The corresponding Overland mail will leave London March 6.

OUTWARD MAIL OF JAN. 30.—GALLE, FEB. 25.—The Messageries Maritimes steamer Sindh, from Marseilles on the 1st Feb., left here to-day for Singapore. PENANG, FEB. 25.—The French mail from London Jan. 30 arrived here to-day.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Feb. 26, at London, from Shanghai, &c., Deucalion (str.); 27, at Queenstown, from Rangoon, Parkfield; 25, at Helvoet, from Banjoewanjie, Johanna; 27, at Falmouth, from Japan, Alexander (str.); 28, at Liverpool, from Ilo Ilo, Rota; at San Francisco, from Hong Kong, Melrose; at New York, from Manila, Canaan; at Deal, from Bassein, Lucknow; at Dover March 1, from Singapore, Ella Nicholl; Feb. 28, from Liverpool, for Hong Kong, Warrior.

DEPARTURES.—Feb. 26, from London, for Newport and Galle, Conteet; 24, from Penarth, for Singapore, Concordia, Sea Foam; 25, from Newcastle, for Singapore, Rapide; 13, from Boston, for Hong Kong, Pilgrim; 26, from Liverpool, for Singapore, China, &c., Glaucus (str.); 25, from Hamburg, for China, &c., Sylvia (str.); March 1, from London, for Japan, Ambassador.

SPOKEN.—Empress, Sunderland to Singapore, Feb. 16, 30 N., 18 W.; H.B.L.K. (?) (Ital. barq.), Sourabaya to Falmouth, Feb. 1, 26 N., 35 W.

CASUALTIES.—Advices from Rotterdam, 25th Feb., state that the Kennemerland de Groote, which arrived at Texel, 23rd Feb., from Samarang, reports having been struck by a sea off the Western islands, which stove boat, broke into the cabin, damaged bulwarks, and otherwise injured the decks. Penang, Feb. 27.—The Adelina, bound to Singapore, with coal, is ashore on Ontario Reef, Raromata Passage, and will probably be a total loss; crew saved. (The Adelina, Munro, sailed from Shields, Sept. 12, for Singapore.) A telegram from Singapore, Feb. 23, states that the Batoe Bassi (Dutch), Visman, had put in there in a damaged state, having been aground. Advices from Amsterdam, Feb. 26, state that the Gerard Pieter Servatius, Joode, which arrived at Texel to-day, from Banjoewangie, reports having lost foreyard, and experienced heavy weather. The Raleigh (barque), from Colombo to London, with coffee and cinnamon, sprung a leak and foundered, Feb. 12; crew saved. (The above vessel arrived off Scilly on the 9th Feb.)

MISCELLANEOUS.—Peterhead, Feb. 26.—A vessel, supposed to be the Dutch schooner Margaretta Johanna, has foundered off Slains Castle, with all hands.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAW—On the 5th Jan., at Manila, the wife of Thomas Caw, of a daughter.

FIRTH—On the 21st Feb., at Mounthill, Beckenham, Kent, the wife of Francis Helme Firth, of a son.

GWYTHER—On the 2nd March, at Meadow Croft, Lower Sydenham, the wife of J Howard Gwyther, of a daughter.

SCHULTZE—On the 19th Feb., at St. Georg, Hamburg, the wife of W. D. Schultze, o Ceylon, of a son.

SHUSTER—On the 9th Jan., at Hong Kong, the wife of J. F. Shuster, of a son.

ST. JOHN—On the 23rd Jan., at Singapore, the wife of James Augustus St. John, Sarawak, of a son, stillborn.

MARRIAGES.

HEIMANN—EDWARDS.—On the 24th Feb., at St. Pancras Church, by the Rev. James Horsburgh, vicar of Waterlooville, Hants, uncle of the bride, assisted by the Rev. Weldon Champneys, M.A., Charles Adolph Heimann, of Hiogo, Japan, eldest son of Dr. A. Heimann, of University College, London, to Florence Emily, eldest daughter of William Edwards, of 36, Upper Bedford-place, Russell-square.

DEATHS.

BRAUNE—On the 9th Feb., at Brussels, the Rev. George Martin Braune, M.A., vicar of Wistow, Yorkshire, aged 63.

CORDEIRO—On the 7th Jan., Maximiano Cordeiro, of the Imperial Maritime Customs Foochow.

HUNTER—On the 22nd Feb., at 18, Avenue du Roi de Rome, Paris, Rosalie, wife of William C. Hunter, formerly of Hong Kong, China.

KOPSCH—On the 9th Jan., at Kiukiang, of pneumonia, Caroline Louisa Kopsch, the beloved wife of H. Kopsch, Commissioner of Customs, aged 21 years.

LORD—On the 12th Jan., at Hongkew, aged 35, Martha, wife of S. A. Lord, master schooner *Clara*.

PARKER—On the 10th Jan., at the Shanghai General Hospital, James Parker, a native of Ireland.

RAPPA—On the 21st Dec., at Ambarawa, Java, George Rappa, sen., late of Rhio, aged 66 years.

TABOR—On the 19th Feb., at Forest Hill, Emma Jane Tabor. Friends are requested to accept this intimation.

THE *Economist* has the following on the affairs of Japan:—A rathe heavy fall in Japanese stocks, due to the news of a formidable insurrectionary outbreak in Japan, has occurred this week. The circumstance is one of which we may legitimately take advantage to enforce the warning against Japanese loans which we gave when they were first introduced. The little, we said, was known of Japan to justify participation in a loan by the multitude of quiet investors. The political character of the people, we pointed out, could not really be known till after long intercourse with them; and the fact that they had just gone through a succession of extraordinary revolutions was really a reason for distrust, although the momentary result in European eyes was satisfactory. Now there is an insurrection which threatens to upset the Government that has done as the Europeans like, and immediately the Japanese loans are in danger. No one can tell what the insurrectionary party, if it succeeds, will do with the European policy of its predecessors; how much, if any, will be recognised; nor can anyone tell what are the exact motives and aims of the rebels, or their probable resources and hopes of success. Yet this is the country to which people in England a year ago were almost eager to lend on account of some superficial appearances in its favour.

THE Pacific Mail steamer *Japan*, which arrived at San Francisco on the 13th ult. brought the following cargo:—For New York, 286 packages Tea from Hong Kong; 3,202 ditto Shanghai; 2,296 ditto Yokohama; 1,593 ditto Hiogo. For Montreal, 540 packages Tea from Yokohama. For Chicago, 1,470 packages Tea from Hiogo. For San Francisco, 4,118 packages Tea, also 335 packages sold principally for New York; total 13,505 packages Tea, and 335 packages sold.

A LETTER appears in *The Times* of Friday from Mr. Thomas S. Gissing R.N., one of the engineer officers of the Royal Navy lent by the British to the Japanese Government for the purpose of aiding in the development of the Japanese Navy, giving a description of the destruction by fire of the Imperial Sintoo Temple of Zojoji, at Shiba.

AT the last meeting of the Zoological Society Mr. Busk, the Vice-President, exhibited some skulls of the tiger and leopard from China, procured by Mr. R. Swinhoe, and showed that those from the northern and southern provinces did not appear to be specifically distinct.

Notice has appeared in the *Gazette* that preparations are now being made for the intended distribution of the amount awarded for salvage services rendered to the steam-ship Douglas, between May 3 and 18, 1872, by H.M.S. Dwarf.

AMONG the objects exhibited at last week's meeting of the Entomological Society was a collection of Cetoniidæ from the Philippine Islands, which had been described by Dr. Mohnike, the exhibitor being Mr. Higgins.

THE Raleigh, which left Colombo Sept. 1, passed St. Helena on the 9th Nov. and reached Scilly on the 9th ult. She has not since been heard of, and eighty guineas premium has been paid upon her at Lloyd's.

THE *Gazette* announces the appointment of Humphrey Ewing Crum Ewing, of Strathleven, in the county of Dumbarton, Esq., to be Her Majesty's Lieutenant in the county of Dumbarton.

MR. PIPER, of the Church Missionary Society, and Mrs. Piper left Liverpool on Tuesday last for Japan *via* San Francisco.

THE telegram through REUTER'S in regard to Tientsin is not confirmed by any private source, and we doubt its correctness.

The quotation to day for the Nine Per Cent. Japan Loan is 101-3 and the Seven Per Cent. 92-3.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MARCH 2, 1874.

THE ALARMING TELEGRAMS FROM JAPAN.

THE course of events has not been running smoothly in Japan of late. There has been for some time a restlessness and uneasiness among all classes of society. A large section of the upper classes, conscious of a power which the country never before possessed, are anxious to measure swords with some less formidably equipped neighbour, and the farmers and artisans are equally eager for some political convulsion which shall, for the time being at least, rid them of the burden of taxation which is now beginning to press heavily upon them. The relations, also, between the Government and the foreign Ministers has recently been the reverse of cordial, owing to a determination arrived at by the MIKADO'S advisers to withdraw the license which has hitherto been granted to foreigners of travelling in the interior, and to insist on a strict observance of the Treaty regulations, by which they are forbidden to wander beyond a defined limit in the neighbourhood of each port. And now, following close on the attempted assassination of the Prime Minister, IWAKURA, we are informed by telegram that a serious insurrection has broken out in the district of Fizen; that the situation at Nagasaki is considered critical; that the foreign residents have made preparations to leave in the men-of-war, and that the Ministry have tendered their resignations, which, however, have not been accepted.

There is undoubtedly an ugly look about these announcements, but we do not think they present as serious an aspect as is, it appears, generally supposed. It is important to notice that the outbreak spoken of is in a remote corner of the Empire, far from the capital and the recognised centres of political life, and although it is plain that the foreign residents at Nagasaki consider that town in danger of capture and pillage, there is really nothing to show that the rising is more than a local riot, produced, it may be, by some oppression practised on the inhabitants of the district, and which will subside when the exciting cause has been removed, as it did some six months ago. That foreigners at Nagasaki are in any danger is too ridiculous to discuss for a moment. It is by no means unlikely also that the resignation of IWAKURA has given rise to the report that the Ministry in a body had tendered their resignations. The worst feature in the case is the desire for war, which, according to the telegrams, is now generally evinced "by the people;" and in this we cannot but see the result of the large armaments which have been added to the land and sea forces before the people and their rulers were sufficiently advanced in civilisation to know how to use them with discretion. It is much to be hoped that if it be true that the MIKADO has refused to accept IWAKURA'S resignation he may receive on his return to power sufficient support to enable him to disregard the foolish clamour of the people and to teach them that fleets and armies are as useful in preserving the peace and dignity of empires as in waging unnecessary wars and in invading the territories of their neighbours. Like our friends, the Germans, the Japanese Government have enough on their hands to consolidate the vast changes which have been organised since the abolition of the powers of the Shiogoon, and the assumption of supreme power by the MIKADO. That this new order of things should have given rise to discontent in some quarters is not to be wondered at, and hence we may expect to hear of "risings" on the part of old chiefs. But we do not believe in any wide-spread and powerful organisation sufficient to menace the present Government.

ONE of the most important practical institutions which have been established in Japan, is the Imperial College of Engineering at Yedo, the regulations of which now lie before us, splendidly printed in Japanese and English, at Yedo. The objects which the Minister of Public Works had in view in founding this College was to educate Engineers for service in his Department, and not only is the chance of such appointments held out to students, but a practical and direct inducement is given them to study, by the promise that "each student on passing a satisfactory examination (at "the end of his course) will receive the diploma of "'Master of Engineering' (M.E.), and will be appointed "Engineer in the Board of Public Works." Admission to the College is to be obtained by competitive examination, for which only candidates between the ages of fifteen and eighteen, of sound constitution, and of good moral character will be eligible. The course of training is to extend over six years, and the curriculum of studies is well calculated to turn out thoroughly scientific and practical engineers. We believe the professors for this institution were selected by Mr. HUGH MATHESON, at the request of the Japanese Government.

IT seems that the powers that be, are seized with a periodical and unaccountable mania, for moving the various grades of Secretaries of Legation about the world without apparent reason. The amount of public money thrown away over their travelling expenses must be enormous, and we fail to perceive how the public service can be benefited by the changes. A few years ago a gentleman was transferred from Peking to the Hague, for a month or two, presumably for change of air, and then sent on to Constantinople. This curious system is now being extended to the Consular Service as well. The *London Gazette* contains several instances of this method of procedure. The Secretaries of Legation at Washington and Copenhagen exchange places, and so do the Consuls for the Eastern Coast of Sweden and the Island of Reunion. We trust that the new Foreign Secretary will at once institute a reform in this matter.

THE information brought by last mail, as to what Governor CLARKE had accomplished at Perak and Laroot, does not quite confirm the telegram announcing that a British Protectorate had been established; but there is reason to believe that he has succeeded in making a Treaty with the Sultan, which will prevent in future the outbreaks and reprisals which have hitherto been so vexatious. When we are in possession of the Treaty we shall be able to discuss its merits.

WE hear that the services of the foreign employés in the Foochow Arsenal are to be at once dispensed with, and their places taken by Chinese artificers. Some such step must come about in time, but it seems premature as yet; and though the source from which we hear the news is most reliable, we trust it is inaccurate.

LETTERS from Shanghai mention the release of Mr. G. W. CAINE, on the ground of dangerous illness. The appointment of Mr. W. F. MAYERS to be Secretary of the Municipal Council indicates the opinion held of the Consular Service. A valuable servant has been lost by the miserable cheeseparing policy of the late Government.

THE Hon. F. R. PLUNKETT, lately appointed first Secretary of the Legation at Yedo, has left London for Japan *via* New York and San Francisco. Mr. JOHN WALSHAM, the First Secretary for Peking, has not yet left.

MR. R. ROUTLEDGE, a nephew of the great bookseller, has been appointed Professor of Chemistry and Physics to the Japanese College at Yedo. Mr. ROUTLEDGE will proceed by an early mail.

THE French Court of Cassation has rejected the appeal of the Messageries Maritimes against the Suez Canal Company, thus confirming the decision of the Court of Appeal.

WE believe that H.E. SANO, the Japanese Minister at Vienna, will shortly return to Japan, and during his absence Mr. WATANABE will act as Chargé d'Affaires.

WE understand that the honour of knighthood has been conferred on Chief Justice SMALE, of Hong Kong.

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Literature.

Notes on Japanese Art, by G. A. AUDSLEY, Architect, Liverpool. Printed for private circulation. 1874.

This work is a most valuable contribution to the literature of Oriental art. Mr. Audsley speaks modestly of his own powers, but he is evidently thoroughly at home in his subject, and an ardent lover of it. In matters of art he rightly considers the Japanese to be, in many respects, in advance of their neighbours, the Chinese, and their taste to be more correct and refined. The reason of this may be found in the fact that the Japanese artist is a devoted worshipper of nature, and loves to depict her works. Mr. Audsley speaks very decidedly on this point. "The Japanese," he says, "have for thousands of years worshipped at Nature's shrine, watching her every movement, and noting every change of mood and costume with a loving eye, until each detail of her marvellous handiwork and each expression of her changeful face are imprinted on their minds, to be transferred to every work they set their hands to do."

The Japanese artist has a keen appreciation of the humorous, and is strong in caricature; he is very skilful in the use of birds and flowers for ornamentation, but not so successful with human figures; in colouring his style is usually quiet and refined, and "in drawing and sketching from nature one observes a great amount of graphic power and freedom." The Japanese artist is particularly fond of representing trees, grasses, creepers, bouquets, and various kinds of birds, but "natural animals (being scarce in the country) are comparatively seldom depicted in their works of art." The dragon is frequently seen, and it may be noted that in Japan it has but three claws. With regard to inanimate objects, the favourite studies of a Japanese artist are the celebrated mountain Fusiyama and "rocks with waterfalls or waves of the sea breaking over them;" sunset and moonlight also are always well rendered, but clouds are never well drawn.

Mr. Audsley next proceeds to pass under review the departments into which he divides Japanese art, viz., enamels, lacquer work, porcelain, metal work, textile art, and carved works. The space at our command will not admit of our following him into details, but we would draw attention to his description of the method of making a plaque of Cloisonne enamel. "The process," he says, "is so difficult that the art has been abandoned in Europe for about six centuries, and only successfully revived within the last few years, by M. Christophile, of Paris," who, however, has again abandoned it. The mode of manufacturing lacquer work is also described as far as it is known in this part of the world. In a separate note, Mr. Audsley gives a useful hint to collectors respecting recent importations of enamels from Japan. "These," he says, "are stated to be of modern manufacture, and their coarse workmanship and purely modern design (in connection with which only traces of the ancient designs appear) clearly stamp them not only as modern productions, but as ware especially made for Europe. Ancient work cannot now be procured in Japan, but many inquiries have of late been made for it at Yokohama and Yedo, and these demands have, doubtless, started the ingenious artisans of the country to produce something of the kind required." *Caveat emptor.* A comparison of the two photographs of oval dishes at the commencement of the book will at once show the great difference between the genuine article and the modern imitation.

A considerable part of the volume under review is occupied by a Catalogue Raisonné of the Oriental Exhibition of the Liverpool Art Club; this catalogue comprises 1,101 objects, of each of which a brief description is given, and the names of the private exhibitors are attached, the principal contributor being Mr. James L. Bowes. The catalogue, which is a most valuable one, and bears unmistakable signs of the great care expended on it, is divided into nine sections, viz., Enamel, Persian Ware, Satsuma Faience, Kaga Ware, Lacquer Work, Porcelain, Ivory Carvings, Metal Work, and Miscellaneous; to the first six divisions, which comprise 1,028 objects, the bulk of the collection, explanatory notices are prefixed, giving a vast amount of information on the various subjects. We would call particular attention to the dissertations on enamel, lacquer work, and porcelain; in the last we are incidentally told that the very thin porcelain, called egg shell, was invented in China in the reign of Yung lo, one of the earlier Emperors of the Ming Dynasty. Under the head of Kaga ware we notice that Mr. Audsley makes a slight mistake in translating a Chinese character as *seven* instead of *nine*.

In conclusion, we cannot say too much in praise of the illustrations, twenty-four in number, with which this volume is embellished; we do not remember ever to have seen more beautifully executed photographs of works of art.

A pamphlet has been published at the office of the *Observer Press*, Colombo, upon the subject of the coffee enterprise and the necessity for railway extension in the coffee growing districts. It is to be wondered that, in the face of the rapid development of the resources of the island, and the importance of the coffee cultivation, the means of transit, especially in the Ouvah district, should be so lamentably deficient. We trust that before Governor Gregory's term of office expires some important scheme of railway extension will have been introduced in the island.

A letter appears (the first for some weeks) in *The Times* from the correspondent of that journal at Shanghai, in which the following subjects of news are noticed:—News from Peking has been received of an important victory gained over the Mahomedans in the north-west by the Viceroy of Kansuh. The city of Suh-chow has been captured. Alluding to the attempt to discredit Baron Ritchtofen's statement about the coal-fields of China the writer implies faith in the Baron's opinion as to the magnitude of the coal resources. There has been some excitement in Shanghai about the condition of the River Hwongpoo and a wharf which the China Navigation Company have been erecting off the French settlement. A vote was given at a meeting of residents to stop the work, but the permission of the Chinese authorities having been obtained it is rather a difficult matter to get that sanction cancelled. The Woosung Bar is of course noticed, and no dredging operations have been started.

The *Export Merchant Shippers of London* is a list which is of considerable value to the mercantile world. Arranged alphabetically the shippers names are given, together with their respective trading ports and the class of goods they customarily ship. Under the head of List of Goods and Merchandise the class of goods shipped by any particular merchant can be found, and this information alone must be very essential to the manufacturer. The knowledge afforded with reference to foreign and colonial traders is a special feature of this work. It is published by Dean and Son, of Fleet-street.

The lecture recently delivered at the Society of Arts by Sir Bartle Frere upon the Bengal Famine is now embodied in a work entitled the "Impending Bengal Famine and How it will be Met." The views of Sir Bartle upon a subject of this kind are of the greatest importance, for not only does he possess a thorough knowledge of the subject but he is at once clear and forcible. There is little reason to doubt that an effective system of drainage and a properly regulated means of communication are great preventatives of famine, and when we consider Sir Bartle's theory that famine is entirely preventible in India as elsewhere, we can but regret his absence from Bengal, where his sound judgment would have been of the greatest assistance in this dire time of need. Native management in times of famine is worthy of example, for last year, which was one of scarcity in Kandeish and Northern Deccan, the calamity was averted, not by Government aid, but by the tact and energy of the native population, who took such precautions that the famine was scarcely heard of in the Indian papers. The line of action to be taken in cases of famine is pointed out by Sir Bartle Frere, and in doing all that is possible for the relief of the starving District of Bengal, it will be a matter for congratulation should the Indian Government succeed in grappling with so desperate an evil without becoming the victims of jobbery.

In *Art* for March, published by Sampson Low, and Co., the first illustration is a copy of Decamps "Wood Cutter" from the Gallery of M. Durand Ruel in Paris. There is also an example of etching skill by E. Hedouin, the subject being "Ophelia," and a heliotype of Joseph Adams's picture "Raising the Cattle and Lifting the Cattle." A second notice of Holman Hunt's "Shadow of Death," some remarks on Landseer's works, and the usual supply of "Art Gossip," make up a very interesting number.

The *A. B. C. Universal, Commercial, Electric Telegraph Code*, is a work in which a telegraphic code is explained, which, on account of its simplicity, economy and secrecy, will doubtless be found of great use.

Messrs. Dean and Son announce for publication immediately after the assembling of Parliament, Debrett's *House of Commons and the Judicial Bench*, which will be edited by Robert H. Mair, LL.D.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, FEB. 25.

The question if we are to have a Minister of the Naval Department or not still remains unsolved. The Opposition papers think that it is impossible that one man can manage two departments, and they inquire sarcastically if there is not one officer to be found, who will accept the portfolio. I can easily imagine that Mr. V. D. Putte is quite convinced that he cannot bring the navy into a worse condition than it is, and perhaps he will leave the difficult task of reorganisation to his successors, it being quite certain that he will resign office as soon as a treaty of peace is concluded with the Government of Atchin. It may be that the Minister of the War Department will have the opportunity of introducing his Bill about our means of defence, but I shall be much surprised if his ministerial life lasts long enough to see his plans adopted and approved.

I hear that the Queen of England has addressed a letter to the Sultan of Atchin advising him to make peace with Holland. The vote of the Second Chamber, congratulating General van Swieten upon his success, has been telegraphed to Batavia.

The latest telegraphic news from Japan creates much anxiety here, notwithstanding that we are assured that the Dutch residents will find the necessary protection.

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A rumour was current some days ago that the King is very seriously ill. It was happily proved to be false; and a satirical paper says that if the King was indisposed it could only have been caused by the disgusting squabble about the presentation to be made to him on the 12th of May. I have told you already that there are about a hundred different plans, and the latest idea is to offer his Majesty the Castle of Heerenberg, valued at about £16,000. The birthday of the King was celebrated on the 19th inst. in the usual way.

The Dutch Trading Company has made a concession to the owners of merchantmen conveying Government produce from Java to our harbours; henceforth it will be permitted to unload the vessel partly or entirely by means of lighters; whilst vessels bound for Rotterdam, Dordrecht, or Schiedam may unload at Flushing, or Middelburg. I have already told you that one of our principal shipowners has established his offices in the last named town. This is a bad sign for Rotterdam.

Affairs at the Bourse remain dull; but money is abundant, so that the Bank has lowered its rate of discount one-half per cent.

PRODUCE MARKETS.

COFFEE.—The market has been very fluctuating. There are but few buyers, and small parcels forced on the market have sold at lower prices. The value of good ordinary Java is now 68c.

TEA.—The cargo of China offered in public auction has not met with a good demand, and the greater part was bought in. On the 7th of March 7,370 chests Java will be brought under the hammer.

RAW SUGAR.—About 9,000 mats, partly floating, were sold at f.2¼ to f.2½ under November prices.

JAVA TOBACCO.—The transactions have included only about 2,000 mats of different marks. Particulars about the prices paid have not transpired.

RICE.—Business has been very limited; only 610 bags Java, ex Ridderkerk, having changed hands at f.10⅝.

SPICES.—A good demand has prevailed for Nutmegs, and prices have advanced, holders being disinclined to operate at the actual quotations. The demand has been principally for export. No. 1 is quoted 206c. to 208c.; No. 2, 196c. to 198c.; No. 3, 170c. to 171c. There was also more demand for Mace, but the transactions were of no importance. Cloves without business.

INDIGO.—About 100 chests Java were sold at firm prices. The market closes firm, especially for superior quality.

RATTANS.—Dull, and it is only at very low rates that buyers are nclined to operate.

GUM DAMAR.—The nominal quotation is 30c

SHIPPING.

ARRIVALS.—Feb. 18, at Brouwershaven, from Batavia, Emma; at Texel, from Batavia, Liberaal; from Samarang, Terpsichore; 19, at Brouwershaven, from Batavia, Salatiga; 20, at Flushing, from Batavia, Minister Fransen van de Putte; 22, at Texel, from Sourabaya, Lida; from Batavia, Elisabeth; at Brouwershaven, from Hiogo, Ziba; 23, at Texel, from Batavia, Kennemerland.

PASSENGERS OUTWARD.—For Java, per steamer Koning der Nederlanden: Miss v.d. Hout de Raadt, v. Oldenbarneveld, A. v. Starkenborch Jutting, Hasteren, Messrs. Johan Arathoon, A. E. Wazklewicz, Miss W. H. Lutjes, W. Hasselbach, T. Hoogstraten van Kempen and family, Mrs. Houthuysen, C. van Maasdijk, W. J. H. Bouhuys, Miss Bœssner (Paula en Marie), Miss B. Geersinga, Miss W. F. Margadant, Messrs. J. P. van Goethem, J. J. van Deemen, W. A. le Rutte, J. P. P. M. Kluppel, D. G. Krol van der Hoek, J. Langereis, J. J. van der Leij, C. C. Hammacher, S. Hummelink, J. van Heumen, J. H. Nahapiet, Dr. B. Th. W. van Hasselt and family, Mrs. F. K. de Jong and family, Miss H. Horn, Messrs. J. A. Hooze, R. Fennema, S. L. G. Birnie, v. d. Schoot Hesselink, J. A. Freudenberg, Miss J. M. Nanning, Mrs. Anna Kraus, Messrs. jhr. F. de Kock, D. Klasing, Mrs. Filet Castelyn, Messrs. J. L. van Romunde, G. R. le Bruijn, H. C. Burm, H. C. Burmeester, J. H. F. Sloot, L. Thesingh, F. Fokkens, jr., E. Bosch, J. C. Kasten, v. Rijn van Alkemade, A. Pijl, J. J. H. Smeenk, K. H. Boelhouwer and family, Miss van Kempen, Messrs. S. Hertog, Mrs. Peerehoom Voller van Elk, Miss P. J. P. Korpershoek, van der Kooy, A. Kroes, L. V. Akkermans, H. S. A. A. van Steenbergen, O. L. Vlaanderen, H. L. F. de Jacquieer de Lompret, J. G. H. Schieffelers, D. J. van Oosterzee, J. S. van der Meer, C. J. de Waal Malefijt, M. W. Roggeveen, J. H. E. van den Berg, S. J. Meyer, Omnes, L. Wenning, Miss J. B. Kryt, Hildeman, Mr. J. Collee, Mr. H. F. Rijnders, Mrs. Langenberg, Miss B. Nieuwenhuyzen; for Java, per Dahlia (str.), Messrs. G. R. Lucardie and family, D. Mulder and family, E. D. van Capelle, L. C. Filtz, Mrs. van de Bor, Mrs. Reuse, Miss van de Bock.

Naval and Military.

The following is a list of the officers of the Modeste, which sailed last week for the China station:—

Captain, Frank Tourle Thomson; *Lieutenant*, Henry T. Wright; *Chaplain*, Rev. Jno. Llewellin, B.A.; *Navigating Lieutenant*, Edward H. Hodges; *Sub-Lieutenants*, Philip F. Tilliard, Walter T. Warren, T. F. Abbott, Henry B. Anson (for navigating and pilotage duties), James P. Montgomerie; *Staff-Surgeon*, Rinso R. Siccami; *Surgeon*, Charles C. Golding; *Paymaster*, Thos. N. Firth; *Assistant Pdymaster*, William C. Gillies; *Engineer*, W. H. G. Webb; *Midshipman*, Cecil G. F. Boothby; *Naval Cadets*, M. G. Smith, W. O. Storey, T. P. Walker, E. H. Currey.

It is stated that H.M.S. Adventure is to be despatched shortly to Japan with a battalion of Royal Marines, to relieve the battalion of that force at present serving there, and now under orders for England.

Col. J. Y. Moggeridge has been appointed Commanding Royal Engineer in China, vice Lieut.-Colonel E. M. Grain.

The Colonelcy of the 11th Regiment, vacant by the death of General Sir J. G. Le Marchant, has been given to Lieutenant-General Sir Francis Seymour, Bart. Sir Francis joined the army in 1834, and he served with distinction throughout the Crimean campaign. He received the Victoria Cross for his gallant conduct in the trenches and at the battle of the Alma.

The retirement of Capt. Steer, of the 1st Regiment—who served in the campaign in China in 1860, being present at the capture of Sinho and Tangku, the occupation of Tientsin, and the surrender of Peking—is announced.

Major R. J. Maxwell, half-pay, 80th foot, aide-de-camp to Major-General Renny, commanding at Ceylon, has been compelled to relinquish his duties, in consequence of ill-health, and has left the station.

The Albatross, 4, composite screw sloop, 894 tons, 720-horse power, which was built and fitted out at Chatham Dockyard, has been commissioned there by Commander E. Rice for service in the Pacific.

By the death of Gen. Sir Sydney Cotton, G.C.B., the colonelcy of the 10th Regiment, which is now stationed at Singapore, and was recently at Hong Kong, has become vacant.

Captain R. N. Buckle, R.E., who was one of the officers killed in the last engagement with the Ashantees, served in China from 1869 until 1871, as Assistant Surveyor-General at Hong Kong.

Sub.-Lieut. L. H. Master, of the 80th Regiment, now stationed in China, has sent in his papers resigning the service.

Lieutenant J. G. F. Kerr, R.N. (1872), proceeded in the Modeste for service in the China squadron.

Sir Alexander Milne will continue to serve as First Naval Lord on the new Board of Admiralty.

Legal.

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COURT OF COMMON PLEAS.

BROWN V. THAMES AND MERSEY MARINE INSURANCE COMPANY.

This was an action on a policy of insurance effected on the iron steamship *Knight Templar* to recover for a total loss. It was commenced on the 19th ult. The plaintiffs were the members of the firm of Baird and Brown, merchants and shipowners at Glasgow. In 1871 they contracted with Mr. Laurie, of Glasgow, to build them an iron screw-steamer, the *Paladin*. In December, 1871, they entered into a contract with the same firm for the construction of a sister vessel to the *Paladin*—the *Knight Templar*. The *Knight Templar* was launched in 1872. Her cost was £22,500, and that of her outfit was £2,500. The insurance premiums paid upon her amounted to £2,000, and it was stated that at the time of her loss her total value, owing to the rise in the price of iron, exceeded £33,000. She was insured for £24,000 on hull, and £9,000 on machinery, for a twelvemonth, to commence on the 14th of January, 1873. She was an awning-decked vessel, her tonnage measurement was 1,379 tons, and she received the highest class at Lloyd's. The *Knight Templar* sailed from Glasgow for Cardiff on the 21st of January, 1873. On the 1st of February she left Cardiff for India with a cargo of coals. She encountered very heavy weather; indeed, one of the witnesses stated that the gale was the most severe one encountered on the coast since the loss of the *Royal Charter*. About eight o'clock on the morning of the 2nd of February she began to leak, and, as the water gained in spite of all the efforts of the crew, the ship was abandoned and was totally lost. The defence was that the ship was so overloaded as to be unseaworthy, and that therefore the loss was not by the perils insured against. It was also pleaded that the plaintiffs had misrepresented to the defendants that it was intended to navigate the vessel as an awning-decked vessel, with open ports and scuppers, and had concealed the fact that the ports and scuppers were closed in contravention of the rules of Lloyd's. The plaintiffs adduced a large body of evidence to prove that the ship was most carefully constructed, regardless of expense, until the jury interposed with an intimation that they were satisfied of the fact. A large number of experienced shipbuilders, engineers, and nautical experts were called to prove that the vessel was not overloaded or improperly navigated, and that it would have been improper to have navigated her with open ports and scuppers. It was admitted, however, that a lower load line would have been necessary had the ports and scuppers been open.

Lord Chief Justice Coleridge addressed the jury in a very careful and elaborate summing up, which occupied two hours and a half in delivery. His Lordship went carefully through the evidence as to the weather the vessel encountered, and finally asked the jury whether the plaintiffs knowingly overloaded the ship so as to render her unseaworthy and sent her to sea in that condition, and whether the loss was occasioned by such unseaworthiness; and also whether the plaintiffs made the alleged misrepresentations and concealment, and whether they were such as materially to increase the risk.

The jury answered all the questions in favour of the plaintiffs, for whom a verdict was accordingly entered.

COURT OF ADMIRALTY.

COLLISION CASE.—THE "AJAX."

This was a cause of damage by collision. About one P.M. on the 8th of November last, the plaintiff's steamship *Kelloe* was lying at anchor in Bugby's Reach, in the River Thames, when Holt's steamship *Ajax*, from Shanghai to London, in tow of a tug, came into collision with the *Kelloe*, caused her chain to break, and obliged those on board to put her ashore to save her from sinking. For the defence it was alleged that the *Ajax* was being rounded, with her head to tide, to go into the Victoria Dock; and it was contended that if the *Kelloe* had paid out cable there would not have been a collision, and that if any one on board the *Ajax* was to blame it was the pilot, whom the defendants were compelled to take.

The Court was of opinion that the crew of the *Ajax* was to blame for the collision, and that, therefore, the owners were liable. Decree accordingly.

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Monetary and Commercial.

The London manager of the Hong Kong and Shanghai Banking Corporation has received a telegram from the head office at Hong Kong informing him that at the half-yearly meeting just held there a dividend of 4 per cent. for the past six months was declared, and 26,000 dollars carried forward to new account, making, with the dividend of 6 per cent. for the previous six months, 10 per cent. for the year 1873.

The report of the London and San Francisco Bank (Limited) shows the profits for the year to have been £88,952, of which £36,000 was distributed in September as a dividend of 12s. per share. A like dividend is now recommended, making 24s., or 12 per cent. for the year, together with an appropriation of £10,000 to reserve.—The report of the Telegraph Construction and Maintenance Company (Limited) recommends a dividend of £2 8s. per share, being at the rate of 20 per cent., making with the amount already paid 25 per cent. for the year.—The report of the British Land Company shows an available total of £10,571, and recommends a dividend of 3 per cent., against 4 per cent. in the previous year.—The report of the Liverpool and London and Globe Insurance Company shows the fire premiums in 1873 to have been £1,168,733, while the claims were £551,705, which, allowing for expenses, leaves £299,417. After providing £2,464,657 as the reserve for the life assurances and annuities, the actuarial valuation of that department exhibits a surplus of £84,251. A dividend of 10 per cent. is recommended. —The directors of the Commercial Union Assurance Company have resolved to recommend at the annual meeting a dividend of 10 per cent. (making, with the interim payment in Sept., 12½ per cent. for the year), and to appropriate £10,000 to reserve, leaving £26,961 to be carried forward.—The report of the Australian Meat Agency (Tallerman's) Company (Limited) recommends a dividend at the rate of 10 per cent. per annum.

The P. and O. Company announce, with reference to a circular letter addressed to their proprietors by the brokers of the "New South Wales Collieries Company (Limited)," recommending the shares in the latter undertaking as a secure and profitable investment, that the communication in question has been made without the sanction or knowledge of their board or any of its members.

The report of the Bank of Belgium and Holland (Limited) shows an available total of £36,021, and recommends a dividend of £6 10s. per share for the year 1873, leaving, after an appropriation of £2,000 to reserve (thus raised to £3,000), a balance of £1,521 to be carried forward.

The directors of the India-Rubber, Gutta-Percha, and Telegraph Works Company (Limited) report that the net result of the year's trading showed a credit balance of only £9,090 to be transferred to profit and loss account, which, with the amount (£32,500) brought forward from the year 1872, made a total of £41,590. The general business of the company had been fairly remunerative.

The project for a Light Atlantic Telegraph Cable has fallen through, a circular having been issued stating that "the number of shares applied for by the public not being sufficient to enable the directors to make arrangements for laying a cable during this year, they have resolved to make no allotment, but to return the deposit moneys in full to each applicant." The circular attributes the failure of the scheme to "the prejudiced attacks made by interested parties on this undertaking casting doubts on the minds of investors as to the practicability of laying and working a light cable."

The steamer *Ionia* takes out the following machinery, sent by Messrs. Wilson and Co. :—Two sets sugar mills with boilers complete for Sourabaya, one set ditto for Samarang, and two portable land engines and boilers for Batavia.

Bar silver has been sold at prices varying from 58½d. to 58 9-10d. per oz. standard, principally for India. The market has been cleared of Mexican dollars for shipment to China and the Straits. £120,000 arrived from New York to-day remain to be dealt with.

The bullion by the P. and O. steamer *Mirzapore*, from Southampton, Feb. 26, was in silver to Shanghai, £13,914; to Hong Kong, £81,450; total in silver £95,364.

The Nederland Company's steamer *Konig der Nederlanden* has sailed from Southampton, with £3,600 in specie for Batavia and £7,000 for Samarang.

ARTICLES OF IMPORT.

TEA.

The market has been very quiet this week, and prices have given way to the extent of 2d. per lb. as regards common to fair Congous, which have been in abundant supply. The position of Tea for the next few months is sound, but it will require some management on the part of importers to maintain present rates, as dealers at the current range will only take supplies for immediate requirements; importers therefore must hold the stock, which will be worked down to a safe point before the new leaf can arrive. An important change has been brought about by the working of the Adulteration Act, the demand for Canton Scenteds now running exclusively on olive coloured kinds, and these rule at extreme rates, 1s. 8d. to 1s. 9d. for good medium Caper, while glazed kinds, owing to the strong prejudice, rule at a low standard; and it would be well if operators in Canton season 1874-5 discourage altogether the manufacture of glazed leaf, either Orange Pekoe or Caper, in which case the Adulteration Act will have done great good for the trade. The consumption of Scented Tea is as large as ever, and there is good prospect for pure quality. Green Tea has recovered its former position, and as regards figures is highly favourable; the heavy shipments of late to New York and Canada have reduced the stock, and the shipments to come forward are smaller than for many past years. Moyune kinds rule exceptionally high, but Pingsueys can be bought reasonable; medium quality ruling 3d. to 4d. per lb. under last year's prices, though the average quality of Teas are decidedly preferable, and free from the objectionable colouring matter. Japan leaf: The late imports have realised very unsatisfactory prices, coming at the time of a good export demand.

Messrs. Capel and Co.'s Circular says: The continued slackness of the export demand, with only a moderate inquiry for the Home Trade, has caused a dulness in our market, business being on a limited scale; and, although importers generally show great firmness, prices for some kinds have ruled in favour of buyers. In public sales 10,043 packages have been offered, of which 8,935 packages have been sold without reserve, the remainder, with reserved prices fixed, being withdrawn. The deliveries for the week amount to 2,936,000 lbs., against 3,298,000 lbs., last year.

SILK.

Messrs. Kilburn, Kershaw, and Co. report on the Silk market as follows:—The public sales which commenced on the 25th ult. did not terminate till the 27th. The chief feature is the sale without reserve of a large quantity of Thrown Silk, at irregular rates. In Raws there is very little doing, and the market is very quiet, at unchanged prices. Deliveries do not improve, being since 1st ult. 2,237 China, 608 Japan.

COFFEE.—The supply at auction has been light, but the demand has been without improvement and prices have been very irregular. Plantation Ceylon has sold, triage at 104s. to 115s. 6d., small 120s. to 124s. 6d., low middling at 124s. 6d. to 127s., middling at 127s. 6d. to 128s. 6d., pea-berry at 123s. to 126s. 6d. Native Ceylon, small at 95s. to 98s., good ordinary to fine ordinary at 106s. 6d. to 108s. 6d., good bold pale at 107s. to 108s. 6d., pea-berry at 105s. 6d. to 106s. 6d. For arrival 100 tons Plantation Ceylon crops and 300 casks marks and ships declared have been sold, prices not reported.

COCOA-NUT OIL is not in much request. Cochin is quoted at £40; Ceylon, £35 10s. per ton.

HEMP.—Manila continues extremely quiet, and no business has been transacted during the week.

PEPPER.—*Black:* At the public sales there has been more disposition to meet the market, and a decline of fully ⅜d. per lb. has been accepted for Singapore and Batavia, and ⅛d. for Penang. Of 3,110 bags offered about 2,000 bags found buyers; 1,007 bags Singapore chiefly sold at 6⅝d. to 6¾d., 1,036 bags Batavia were forced off at 6⅛d. to 6¼d.; of 679 bags Penang 150 bags sold at 6⅝d. *White:* Only 105 bags Singapore have been offered by auction and sold more readily at steady rates, good bold at 9¼d. to 9⅜d.

RICE.—There has been an improved demand for floating cargoes, and a good business has been done at firmer rates. For arrival 300 tons Madras, February to April shipment, have been sold at 12s. 6d., 500 tons ditto ditto at 12s. 3d., and 200 tons ditto at 12s. 1½d., quay terms. And the following floating cargoes:—One of 1,800 tons new Necransie, spring shipment, at 11s., open charter; one of 1,000 tons new Rangoon, for London direct, at 11s. 3d.; one of 1,200 tons new Rangoon, United Kingdom direct, at 11s. 4½d.; one of 700 tons ditto, spring shipment, at 11s. 6d., open charter.

SPICES.—The market has exhibited no alteration.

SUGAR.—The market has been quiet, and with only a moderate inquiry sales have been small.

SAGO.—In auction 1,798 bags met a steady demand, and 1,250 bags sold at firm prices; ordinary discoloured small at 14s. 6d. to 15s.; fair to good fair small, 16s. 6d. to 17s.; fair medium at 18s.; fair to good large at 19s. to 19s. 6d.

TAPIOCA.—430 bags Singapore were all sold at steady rates; good greyish at 2⅛d.; bold greyish at 2⅛d. to 2¼d.; fine white, 2¼d. to 2⅜d.; 200 bags old Penang bought in at 2¼d. *Pearl:* 40 bags medium sold at 22s. 9d., being again rather dearer.

TIN is again lower, and the price of Straits seems at length to have reached a figure which must cause the closing of many Cornish mines. Quotations are, Straits on the spot £99 to £100, afloat £98 to £99; Banca £106, Billiton £104 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Since the 20th ult. the market has continued quiet, and prices fairly steady, except in the low ordinary descriptions of Grey Shirtings, which have declined somewhat in value. Producers of the better makes still refuse to entertain business at any reduction on their quotations, and continue to find buyers on a moderate scale, which, with previous sales serve to keep production engaged for some time in advance.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	13	15	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	5s. 10½d. —	6s. 4½d. —	6s. 10½d. 7s. 0d.	7s. 4½d. 7s. 6d.	7s. 9d. —	8s. 1½d. —	8s. 6d. —	8s. 9d. 9s. 0d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	34
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 4½d. 9s. 6d.	9s. 7½d. —	10s. 6d. —	11s. 1½d. —	10s. 4½d. —	11s. 10½d. —	6s. 6d. 6s. 7½d.	7s. 6d. 7s. 7½d.

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Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	49	56	59
Weight...	7 0	8 0	9 0	1 00	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 7d. 7s. 9d.	8s. 6d.	10s. 1½d. 10s. 6d.	12s. 3d.	10s. 1½d. 10s. 3d.	11s. 6d. 11s. 9d.	13s. 7½d. 12s.10½d.	14s. 6d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 4½d. 5s. 6d.	5s. 4½d. 5s. 7½d.	6s. 3d. 6s. 6d.	6s. 6d. 7s. 1½d.	7s. 0d. 7s. 6d.	8s. 0d. 8s. 6d.	8s. 3d. 8s. 9d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 6	—
Maddapollams	3 4½	—
Long Cloths	9 0	—
White Spot Shirtings (nominal)	10 9	—
,, Brocade do.	10 10½	—
,, Damasks do.	19 3	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½ to	1 0½
,, do. Nos. 28-32	1 0½ to	1 1½
,, do. No. 40 (mock)	1 1 to	1 2½
,, (Mule Twist), No. 40	1 0½ to	1 2½
,, do. No. 30	0 11½ to	1 0½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb.18	A. C. Meyer	—	Batavia, for Rotterdm.	Off Dungeness
9	Resolu	Ozo	Galle	Cardiff
18	Anita Garibaldi	Razetto	Cheribon	Texel
17	Henry Adriana	Schuchar	Java, for Rotterdam	Zierikzee
	Atlantic King	Brown	Batavia	New York
21	Light Brigade	Davis	Java	Texel
20	Maassluis	Kuchler	Batavia	London
21	Johanna Margaretta	Ruhaak	Penang & Singapore	Do.
21	Prince Rupert	Wade	Maulmain	Do.
20	Assunta	Vivaldi	Samarang	Falmouth
20	Mary Goodell	Sweeteer	Sourabaya	Do.
19	Mio	Schiaffino	Java	Bristol
18	Amelia	Majolo	Batavia	Texel
18	Emma	v. Eyte	Do.	Brouwershaven
	Herald	Gardner	Do.	New York
	Bunker Hill	Davis	Manila	Boston
21	Nina Barabino	Michele	Akyab	London
21	Arbutus	Todd	Batavia	Falmouth
22	Freya	Jansen	Saigon	Do.
21	St. Helens	Wickman	Rangoon	Do.
19	Salatiga	Biesthorst	Batavia	Brouwershaven
8	Vasco da Gama (s.)	Rice	Hg. Kg., & Yokohama	San Francisco
	Ringleader	Thatcher	Hong Kong	Do.
	Inverness	Donkin	Foochow	New York
20	Denbighshire	Davies	Do.	Do.
22	Golden Age	Quick	Moulmain	Queenstown
22	Tivoli	Greig	Do.	Do.
20	India	Zachariasen	Batavia	Greenock
	Conqueror	Davidson	Amoy	New York
23	Gertrude	Heagerty	Colombo, &c.	London
23	Othello (s.)	Butler	Do.	Do.
23	Sarpedon (s.)	Ferguson	Foochow & Singapore.	Do
23	Roma Capitalo	Ogilia	Rangoon	Do.
21	Dunedin	McLaren	Maulmain	Portsmouth
	Elizabeth	Dannberg	Batavia	Dartmouth
24	Staffa	Duncan	Batavia	Liverpool
21	Minis. Jan. v.d. Putte	Osterath	Do.	Flushing
19	Anglo Saxon	Davidson	Singapore	Marseilles
20	Bretagne	Langren	Rangoon	Do.
	Oxford	Beaver	Manila	New York
	Chattanooga	Freeman	Zebu	Do.
	Camilla	Crocker	Manila	Do.
	Adelheid	Voge	Amoy	Do.
	Masonic	Lampher	Manila	Do.
11	Matchless	Joslyn	Ilo Ilo	Boston
23	Osmo	Soderholm	Cheribon	London
23	Chrysolite	McAllister	Rangoon	Liverpool
24	Viceroy (s.)	Taylor	Colombo, &c.	London
24	Lord Macaulay	Care	Foochow	Do.
24	Cerutti Pietro	Scotto	Bassein	Do.
24	Psyche	Harris	Hg. Kg., for Hamburg	Off Deal
22	Ada	Wiebenga	Java, for Rotterdam	Off Dungeness
24	Guinevere	Tidmarsh	Rangoon	Off the Lizard
24	Una	Weaver	Manila	Liverpool
24	Boldon	Martin	Do.	Do.
	Erasmo	Bolaco	Sourabaya	Clyde
23	Nord	Hanson	Bassein	Queenstown
23	Marian Neil	Alexander	Samarang	Do.
23	Lida	Muller	Sourabaya	Texel
24	Ziba	Richard	Japan	Dordt
23	Susanna Johanna	de Vries	Batavia	Flushing
23	Gerard Piet. Servatius	de Joode	Java, for Rotterdam	Off Dungeness
23	Huidecooper	Bouter	Java, for Flushing	Do.
	Johana Steward (?)	—	Java, for Rotterdam	Do.
23	Cornelis Smit	Disper	Tjilatjap, for Rotrdm.	Do.
25	Hampton	McDonald	Maulmain	Clyde
14	Lepanto	Buzzolini	Cheribon	Gibraltar
4	John O'Gaunt	Boden	Manila	San Francisco
4	Cingalee	Anton	Hong Kong	Do.
12	Japan (s.)	Freeman	Do.	Do.
12	Western Chief	Hill	Singapore	Boston
18	Western Chief	Josselyn	Ilo Ilo	Do.
26	Leucadia	Mearns	Shanghai	Off Deal

VESSELS PASSED SUEZ CANAL.

Date.	Steamer.	From	For
Feb. 20 ...	Eldorado	... London	... Colombo, &c.
20 ...	Vanessa	... Do	... Do.
26 ...	Cassandra	... Do.	... Singp., China, &c.
21 ...	J. C. Stevenson	... Do.	... Colombo
28 ...	Crocus	... Do.	... Singp., China, &c.
23 ...	Leonore	... Aberdeen	... Hong Kong
25 ...	Ulysses	... Liverpool	... Singp., China, &c.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.18	Elizabeth Dougal	White	Hong Kong	Cardiff
18	Golden Spurs	Farrel	Do.	Do.
19	Waltikka	Hartmann	Do.	Liverpool
18	Atma	Watson	Singapore	London
19	Frances	—	China	Shields
18	John George	Barron	Singapore	Sunderland
21	Navarino (s.)	Mills	Colombo, &c.	London
21	Lennatar	Lundgrin	Singapore, via Swansea	Do.
14	Emiliano (s.)	Larranaga	Manila	Barcelona
22	Juan F. Pearson	Bruff	Hong Kong	Cardiff
21	Konig der Nederland.	—	Batavia	Texel
Jan.15	Catherina	Loos	China	Buenos Ayres
Feb.25	Mazeppa (s.)	Harvey	Colombo, &c.	London
23	Ardent	Clasper	Singapore	Cardiff
21	May Queen	—	Do.	Penarth
22	Paouting (s.)	Wells	Shanghai	Broomielaw
23	Copernicus	—	Do.	Newcastle
23	Amandine	—	Do.	Do.
26	Hong Kong (s.)	Comley	Singapore, China, &c.	London
26	Clymping	Sanders	Colombo	Do.
26	Mary Ann Wilson	Stoddart	Yokohama and Hiogo	Do.
24	Hochung (s.)	Drage	Singapore and China	Liverpool
24	Malvern	Myles	Singapore	Sunderland
2	Windward	Stanner	Do.	Astoria
12	Egeria	Nair	Anjer	New York
13	Fearless	Smith	Shanghai	Do.

(*See Shipping Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Batavia, Cheribon, Samarang, and Sourabaya: Ionia. For Colombo, &c.: Othello. For Penang, Singapore, Hong Kong, and Shanghai: Russia, Japan. For Singapore, Hong Kong, and Shanghai: Gordon Castle.

SAILING VESSELS.—For Yokohama and Hiogo: Remus, Coulnakyle, Suffolk. For Shanghai: Leucadia, Aracan, Eliza Shaw. For Hong Kong: Taitsing For Penang: Andromeda. For Singapore: Eurus. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Cathaya, Jessica. For Yokohama (via Cardiff): Earl of Dufferin. For Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Achilles (str.). For Hong Kong: Charmer. For Singapore: Cameo, Robert Kerr, For Manila and Singapore: Aurora (str.). For Batavia and Samarang: City of Halifax.

At GREENOCK.—For Hong Kong, &c.: Contest.

SPOKEN.

LEPANTO, Batavia to Genoa, Jan. 8, 31, —, 11 W.
ARUNDEL (ship), Foochow to London, Dec. 31, 26 S., 2 E.
HERMON (barq.), Singapore to Liverpool, Jan. 15, 5 S., 17 W.
JASON (Dutch barq.), Rotterdam to Batavia, Dec. 18, 30 S., 26 W.
GRANVILLE (barq.), London to Colombo, Feb. 14, 49 N., 8 W.
MARSHAL PELISSIER (barq.), Singapore to New York, Dec. 5, 28 S., 46 E.
MADRAS, Banjoewanjie to Queenstown, Jan. 16, 21 N., 23 W.
SCAWFELL, London to Japan, Jan. 21, 3 S., 28 W.
ASTERION (barq.), Tyne to Singapore, Jan. 1.
MARY, Java to Falmouth, Dec. 13, 30 S., 48 E.
FAIRY (barq.), Hong Kong to Liverpool, Jan. 12, off Cape L'Agulhas.
PEPITA (Span. barq.), Manila to Cadiz, Jan. 8, 33 S., 15 E.
LAUREL (barq.), Shanghai to London, Jan. 9. 31 S., 12 E.
INDIA (Dutch), Bali to Rotterdam, Jan. 3, 29 S., 42 E.
JOHN MILTON, Japan to Queenstown, Nov. 23, in Banca Straits.

FREIGHTS AND CHARTERS.

Berth rates of freight to and from the Eastern ports are without change since our last issue.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 56s. weight, 40s. to 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): 50s. weight, 55s. meast. To Batavia: 60s. weight or meast. To Batavia (direct): 50s. weight or meast. To Padang: 80s. meast. To Cheribon (direct): 70s. weight, 65s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. to 50s. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight, 27s. 6d. meast. To Colombo: — weight, — meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £38. To Singapore (f.c.): £35. To Singapore: £33. To Penang: £34 f.c. To Macassar, per ton: —. To Batavia: 30s. to 32s. 6d. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: —. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 37s. To Manila: 30s. To Macassar: —. To Java: —. To Batavia: 30s. to 32s. 6d. To Padang: —. To Amboyna: —. To Ternate: —. To Singapore: 32s. To Galle: 34s. to 35s. To Trincomalee: —. To Colombo: 33s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Singapore: 30s. To Penang: —.

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MISCELLANEOUS.

At MAURITIUS.—Jan. 19, Ploermel, from Tamatave; Feb. 3, Mille Tonnes, from Singapore; Jan. 30, Portnichet; Feb. 3, Rene, and both sailed for Galle; —, Francois Felix, Behard, and sailed for Saigon.

Off ASCENSION.—Jan. 23, T.P.S.G. (Shepherd); 24, G.M.T.H. (Loch Awe), both from Colombo, for London.

At ST. HELENA.—Jan. 16, Dordrecht II., Rotgans, from Batavia, and sailed for Schiedam; 21, Manfred, Smith, from Ilo Ilo and Batavia, and sailed for Boston.

Off ST. HELENA.—Jan. 18, Galatea (barq., of Helsingborg), from Java, for New York; Shepherd (barq., of South Shields), from Colombo, for London; 20, Killarney (barq., of North Shields), from Singapore, for New York; Choice (barq., of London), from Batavia, for Falmouth.

At TABLE BAY.—Jan. 14, Justita, Niejahr, from Samarang, and sailed, 15, for Falmouth; 20, Rosina, and sailed for Penang.

Off STRUYS BAY.—Jan. 14, N.T.C.P. (Dutch), from Batavia, for Amsterdam.

At ALGOA BAY.—Jan. 13, Dunelm, Phillips, and sailed for Galle.

CASUALTIES.

Dover, Feb. 19.—The Alcestis (barq.), Richards, from North Shields to Singapore, with coal, was in collision, 16th, with the Querini Stampaglia, of Venice, and was towed in here on the 18th, with plating on the port bow split, jibboom carried away, and with damage about the head. She put into Portsmouth 22nd to repair damages.

Galle (Bombay, Feb. 23, 7.30 A.M.).—The Ocean Queen (Fr. str.), from Singapore to Marseilles, was thrown on her beam ends in a severe gale, and has put in here leaking, with cargo shifted, and some of it damaged; she will have to discharge part of cargo for survey and repairs.

Ryde, I.W., Feb. 22.—The Verena (barq.), from Sunderland to Singapore, put in yesterday, and her master, Simpson, has thought it necessary to employ a diver to examine the bottom of vessel before proceeding.

THE P. AND O. COMPANY'S FLEET.—The P. and O. Company have purchased the *Khiva*, lately built by Messrs. Laing, of Sunderland. Her dimensions are as follows:—Length between perpendiculars, 360 feet; breadth extreme, 36 ft. 6 in.; depth extreme, 29 ft. 3 in.; builder's tonnage, 2,396; gross tonnage, 2,609; register tonnage, 1,506; horse power nominal, 450. She will load in the Victoria Docks, and proceed to Southampton to take on board mails, passengers, &c., and proceed by Suez Canal to Galle and Calcutta The steamers *Teheran* and *Thibet*, building at Dundee, will soon be ready for service. The company's steamer *Sumatra*, repaired by Messrs. Denny, Dumbarton, has taken the line between Venice, Brindisi, and Alexandria. She has undergone an extensive repair, including another deck and compound engines. She will carry about 600 tons more cargo, and consume about half the coal used with the old engines. The *Sunda* will undergo a complete overhaul, and be fitted with new engines and boilers. The *Candia* has been chartered by Government for the Gold Coast.

TRIAL TRIP.—The iron screw steamer Montgomeryshire, built and engined by the London and Glasgow Shipbuilding Company for Mr. D. J. Jenkins, M.P., London, went upon trial on the 24th ult. After a most satisfactory trial of 12½ knots, the ship was formally taken over from the builders, and thereafter she proceeded to London to complete loading for China, for which trade she is specially intended. The brokers are Messrs. Norris and Joyner.

RHEUMATISM AND GOUT

Prevented and cured safely, quickly, and effectually by one box of

STEEL'S GOUT AND RHEUMATIC PILLS.

ESTABLISHED 1835.

The numerous genuine and extraordinary testimonials received by the Proprietor are a convincing proof that these Pills are the greatest boon ever offered to sufferers from these complaints. Sold in boxes, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. Can be obtained of all London houses, and of Mr. Glasse, Hong Kong; Scott, Thompson, and Co., Calcutta, &c. Prepared only by FRANK W. STEEL, M.P.S., 283, Liverpool-road, London, N. N.B. Ask for Steel's Pills.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London. E.C.

GRAND HOTEL,
NO. 20, YOKOHAMA.

THE above fine Hotel has lately been opened to the Public, and offers great advantages to Residents and Tourists. It is situated in the best location in Yokohama, at the extreme end of the Praya, or Bund, and the view from it, for marine scenery, is unsurpassed in any part of the world.

The Hotel is replete with every Western convenience and accommodation, and may safely be said to be, without exception, the finest Hotel in the East.

A European will always attend the arrival of all vessels, and take charge of the Baggage of Passengers, thus saving them the trouble and inconvenience of passing it through the Custom-house.

Tiffin and Dinner, per Mensem ...	... $35.00
Breakfast, Tiffin, and Dinner, per Mensem ...	38.00
Board and Lodging, per Mensem, from ...	58.00

Yokohama, Sept. 20, 1873.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day, Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first class House, at moderate prices.

HOTEL EUROPA, VENICE.

ONE of the best Hotels on the Grand Canal. Passengers per P. and O. steamers will find this a most comfortable House.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,
Importer of Havana and Manila Cigars.
16, GREAT WINCHESTER-STREET, E.C.

CARD.

WM. C. EASTLACKE, D.D.S., from U.S. of America, and late of China and Japan DOCTOR OF DENTAL SURGERY.

(4, Koniggrätzer Strasse, Berlin Prussia.

NURSERY GOVERNESS.

A YOUNG LADY, in her seventeenth year, is desirous of going to Hong Kong. In return for her passage money she is willing to devote her services to a Lady or Children.

Address, E. H., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN, Kandy.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources or supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Bangkok	S. J. SMITH.
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Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
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COURVOISIER'S BRANDY

THIS celebrated Brandy is highly esteemed for its purity, delicacy of bouquet, and softness of flavour. It is used in preference to any other in many of the leading Paris and London Clubs.

It was the only one supplied to his late Majesty Napoleon III.

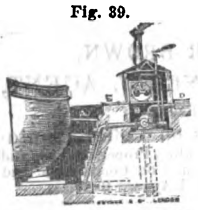
It has also met with the highest approval wherever it has been shipped, and the Proprietors are able to refer with pleasure to the recognitions of its superiority which reach them from every part of the world.

CAN BE OBTAINED THROUGH ANY MERCHANT.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

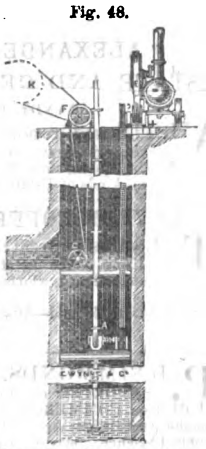
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



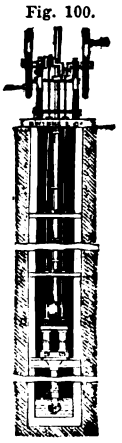
GWYNNE & Co.'s PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.

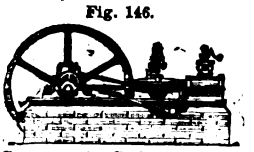


GWYNNE & Co.'s IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.

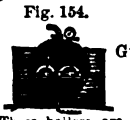
GWYNNE & Co.'s IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



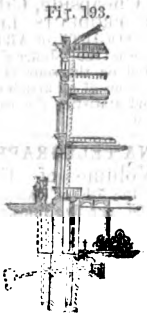
GWYNNE & Co.'s IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.



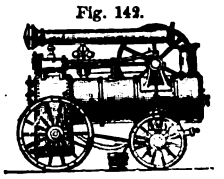
GWYNNE & Co.'s IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 193.



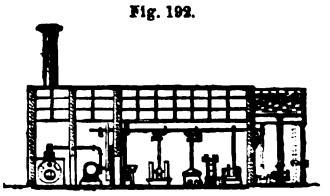
GWYNNE & Co.'s IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 142.



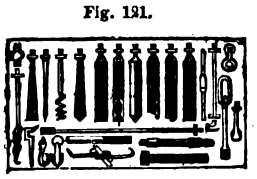
GWYNNE & Co.'s IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



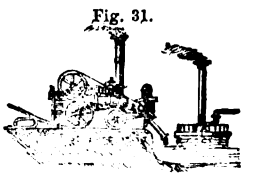
GWYNNE & Co.'s IMPROVED MACHINERY, FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 121.



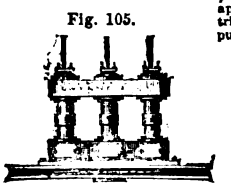
GWYNNE & Co.'s BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & Co.'s PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & Co.'s IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & Co.'s IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

NOTICE TO HOMEWARD BOUND PASSENGERS.

ARTHUR FENNELL,

many years an Officer in the Peninsular and Oriental Company, having established an

AGENCY IN LONDON AND SOUTHAMPTON,

is prepared to undertake the Landing and Clearing of Passengers' Baggage, and all the duties of a General Shipping and Commission Agent.

Passengers intending to land at Brindisi should label their Luggage care of

ARTHUR FENNELL, Southampton,

and on arrival in England may either forward their keys with instructions to Southampton, or

51, ST. MARY AXE, CITY, LONDON,

when they will be promptly attended to.

HOLLOWAY'S PILLS

AND OINTMENT.—RHEUMATISM AND GOUT.—These purifying and soothing remedies deserve the earnest attention of all persons liable to gout, sciatica, or other painful affections of the muscles, nerves, or joints. The Ointment should be applied after the affected parts have been patiently fomented with warm water, when the unguent should be diligently rubbed upon the adjacent skin, unless the friction causes pain. Holloway's Pills should be simultaneously taken to diminish pain, reduce inflammation, and purify the blood. This treatment abates the violence and lessens the frequency of gout, rheumatism, and all spasmodic diseases which spring from hereditary predisposition, or from any accidental weakness of constitution. The Ointment checks the local malady, while the Pills restore vital power.

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OVERLAND ROUTE.—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, March 12 & 26, at 3 P.M., and every alternate Thursday.	Friday morning, March 20 & April 3, and every alternate Friday.	Monday, March 23 & April 6, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, March 26, at 2 P.M., and every fourth Thursday.	Friday morning, April 3, and every fourth Friday.	Monday, April 6, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

JAPAN AND CHINA.
Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway transit across the American Continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS,

by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

Fares, £200 and upwards.

H. STARR and Co., 22, Moorgate-street, London. Agents, Union and Central Pacific Railway, Pacific Mail S.S. Company, &c.

S. S. VANCOUVER, DIRECT FOR SINGAPORE, HONG KONG, and YOKOHAMA.—This fine, powerful, Clyde-built steamer, classed 100 A1 at Lloyd's, 2,000 tons gross register 530-h.p. nominal, 2,650-h.p.c., is the second steamer of the CHINA TRANSPACIFIC STEAMSHIP COMPANY (Limited), and is fitted most luxuriously for a large number of first-class passengers, with ladies' saloon, smoking saloon, and general saloon on deck; carries surgeon and stewardess. Owing to this vessel's immense power, a very rapid passage is expected. Last shipping day in the Victoria London Docks, 14th March.

For plans and particulars as to rate of freight or passage apply to GELLATLY, HANKEY, SEWELL, and Co., 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE,

97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Tigre ...	March 15	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ...	March 29		
Ava	April 12		
Iraouaddy ...	April 26		
Peiho ...	May 10		
Mei Kong ...	May 24		

The Steamers of the 15th March, 12th April, and 10th May connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 29th March, 26th April, and 24th May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI,

taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shipper's risk, last shipping day, 23rd March, the favourite full-powered screw steamer JAPAN, 100 A1, 1,865 tons register, 250-horse power nominal, HENRY DE SMIDT, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1872, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to GOSMAN and SMITH, 144, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Ionia, s.s.	1,145	Robertson & Co....	Mar. 7
Montgomeryshire, s.s	1,750	Norris & Joyner...	Mar. 7
Eurus, s.s.	327	Wright, Bros. & Co.	Mar. 7
Glenearn, s.s... ...	2,120	McGregor, Gow, & Co.	Mar. 21
Japan, s.s.	1,865	Norris & Joyner...	Mar. 23
Andromeda	355	Wright Bros. & Co.	Mar. 28
LIVERPOOL.			
Achilles, s.s	1,550	Alfred Holt	Mar. 18

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $1,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 33, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU.

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London: EFFINGHAM WILSON, Royal Exchange

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description, Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

PRIZE MEDALS, 1851. # BURROUGHES & WATTS, **PRIZE MEDALS, 1862.**

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.

COOK (Champion) and BENNETT (ex-Champion) use B. and W. Tables for their Matches and in their Rooms (twenty always in play).

—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

19, SOHO SQUARE, LONDON, W.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS, via Suez Canal:—

Port.	Ship.	Class.	Dock.	To sail.
Singp., Batavia, Cheribon, Samarng., & Sourabaya...	Ionia, s.s.	A1 18 yr.	S.W.I.D.	March 5
Peng., Sing., Hong Kong, & Shanghai.	Russia, s.s.	100 A1	S.W.I.D.	March 3
Hong Kong..	Taitsing.....	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Coulnakyl.	A1 13 yr.	S.W.I.D.	With des.
	Devana ...	A1 13 yr.	S.W.I.D.	To follow

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

Steam, via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, with liberty to call at Falmouth, to embark passengers, taking cargo for transhipment to JAVA, JAPAN, AUSTRALIA, &c., at through rates at shipper's risk. Last shipping day, 7th March. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 225 horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, just built on the Clyde especially for the China trade, is expected, from her superior model and large power to make a very fast passage. She has elegant and spacious accommodation for saloon passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, D. J. JENKINS and Co., 30, Lime-street, E.C.; to GRINDLAY and Co., 55, Parliament-street, S.W.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on the advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	March 21
Glenlyon	100 A1	2,119	275	April 2
Glenroy	100 A1	2,121	250	April 20
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to MCGREGOR, GOW, and Co., No. 1, East India avenue, London.

CHINA AND JAPAN.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Shanghai ...	Eliza Shaw ..	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Lothair	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GELLATLY, HANKEY, SEWELL and Co.'s regular line of STEAMERS via Suez Canal, to SINGAPORE, CHINA, and JAPAN. The following high-classed screw STEAMSHIPS will be despatched as under:—

Destination.	Name.	Class.	Docks.	To Sail.
Pen., Singap., Hong Kong, Yokohama, and Hiogo..	Vancouver	100 A1	Vic. L.D.	March 14
Sing., Hong Kg., Shang.	Woosung ...	100 A1	Vic. L.D.	March 28

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London.

YOKOHAMA AND HIOGO DIRECT.—The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

FOR SHANGHAI, the well-known clipper ship LEUCADIA, *AA1, 896 tons register; ANDREW MEARNS, Commander; South West India Docks.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 2, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 549.] LONDON, MONDAY, MARCH 9, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 9.
JAPAN—Yokohama	Nov. 21	Jan. 11	Jan. 20
Yedo			
Osaka and Hiogo	—	—	„ 8
Hakodadi			
Nagasaki	—	—	„ 12
CHINA—Peking	—	—	„ 7
Tien-tsin	—	—	„ 9
Chefoo	—	—	„ 12
New-chwang	—	—	„ 4
Hankow	„ 14	„ 7	„ 18
Kiu-kiang	—	—	„ 17
Chin-kiang	—	—	„ 5
Shanghai	Dec. 5	„ 22	„ 23
Ningpo	—	—	„ 20
Foochow	Nov. 28	„ 11	„ 25
Formosa	—	—	„ 15
Amoy	—	—	„ 26
Swatow	—	—	„ 27
Hong Kong	Dec. 12	„ 24	„ 29
Canton	—	—	„ 27
Macao	—	—	„ 28
PHILIPPINES—			
Manila	„ 5	„ 15	„ 22
COCHIN-CHINA			
Saigon	„ 19	„ 26	Feb. 2
SIAM — Bangkok	—	—	„ 1
BORNEO—			
Labuan	—	—	Jan. 28
Sarawak	—	—	„ 29
JAVA — Batavia	—	—	Feb. 1
Samarang	—	—	Jan. 26
Sourabaya	—	—	„ 28
MALACCA STRAITS—			
Singapore	„ 26	„ 27	Feb. 6
Penang			
CEYLON—			
Galle	Jan. 16	Feb. 14	„ 14
Colombo	—	—	„ 12

THE MAILS, &c.,

The French mail, bringing advices as above, was delivered, *via* Marseilles, this morning, its due date. The next inward (P. and O.) mail, with dates Yokohama, 27th; Shanghai, 30th Jan.; Hong Kong, 5th; Singapore, 12th Feb., left Suez yesterday, and will probably be delivered *via* Brindisi, on Monday next, the 16th inst., its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Amazone*, arrived March 7.—From Yokohama: None. From Shanghai: Messrs. Reme, Bridges, Ferlin, Pignatel, Mr. and Mrs. Lourier, Mr. and Mrs. Reid. From Hong Kong: Messrs. C. Smith, Chambers, Vidal, Mendes, Heeren, Sonoda, De Balloy, Mrs. Darbier. From Saigon: Mr. Caswell, Mr. Forestier, Mrs. Garnier. From Singapore: Messrs. Murray, Batallo, Gerard, Gray, Van Hare, Ruelle, Ramego, Pazzo, Garcia, Sunchez, Sabato. From Galle: Mr. Hardcastle, Mr. Simpson, Mr. and Mrs. Uhlenberg. From Aden: Mr. Collins. From Suez: Mr. Hill.

By last mail to Brindisi, per P. and O. steamer *Simla*, arrived Feb. 27.—From Galle: Rev. W. Rowland, Mr. G. Mackleay, Mr. S. Mackleay, Mrs. Wilkins. From Shanghai: Mr. H. D. Littlefield.

To Venice.—From Hong Kong: Mr. Armistead. From Galle: Mr. Lawrie, Mr. Green.

To Southampton, per P. and O. steamer *Tanjore*, arrived March 8.—From Singapore: Mr. Perry. From Penang: Mr. A. Fischer. From Galle: Miss Arnold, Surg. Major Bryson, Asst. Com. Vansittan, Mr. Chichester, and one second-class passenger.

To Suez.—From Shanghai: Mr. Plagge, Mr. R. A. Gartside, Miss Bullar. From Hong Kong: Dr. M. J. Southworth, Mr. G. C. G. Southworth, Mr. E. W. Southworth. From Singapore: Mr. E. Koch. From Galle: Mr. Edgar.

To Malta.—From Galle: Mr. Withers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mirzapore*, from Southampton, Feb. 26.—To Yokohama: Mr. F. Cheeseman, Mr. Potter, Mr. W. E. Durham. To Shanghai: Mr. and Mrs. H. Ramsey and two children, Mr. E. Wells. To Singapore: Mr. J. Sheriff, and five second-class passengers. To Hong Kong: Mr. R. White, Mr. E. S. Christie, Mr. W. H. D. Tyler, Mr. R. T. Permewan, Mr. A. Henman, and two second-class passengers. To Penang: Mr. McDougall. To Ceylon: Mr. Churney. To Batavia: Mr. and Mrs. Clark.

Per P. and O. steamer *Simla*, from Venice, March 6.—To Batavia: Mr. W. Walker.

Per P. and O. steamer *Simla*, from Brindisi, March 9.—To Hong Kong: Mr. T. J. Crutch, Mr. G. Towend, Mr. and Mrs. G. M. Smith. To Batavia: Mr. E. M. Owen. To Ceylon: Mr. A. Giles Puller, Mr. J. Cunningham. To Singapore: Mr. Geiger.

Per P. and O. steamer *Nizam*, from Southampton, March 12.—To Yokohama: Mr. C. H. Reynders. To Hong Kong: Lieut. Howard, Mr. Laidlaw. To Shanghai: Dr. Barton, Mr. L. C. Hopkins, Mr. J. R. Coulthard. To Singapore: Mr. E. H. French, Lieut.-Colonel Barlow, Mrs. and Miss Willans.

Per P. and O. steamer *Sumatra*, from Venice, March 20.—To Shanghai: Mr. and Mrs. Adkins.

Per P. and O. steamer *Sumatra*, from Brindisi, March 23.—To Shanghai: Hon. H. G. Edwardes. To Yokohama: Mr. and Mrs. Vean, Miss A. Cowan, Mr. H. Scharbon. To Hong Kong: Mr. and Mrs. Galton.

Per P. and O. steamer *Tanjore*, from Southampton, March 26. — To Yokohama: Miss J. Sym. To Ceylon: Mr. J. G. Innes, Mr. E. H. Cameron.

Per P. and O. steamer *Ceylon*, from Brindisi, April 6.—To Hong Kong: Mr. W. T. Phipps, Mr. H. G. Phipps. To Singapore: Mr. F. Amhurst.

Per P. and O. steamer from Southampton, April 9.—To Hong Kong: Mr. G. Young.

Per French steamer *Tigre*, from Marseilles, March 15 (booked from London).—To Yokohama: The Russian Minister and wife, Mr. Goldsmith, Mr. Zouet. To Shanghai: Mr. O. Vogt, Mr. and Mrs. T. F. Hughes, Mr. C. Lucas, Mr. F. S. Deacon, Mr. Simpson, Mr. G. Malteau, Mr. M. J. Broadhurst Tootal. To Batavia: Mr. Durler, Mr. and Mrs. Otto Smissaert, Mr. Kruyff. To Singapore: Mr. and Miss Shelford, two children and servant, Mr. E. Rutter. To Hong Kong: Mr. and Mrs. Scott, Mr. Mundy, Mr. Hutchison, Mr. Price, Mr. Rusden. To Galle: Mr. Frazer. To Saigon: Mrs. Lorgeon.

Per French steamer *Amazone*, March 29 (booked from London).—To Yokohama: Mr. and Mrs. Scheidt de Crefelde. To Singapore: Mr. and Mrs. J. Sloan. To Hong Kong: Mr. Sanderson, Mr. Hales, Mr. Alabor. To Batavia: Mr. and Mrs. Bouffaer and two children, Mr. and Mrs. O. Furst, Mr. Boisseram.

Per French steamer *Ava*, from Marseilles April 12 (booked from London).—To Hong Kong: Mr. J. H. Cheverton.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from this port by the present mail extend to the 20th Jan.; the French mail from London Nov. 21 arrived out on the 11th Jan. The *Japan Herald* contains the following items of news:—

The new Custom House at Yokokama, the largest building of its kind in Japan, has been opened. The original cost was to have been $75,000, including a tower ninety feet in height. From causes of which the Japanese are doubtless cognisant, the cost finally amounted to $100,000, without the tower before mentioned; and the completion was delayed some ten months longer than originally agreed upon. The structure stands on an extensive open piece of ground, and is surrounded by a substantial wall. There are two principal gates, one at the front and one at the back, both of tasteful design, and the approaches, as well as the entrance, are lighted with gas. The length of the edifice, including the two wings, is 150ft.; width, 42ft. The wings are 45ft. square each. The external staircase in the front is 22ft. square, and 28ft. high. There is also a construction of similar dimensions at the back of the building. The lower story, or basement, is built of red granite, the upper portions of Idziu-madara stone, and the pilasters and facings of green stone. The basement windows are barred, and the lower parts of the upper windows are tastefully decorated with iron fretwork. The top of the staircase, as it now stands, is surrounded with an iron railing, as is also the construction in a line with it at the back. The whole is surmounted by a good bold cornice, above which again figures what is intended to be a fire-wall. This is intersected at stated distances by panels with circular heads, intended to represent continuations of the columns running up the sides of the building through the cornice.

The Government has seen fit to remove Oye Taku from his present post of Gon no Kami at Yokohama to the Kobusho at Tokio, a position where he will have less opportunities of doing mischief than here. Oye Taku's career in Yokohama has been principally distinguished by the issue of proclamations, several of which, being illegal, we have had to comment on in terms justified by the occasion; our strictures were necessary and salutary. The proclamations to which we allude Oye Taku was

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directed by the superior authorities at Tokio to withdraw. His successor in office, we are informed, is to be Nakashima Nobuyuki, the present Commissioner of Customs, who, warned by the errors committed by his predecessor will, it is to be hoped, pursue a course more conducive to the success of his administration, and which will necessitate no unfavourable criticism from the press.

The Ministry of the Interior has just been organised. It is divided into several departments, viz:—Department of the Post-office, Department of Agriculture, Trade and Industry, Department of Census, Department of Police, Department of Public Roads and Lands, Department of Waterworks and Buildings.

A Government proclamation has been published, imposing a tax on the income of Kuazoku (ex-Daimios), and the salaries of officers. We learn its rates are as follows:—The tax upon the incomes (except upon private properties) of ex-Daimios is to be thirty per cent.; on the salaries of officers five per cent. Officers who get less than $100 per month are to be exempt from the new impost.

A Japanese correspondent writes us that the rice crop in the principal rice-growing districts is very much below the average of the past three years, the crops during which time were very good. Notwithstanding the falling off this season, there is plenty of rice stored in Japan, the surplus of former years, to feed the population, and to permit a portion of this season's crop to be exported.

The troubles in the provinces of Satsuma and Higo are quite settled. Several of the leaders of the rebels have been imprisoned.

The foreign Ministers and their families are invited to a reception by the Mikado, which will take place on the 20th Jan., at Hamagoten.

A Government mail line has been established between Yedo and Lew-Kew (or Lew-Chew). A steamer will run from this month henceforward.

The *Herald* gives the following account of the destruction of the great Temple of Shiba:—

At one o'clock of the morning of the 1st of January an alarm of fire was given by the bells of the Shiba quarter, and, in less than half an hour, repeated in every part of Yedo. No such mass of flame had been witnessed since the burning of the Monzeki temple, in April, 1872, and the effect was naturally intensified by the darkness of the night. Numbers of foreigners, as well as a multitude of citizens, speedily gathered upon the scene, and watched the gradual destruction of the largest, and most imposing in appearance, of the temples of Zozo. It was soon apparent, however, that no danger of a general conflagration need be anticipated. The surrounding shrines and temples were at no time imperilled, and still less the residences of the numerous foreign employés of the Government who occupy contiguous buildings. Yedo has the most easily awakened populace in the world, and in less than a quarter of an hour after the first bell had sounded, all the avenues leading to the great gate were blockaded. The police, arriving soon after, cleared the space in front of the temple, and admitted none beyond the two-storied porch excepting officers, firemen, and such foreigners as were attracted to the spot. For the firemen there was little work to do, and it is a question whether, on this occasion, they might not as well have stayed at home. The temple was doomed before they were called upon, and except to make a show of resistance by arraying themselves with their fantastic standard in front of, and, at times, inside the consuming edifice, there was no opportunity for the display of their energy and courage. By three o'clock, the temple, excepting a few of the thick columns that had supported the roof, was a pile of embers. The burning belfry then attracted attention. The bell itself had become red hot, and apparently had cracked, although it was impossible to be certain on that point. A little later it fell from its timbers, and remained standing nearly upright upon the ground. Since the morning of the fire, the square in front of Zozoji has been enclosed with high fences, and no person is allowed to visit the ruins.

The *Japan Mail* gives the following items:—

The Christmas and New Year's holidays have transferred the attention of the residents from business to pleasure. The weather at the close of the old year was bright and lovely, but New Year's Day brought a change to snow and biting wind, which made the usual congratulatory visiting a severe test of resolution. In consequence of the holidays business has been greatly restricted. Stocks of imports, as well as shipments hither, are heavy, and the year opens with no very bright commercial prospects.

The foreign representatives paid their respects to the Mikado on New Year's day, and the customary congratulatory addresses were made. We are informed that the addresses have given serious offence in high quarters.

A patriotic party, pledged to progress, but desirous of cancelling all financial obligations to foreigners, is said to be agitating for the repayment of the foreign loans as soon as possible. The interest in current events awakened by the native newspapers is said to be largely on the increase, and meetings of intelligent young men—more especially of such as have been abroad—for purposes of discussion, are said to be becoming more general.

J. R. Lucas, master of the *Vanguard*, from London, has been fined $60 for breaking the seals put upon his hatches by the Custom-house authorities, whose dilatoriness in visiting the vessel was alleged as his excuse.

Professor Summers has announced his intention of continuing here the publication of the *Phœnix*, a serial devoted to Oriental subjects, hitherto published in London.

The manager of a new temperance hall has absconded with $150 belonging to the institution. He has been apprehended and lodged in jail.

The good service pensions and hereditary incomes of the nobles have been made liable to income-tax.

CHINA.

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PEKING.

On the 5th Jan. Prince Kung, accompanied by Shin Kwei-fun, President of the Board of War, Changlun, President of the Board of Works, and Chunghow, Vice-President of the Board of War, and also all chiefs of the Tsungli Yamun, called upon the Foreign Ministers at their residences, to congratulate them on the New Year, commencing with the Peruvian Legation; after that going to the French, and so on to all the others. The Russian New Year not having yet come the officials did not visit the Russian Legation, but will do so on the 12th Jan., or later. On the 6th Wanseang, Minister of State, Paoukuen, President of the Board of Magistracy, and Chinglin, Vice-President of the Lefanyuen and Lieut.-General of the Nine Gates of Peking—all three officials being also chiefs of the Tsungli Yamun—called upon the Foreign Ministers to congratulate them on the new year, beginning with the Peruvian Legation, as the Prince had done on the preceding day.

In the *Gazette* of the 5th January there is a decree stating that although his Majesty had offered up his prayers for snow on the 30th and 31st December, yet the quantity of snow which had since fallen was inadequate for the wants of the country; his Majesty, therefore, had resolved to again offer up prayers for more snow; and would consequently on the 7th repair to the Takam-teen (temple) for that purpose. His Majesty had also commanded Prince Tun (uncle of the present Emperor) to pray for snow at the Sze-ying-kwang; Prince Kung to pray at the Chaou-keen-meaou; Prince Chun to pray at the Seuen-jin meaou; and Prince Fuh to pray at the Ningho-meaou. All these temples are situated within the Yellow or Imperial city, which neither foreigners nor the Chinese people are allowed to enter, so it is impossible to give any description of what took place.

In the *Peking Gazette* of 1st Jan. there is a memorial from Le Hung-chang, Viceroy of the province of Chihli, drawn up in reply to observations made by a high functionary of the Ningko-heosze, named Sung, in a memorial to the Emperor respecting the draining of the inundated districts of the Tientsin prefectures, &c. Sung, in his memorial to his Majesty on the subject, had proposed that the moneys which had been appropriated by the Central Government for the support of the distressed people should be employed instead in paying for manual labour rendered by the able-bodied men of the districts in making fresh channels for the draining of the inundated regions, and in this manner the population would at the same time be supported. The Viceroy replies that he has a plan of his own which he would put into operation next spring, and which will save the region from inundations in future; but he at the same time remarks that it must be borne in mind at Peking that the funds at his disposal for the purpose are very limited. He does not consider, further, that the observations of Sung are of any importance in carrying out the work.

In the same Gazette there is another memorial from Le Hung-chang, in which he informs the Emperor that Chin-kin, the Customs Taoutai at Tientsin, had presented "The Distressed Fund" established for the support of the suffering population of Chihli with the sum of Tls. 7,000; and he has, therefore, to pray that his Majesty will be pleased to bestow a peacock's feather on the donor, as a mark of special favour, for his charitable gift.

SHANGHAI.

The present mail brings advices from this port to the 23rd Jan.; the French mail from London Dec. 5 arrived out on the 22nd January. The following items of news are from the *North China Herald*:—

A meeting of subscribers to Trinity Church was held on the 16th Jan. The accounts show a balance in hand of Tls.431. The revenue was greater than the preceding year by Tls.500, but sundry expenses had to be incurred for repairs, &c., which reduced the balance. The trustees were instructed to ask the firms interested in the Parsonage Loan to cancel their debt. Only two answers have been received to the trustees' advertisement for an assistant chaplain, from which it is inferred that a larger salary than the £600 offered may have to be given. One of the applicants is Mr. Kauffman, whom many of our readers will remember as Mr. Syle's predecessor. A suggestion for the removal of the Main Guard seemed to find favour, but we have some idea that the Municipal Council, as representing the Volunteer Corps, is interested in that building, and might object to its demolition. The compound would of course look better entirely open; but from the standpoint taken, we should say the shops on the west front were quite as objectionable occupants of the land. The argument of desecration is too absurd.

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Mr. Samuel Brown has instituted an action against the Union Steam Navigation Company, in which he is a shareholder, seeking its dissolution, and compensation to himself for loss sustained through the alleged illegal transformation of the company effected at a meeting on the 31st March, 1873, when a previous resolution for winding up the company was rescinded, and it was resolved to continue its operations on the coast instead of the Yangtsze. The defendants have entered a demurrer to the suit, praying, on grounds stated, that the petition be dismissed without an answer being required. This demurrer was argued at length on the 16th January, before the chief judge, who reserved his decision.

The Yang Yeh-lin case has inspired the Chehsien with a proclamation against theatre-going, which we print below. That the acting at Chinese theatres is demoralising is beyond question; but that Yang individually was especially responsible is nonsense. His name is a convenient peg on which to hang the lecture, and the lecture is a convenient opportunity for blackening him.

"Whereas the Litterati of Shanghai, Cheng Kwei-yin and others, have petitioned, setting forth that on the Foreign Settlements the numerous theatres encourage dissipation and lead to good people being contaminated by contact with the bad. That in the case of the actor Yang Yeh-lin, his examination has brought to light proofs of a life of immorality. That by the obscenity of his acting he has led astray wives and daughters of respectable families. They, therefore, pray that Yang Yeh-lin be severely dealt with, and that a proclamation be issued ordering all heads of families to control their female inmates and not allow them to enter the theatres. On receipt of this petition, it becomes the duty of me, the Chehsien, to request that the Mixed Court magistrate issues a prohibitory notice to the above effect; and be it hereby known to all people of this town, that the heads of families are ordered to restrict their women and prohibit them from attending the theatres, in order that the morality of the place be not injured. Let each one tremblingly obey."

It is questionable how far this prohibition will have effect. The annual denunciations of the Taoutai against women going publicly to worship are quite futile; but they are recognised as platitudes, while it seems to be thought that the Cheh-sien means this; and as he has succeeded in inspiring considerable awe, his order may have effect. The Taoutai has struck the evil much nearer the root in prohibiting obscene plays.

Apropos of Yang Yeh-lin, we hear that his bride has since declared in court that her father was cognisant of the marriage. Yang's friends declared this at the time, and if true it must put the magistrate in rather an awkward position. For what has he inflicted all this brutal punishment on the man?—for marrying a girl with her parents' consent? Both Yang and his wife are still in gaol in the city, but we hear the intention to banish him has been abandoned. It is said, indeed that the Taoutai views with disfavour the severity of the punishment already inflicted. We are glad to see that the *Shunpao* contains a letter from a Cantonese literate repudiating sympathy in the proceedings.

A rather interesting case of theft has been brought before the Mixed Court. A lady had dropped a valuable bracelet in her brougham, while driving. She did not at the time notice the loss; but the mafoo and the water-coolie did, and quickly turned the treasure to account, though of course they were innocent when questioned. The police were communicated with, and succeeded in tracing the missing article. A sapphire and fifteen out of twenty diamonds which constituted the setting have been recovered, and the man who bought the gold has been ordered to pay its value. Chên expressed much surprise at a lady wearing such a valuable ornament while driving, and not missing it when she dropped it. But the ways of foreigners were peculiar!

A telegram has been received at the P.M.S. Co.'s office here, to the effect that the *Relief*, the steamer due in Shanghai on the 21st Jan., had been lost off the island of Hirado, near Spex Straits. The date is not given, but the steamer was due in Nagasaki on the 18th, and it is probable that the accident occurred the previous day. The passengers, mails, and $60,000 treasure were saved, and transferred to the *Golden Age*, which would pass about the same time for Hiogo, but which returned with this freight and the news to Nagasaki. A subsequent telegram reports that the general cargo of the *Relief* is safe, and would be sent for. No further particulars are given.

The seat-letting of the New Lyceum Theatre has, so far, been attended with results exceeding the expectations of the most sanguine. All the boxes have been taken at their upset value of Tls. 50 each, while close on three hundred of the stalls, or nearly three-fourths of the whole, have been let. A revenue of Tls. 3,000 is thus already secured, and as many applications may yet be expected for season tickets, and a considerable revenue be anticipated also from the "casual ward" of the ample gallery, the prospects of the theatre seem promising enough to make its debenture stock a good investment.

A correspondent suggests that an aviary would be an interesting addition to the public garden; the wire cages for the waterfowl might project into the river, which is very shallow and little used off the garden front. No doubt a valuable collection might soon be made, if anyone would undertake the trouble of management. But we have heard the same idea mooted in connection with the recreation-ground in the interior of the race-course. Some effort at a zoological collection might accompany the conversion of that waste into a park.

The case of the Municipal Council *v.* Kate Yessop or Jessop, being an appeal from the decision of the Law Secretary in December last, by which the defendant was convicted of supplying liquor and keeping a house of entertainment without having obtained the necessary license, came before Sir E. Hornby on the 16th Jan., when his lordship upheld the decision of the magistrate. Judgment has been given in the U. S. Consular Court in the case Moller Maitland and Co. *v.* Jenkins, in favour of the petitioners.

The junk sunk at the entrance to Woosung has been blown up by the *Kua-Hsing*. It was rice-laden, and the owners saved a considerable portion of the cargo, which was, of course, much damaged. We hear that the *Kua-Hsing* has now gone up the Yangtsze, and will place a red buoy on the starboard side of the channel at the Dove's-nest.

We hear it has been decided to send No. 5 frigate, now lying at the Arsenal embarking guns and stores, on a trial trip to Poo-too next month. The vessel will be entirely in charge of Chinese.

A curious incident was remarked on the 21st January on the French Bund. The morning was perfectly calm, when suddenly a thin column of dust, from twenty to thirty feet high, was raised by an aerial current, and, starting from Kin-lee-yuen, was whirled along the whole length of the Bund.

We hear that the approach of the New Year settling time is regarded with considerable apprehensiveness in Chinese commercial circles, and that the native banks are keeping a sharp eye on some of their clients. A man bolted the other day, leaving liabilities to the extent of Tls. 7,000, for which his security is held answerable. The bank interested at once sent and seized the securer, lest he should emulate the example of the secured; and as he was not prepared to give security that he would not attempt to evade his responsibilities, he was by order of the Mixed Court Magistrate held in durance till he should do this. It is feared that this case will be followed by many others of a similar nature.

We hear the Ningpo Guilds are thinking of having a line of telegraph erected from the city to the Fire Station in the Foreign Settlement—a notable fact if true. They have applied to Major Watson, of the Anglo-Chinese Force, who is an enthusiastic amateur in such matters, to carry out the idea. Very probably the visit of the *H. C. Orsted*, and Mr. Dreyer's explanations to the Taoutai and his suite, had something to do with the project; though for that matter hundreds of Ningpo men going backwards and forwards to Shanghai must be aware of the Shanghai system of telegraphy, and may have carried down the suggestion.

We have to welcome back the *Evening Gazette*, which reappeared on the 15th Jan., after four-and-a-half months of intermission, caused by the burning of Ching-foong printing-office.

A fire has occurred in a Chinese brothel at the back of Smith's market (near the Yang-king-pang). Five houses were burnt. The property was fully insured.

FOOCHOW.

The following items are from the *Foochow Herald*:—

Snow was seen on Kushan and the surrounding hills on the 20th Jan.

The second meeting of creditors in the estate of J. S. Lamont, a bankrupt took place on Tuesday, the 19th Jan., at the Vice-Consulate, before George Phillips, Esq., H.B.M. Vice-Consul. The several claims (with the exception of Mr. Forster's, withdrawn) against the bankrupt's estate, put in to the present date, were brought forward and duly passed by the body of creditors; and the trustee of the estate, Mr. Phillips, announced his intention of disallowing any claim coming in after the 28th February, after which date he should proceed to declare a dividend. The Court commented very strongly on the reckless prodigality, nearly amounting to criminality, of the bankrupt's expenditure, and sharply reprimanded him for the false statements he had everywhere made, to the effect that his employer, Mr. Forster, had not paid him his salary for the last three months that he was in his service.

A meeting took place at Messrs. Gilman and Co.'s on the 17th January, with reference to the supply of ice, and the committee appointed at a former meeting suggested that a certain number of gentlemen be appointed to make arrangements for obtaining machinery from England—those interested in the supply duly guaranteeing the cost of the same; and that when arrangements have been completed and the full cost ascertained, a company be formed and the shares allotted to the guarantors, *pro rata*, according to the amount each shall have guaranteed. So far as can be judged, the whole cost of new machinery, including a soda water apparatus, will not exceed $7,000, and the committee believe that the services of a competent engineer can be obtained for a salary of $1,800 per annum. They are of opinion that a fair return on the capital invested will be obtainable, without raising the price of ice beyond what has hitherto been charged, viz., five cents. per lb.

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HONG KONG.

Our advices by the present mail extend to the 29th Jan.; the P. and O. mail from London Dec. 12 arrived out on the 24th Jan. The Hong Kong *Daily Press* gives the following account of the rejoicings which took place in honour of the marriage of the Duke of Edinburgh :—

From the harbour bunting waved in all directions, the different vessels hoisting the colours simultaneously at eight in the morning. H.M.S. *Princess Charlotte* flew at the main-mast head, side by side, facing forward, the Russian and British standards, and at each mast head were the usual decorations. The gunboats *Kestrel* and *Opossum* had their flags in full display, and ornamental crowns were hung between the masts. The Russian corvette *Ascold*, and all the English war vessels, were profuse in exhibition of colours, the flags in several of the instances being not inappropriately joined. The U.S. ships *Iroquois* and *Monocacy* were not behind; and the Japanese corvette was decorated extensively, and presented all the appearance of a European war vessel. The P. and O. boats, the Pacific Mail, the Police Chop, as well as many of the other vessels in harbour, joined in the general exhibition; and flags were flying during the day from the principal business houses and many private residences in the colony. On the flag staff in the Government Naval-yard was a large garland, with the British and Russian Standards hoisted above at equal height, emblematic of the union, and above were imitations of the crowns of both countries. At noon, royal salutes were fired simultaneously from the battery on shore, the *Princess Charlotte*, the Russian frigate *Ascold*, the *Monocacy*, and the Japanese man-of-war. In the afternoon a review of the troops took place on the Parade Ground, which was witnessed by a large concourse of people. Line was then formed on the left, and a *feu-de-joie* was fired in honour of the marriage, the band meantime playing the National Anthem. This was followed by three ringing cheers from the ranks, led off by his Excellency. The men were then formed into square, and faced inwards, when the Governor briefly addressed them. The men were then again wheeled into line, formed fours, and left the field. All the public offices were closed for the day, and several mercantile and other establishments suspended business. In the evening a banquet was given by Major-General Whitfield at Headquarter House, in honour of the occasion, and rejoicings also took place at several other official residences in the colony. After dark, illuminations were exhibited at the Russian Consulate, and other places. In connection with the celebration a reception is to take place at Government House on the 2nd Feb.

The *Gazette* notifies that the Hon. C. C. Smith and Messrs. Price and Thomsett have been appointed by H.E. the Governor as a committee to enquire into the advisability of granting permission to the P. & O. Company to erect a pier opposite Marine lots No. 71, 71a, 72 and 72a, and that any persons having objections are to give notice to the Surveyor-General before the 28th.

The only case before the sitting magistrate (Mr. May) was a somewhat important gambling case, brought forward by Inspector Grey, who charged eleven men with the offence. The man who gave the information under which the warrant was granted, and who was in the room, was produced as Queen's evidence. The first and second defendants were masters of the game, and the other defendants being caught in the act, they were sentenced as follows:—The first and second defendants fined $200 each, in default, six months' imprisonment with hard labour; he others fined $50 each, in default, three months' imprisonment.

The *Princess Charlotte* being removed to near the Praya, it may be suggested to the naval authorities that it would be well to reduce the saluting to the minimum compatible with naval etiquette, as it is unfortunately attended with the smashing of a considerable number of windows, and consequently causes no little expense and inconvenience.

We are glad to hear that the difficulty with regard to the *Marie Louise*, in Manila, has been settled to some extent by the supercargo, who was detained, having managed to get away in a steamer which was leaving. This will probably obviate any difficulty which might arise from his detention, and the other matters will be merely a question of compensation.

At the recent meeting of the Chamber of Commerce, Mr. Cameron stated that the new American trade dollar had not yet been adopted at Foochow, but that doubtless this would be the case shortly. We observe that the *Foochow Herald* of the 22nd states that a proclamation has now been issued by the Viceroy, declaring that coin a legal tender.

THE HONG KONG HOTEL COMPANY (LIMITED).

Report of the directors presented at the ordinary meeting of shareholders, 29th January:—

"The profit and loss account shows that the net profit for the period under review amounts to $7,354.77, which, with the balance of $1,376.76 brought forward from the previous half-year, leaves a sum of $8,731.53 for disposal, and the directors recommend the payment of a dividend of $2 per share, making 5 per cent. on the par value of the shares for the past year; this will absorb a sum of $3,716, and they further recommend that the sum of $5,000 be carried to depreciation account, leaving a balance of $15.53 to be carried forward.

"It is gratifying to the Board to be able to announce that, after long negotiations, they have succeeded in concluding a fresh lease with Messrs. Nowrojee and Hinkee, at a monthly rental of $1,900 for the term of five years, and from the energy and attention shown by the management, the Board are sanguine that the establishment will fully retain the high character it has hitherto enjoyed. Although the rent to be received is somewhat less than last year, the directors were unanimously of opinion that it was to the interest of the proprietary to accept the terms offered, as by so doing there is every prospect of paying an annual dividend of $5 per cent., and at the same time materially reducing the company's debt.

"According to section 82 of the Articles of Association, two of the directors, Messrs. E. R. Belilios and A. André, retire, but are eligible for re-election.

"Messrs. H. Foss and H. C. Erdmann, retiring auditors, offer themselves for re-election, and are recommended by the Board accordingly. "E. R. BELILIOS, Chairman."

An extraordinary general meeting of the Canton Insurance Company was held at the offices of the company on the 26th of January. There were present—Hon. J. Whittall (presiding), Messrs. T. Pyke, S. D. Sassoon, H. Loucock, J. Greig, E. R. Belilios, D. Welsh, N. I. Ede, Murray, and Pye. Two resolutions were proposed and carried, the first of which was that a reserve fund should be established, and the second being to the effect that the offer from the general agents to place the required amount of $250,000, out of their own funds, at once, with one of the banks, to be used to all intents and purposes as if the reserve fund already formed, be accepted. A vote of thanks to Messrs. Jardine, Matheson and Co. closed the proceedings.

PHILIPPINES.

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MANILA.

The correspondent of the *Daily Press* writes :—We learn from a correspondent that the screw-steamer *Lap-tek* arrived on the 13th, bringing winning lottery tickets from China to the value of $61,000 for the month of December. Three hundred and seventy Chinese passengers were brought over, all, doubtless, eager to make their fortunes. In this place their peaceful and industrious habits insure them at all times constant employment; this, with the full protection they enjoy, induces large numbers to settle here for life, as they are at least freed from the tyranny of mandarin squeezes.

The *Straits Times* brought by the last French mail was forbidden circulation, as it contained matter not fit to place in the hands of any intending insurgents to read.

A party of five had some very excellent sports during a week spent on the mountain—110 deer, eight wild buffaloes, and three wild pigs, were brought down. For snipe and small birds the season is getting well advanced. Coffee is steadily advancing, the present price being $26. The crops are very inferior and scarce. Cigars continue high, and not of good value; cheroots are dear, but they are of better quality.

COCHIN CHINA.

—o—

SAIGON.

We notice that Mr. Caswell, H.B.M.'s Consul at Saigon, is a passenger by the present French mail to Marseilles; and in *L'Independant* we find the following letter of farewell addressed to him by the Singapore, Chinese, and other British residents at the French Colony :—

To James George Caswell, Esq., H.B.M.'s Consul, Saigon.

SIR,—We, the undersigned, the British subjects, having been notified that you are shortly to leave this colony for England, desire to express to you our high appreciation of your character and to give testimony to your general and courteous bearing in all matters of Consular duty. We have always found you willing to listen to the most trivial matters as well as to those of importance. It is not necessary for us to dilate at length on the manner in which you have represented our beloved Queen in this distant Colony, but permit us to say that you have done honour to the high position, and we sincerely hope that you may again return here and resume the position which you are now about to vacate, and you may count on a warm welcome.

In conclusion, we one and all wish you a safe and prosperous passage home, a happy meeting with your family, and God's blessing on all dear to you.

We remain, Sir, your most obedient servants,

(Signed by) TANKENG SENG AND BROTHERS,
And the British subjects of Saigon.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates by this mail extend to the 6th Feb.; no later mail from London had arrived out. The following items are from the *Straits Times*:—

We understand that the Government has chartered the steamer *Luzon* for service on an expedition to the Malay states bordering

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on Malacca, and that H.E. the Governor, accompanied by the Attorney-General, intends leaving on a visit to Rumbow, Salangore, and Langat, with a view to settling the disturbances that have so long paralysed trade in those districts.

Messrs. Buyers and Robb launched from their shipyard at Teluk Ayer a handsome little steamer, built for his Highness the Rajah of Sarawak. Her dimensions are—Length over all, 78ft.; extreme breadth, 10ft. 9in.; depth (moulded), 7ft. 6in. Her engines are of 24-horse power, constructed by Hall, Russell, and Co., of Aberdeen. The little vessel was not named; it had been originally intended to name her after one of his Highness the Rajah's children, but owing to his late bereavement the idea was abandoned, and a new name has not yet been fixed. A considerable number of the residents assembled at the yard to witness the launch, which was very successful, and the company afterwards repaired to one of the buildings on the premises to drink success to the new craft and to her enterprising builders. Besides other vessels, this firm have a much larger steamer in course of construction for the Maharajah of Johore, which will probably be ready for launching in about six months.

A Chinese workman employed in the Johore Arsenal was killed a few days ago, whilst engaged in oiling the machinery of the saw mills; he was a new hand, and ignorantly ventured too near a belt, which caught his badjoo and drew him in. Although the mills have been running for about twelve years, this is only the second fatal accident that has happened there.

A serious case of petty piracy and murder is reported from the Carimons. A boat containing a quantity of produce, with a crew of six men, was attacked by two Malay boats, and two of the crew murdered and the cargo carried off. The remainder of the crew escaped, and are now, we hear, at Carimons, awaiting a passage to Singapore. It is considered probable the pirates will seek to dispose of their booty at Johore, and in that event they will very likely be apprehended. There is also a report that two or three days ago a boat laden with produce from Johore was attacked near Changhie, but the assailants were beaten off.

We heartily welcome the penny postage on correspondence exchanged throughout the Settlements, announced in the postal notice which appears in another column of this paper, and we feel that whilst thanks are due to Sir Andrew Clarke for having conceded the reduction, the community are indebted to Mr. Trotter for having persistently urged the introduction of lower local rates of postage. Eighteen months ago it cost twelve cents to send a letter to Penang by P. and O. mail steamer, and six cents by a private steamer. Now, a letter by the former means is conveyed for six cents, and by the latter for two cents; and as so many steamers now run between the Settlements, doubtless the contract rate will in time be made to assimilate the private rate. We trust our Postmaster-General will not rest until he has secured for us a universal rate of six or eight cents, with free delivery on letters exchanged between these Settlements and India, China, Java, the Philippines, and other places in the East. We do not ask for such a reduction as would impoverish the postal department and make it a burden to the colony, but what we should like would be, to be able to prepay our correspondence to its destination, which is still impossible in the case of letters addressed to some of the places enumerated above.

We don't quite sympathise with the severe sense of justice assumed by the *Penang Gazette* of the 29th January in its observations regarding the action of the executive in commuting the sentence of death passed upon the four prisoners convicted of killing a policeman and blowing up the house of one of the adherents of the Muntri of Laroot at Penang. No doubt the offence was a great one, and that in passing the sentence of death a just vindication of our law and of our regard for life and property was displayed. At the same time, four lives for one life is a stern exaction, independent of any other reasons whatsoever. As we understand the case, however, it is one of those which had its origin in the disputes lately raging in Perak and Laroot, and as we have just succeeded in establishing peace and goodwill there, we are of opinion the Executive have, with regard to this commutation of sentence, done at least a politic act under the circumstances. We must bear in mind, too, that penal servitude for life is not a very great escape from the capital sentence.

Commercial Report.

(For dates see first page.)

IMPORTS.

TIENTSIN.—The latest advices report the market dull and lower rates current.

HANKOW.—The market had not improved; good Mexicans 7lbs. T-Cloths was the only article for which there was any demand.

SHANGHAI.—A fair amount of business had been done since last mail. Grey Shirtings: All weights had been more or less in demand, but interest had centred principally in the 6 lbs. and 8¼ lbs. makes; sales of the former 17,000, and of the latter 30,000 pieces, but the prices of both cloths showed a decline of 1 to 3 cands. per piece, which, however, has been caused, and is more than counterbalanced, by the advance in exchange. Value of Red Pheasants 6 lbs. Tls. 1.38 per piece, and best 8¼ lbs. Dewhurst's Eagles Tls. 2.03, less half per cent. Dewhurst's goods of all grades, however, were scarce, and so commanded fuller rates than medium to common Chops, which were in more plentiful supply. White Shirtings: 64 Reeds continued in fair demand, and small sales of 72 Reeds had also taken place; total settlements 7,000 pieces. T-Cloths: 6 lbs. common wanted for Hong Kong, foreigners being the chief buyers; sales estimated at nearly 15,000 pieces at Tls. 1.03 to 1.05 per piece. Of 7 lbs. Mexican was still the only quality saleable. Dewhurst's M.T. quoted Tls. 1.50, and very good Tls. 1.57 to 1.60 per piece. Drills: 7,000 pieces, fine 15 lbs. English Drills sold at Tls. 2.35. Jeans: Fair enquiry experienced for good, resulting in the settlement of about 6,000 pieces at, in some instances, rather better rates. Tls. 1.91 paid for good quality of English. Fancy Cottons: Business summed up as follows:—500 pieces White Spots at Tls. 2.07½, 1,000 pieces Gentian Shirtings at Tls. 2.50, 500 pieces Dyed Brocades at Tls. 2.55, 320 pieces Printed Drills at Tls. 4.75, 1,000 pieces 2¾ lbs. 32 in. Turkey Red Shirtings at Tls. 1.90. Woollens: Demand for C.P.H. Scarlet Long Ells suddenly revived; Tls. 7.40 refused. Other descriptions not improved to this extent, but holders firmer, and Tls. 7.25 demanded for H.H. cloth. Business in the other kinds of Woollen manufactures call for no particular comment. Business in Metals and Coals unimportant.

FOOCHOW.—The following sales had been effected during the week, viz:—Grey Shirtings, 8¼ lbs. 4,400 pieces at $2.75 per piece; 7 lbs. 1,750 pieces at $2.62½ to $2.72½ per piece; 7 lbs. T-Cloths, 2,000 pieces at $1.95 per piece. Lead: 1,490 pigs, at $8.50 to $8.75 per picul.

SAIGON.—With the exception of T-Cloths which had been more sought after, and consequently commanded better prices; the market had shown no change, stocks being still too heavy to allow of any improvement occurring for the immediate future. Quotations: Grey Shirtings 8¼lbs., $2.48 to 2.50 per piece; 7 lb., $2.10 to 2.12½; T-Cloth 6 lb., $1.60 to 1.62½; 5lb., $1.35; 4lb., $1.12½ to 1.15; White Irishes, $1.60 to 1.62½.

BANGKOK: The market for Piece Goods was quiet, and with the exception of 8¼ lb. Shirtings, White Figured Shirtings and American Drills, for which a good enquiry existed, there was little business doing.

EXPORTS.

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TEA.

SHANGHAI.—Black: There had been neither settlements nor arrivals. Green: a few chops of common Moyune had been settled rather under last mail's quotations, but the better parcels were still held firmly. The low prices ruling for Pingsueys, seemed to have induced buyers to operate in these kinds both for England and America, and the stock was considerably reduced. Settlements: Fychows, Moyunes, &c., at Tls. 31 to Tls. 37, 11,500 half-chests; Pingsueys, at Tls. 17 to Tls. 35½, 4,780 half-chests; Shanghai packed, at Tls. 25½ to Tls. 29, 2,000 half-chests; total, settlements 9,212 half-chests, stock 18,280 half-chests. Export to Great Britain to date (lost cargoes included):—

	1873-1874.		1872-1873.
Black	63,129,458 lbs.	against	64,814,558 lbs.
Green	8,367,120 „	„	9,896,572 „
	71,496,588 „	„	74,711,130 „

FOOCHOW.—The only settlement had been 200 half-chests Souchong at Tls. 17½. Total exports of tea to Europe to date, season 1873-1874, 54,292,763; season 1872-1873, 52,638,892; season 1871-1872, 47,506,534.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1873, to Jan. 21, 1874 ...	—	69936026	49599811	361183	15099180	133996230	40064
From June 1, 1872, to Jan. 21, 1873 ...	—	73630779	51151671	104023	20243874	145130347	53184

Shipments since last report, and included in above total:—

Jan.	4 per Sarpedon (str.)	From Foochow	...	1,945,576	
—	5 ... Deucalion (str.)	... Shanghai, &c.	...	788,424	41
—	8 ... Tigre (str.)	... Do.	...	95,383	254
	Mooltan (str.)	... Do.	...	—	213

TO THE CONTINENT.

	Bales.
From June 1, 1873, to Jan. 21, 1874	8325324	29500
Do. do. 1872, to Jan. 21, 1873	3961421	21432

Shipments since last report, and included in above total:—

Jan.	8 per Mooltan (str.)	From Shanghai, &c.	...	—	137
—	15 ... Tigre (str.)	... Do.	...	168	305

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1873, to Jan. 21, 1874	38921580	4414
Do. do. 1872, to Jan. 31, 1873	54739465	8005

Shipments since last report, and included in above total:—

Dec.	24 per Colorado (str.)	From Yokohama	...	359,068	
—	31 ... White Adder	... Shanghai	...	1,021,947	
Jan.	4 ... Sarpedon (str.)	... Foochow	...	44,565	
—	4 ... James S. Stone	... Yokohama	...	540,961	
—	5 ... Deucalion (str.)	... Shanghai	...	440,392	7
—	8 ... Mooltan (str.)	... Canton	...	19,304	166
—	9 ... Tigre (str.)	... Shanghai	...	20,023	
—	12 ... Japan (str.)	... Do.	...	33,808	157
—	12 ... New York (str.)	... Shanghai	...	—	158
—	17 ... Hohenzollern	... Canton	...	149,760	

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TO AUSTRALIA.

From June 1, 1873, to Jan. 21, 1874 14,440,363
Do. do. 1872, to Jan. 21, 1873 15,909,234

Shipments since last report, and included in above total :—

Jan.	7 per Condor	From Foochow	...	298,379
—	8 ... Tartar (str.)	... Hong Kong	...	215,120
—	10 ... Therese	... Do.	...	438,700

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,340,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3¼d.	4s. 3¼d.	4s. 3⅛d.
Shanghai „	5s. 10¼d. to 5s. 10½d.	5s. 10⅜d.	5s. 10⅜d.
Canton „ ...	4s. 3⅛d.	4s. 4d.	4s. 4⅛d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 4d.	4s. 4⅛d.	4s. 4⅛d.
Manila „	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 303	220
„ Hong Kong	26⅝ to 27 dis.	—
Bar silver	Tls. 111.3.5	9 prem.
Mexican dollars	„ 73.5.5	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 48 per cent. premium.
Hong Kong Gas Company, $70 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance Company, $800 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 22½ per cent. premium.
Hong Kong Fire Insurance Company, $360 premium.
Union Insurance Society, $500 premium.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $30 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 6 per cent. prem.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Jan. 19, Eastern Chief.

At SHANGHAI.—From London, March 7, Rollo; from Hamburg, Galatea (str.).

At HONG KONG and CANTON.—From London, Jan. 27, Glenaros; from Liverpool, 24, Consolation (str.); from Hamburg, 25, Egeria (str.); from New York, 28, Adelia Carlton.

At MANILA.—From Liverpool, Jan. 13, Leon (str.); from Cardiff, 13, Candida.

At SINGAPORE.—From London, Feb. 5, Glenartney (str.); March 3, Cawdor Castle (str.); from Shields, 2, Kelso; from Liverpool, March 3, Hector; 7, Yorkshire.

At PENANG.—From London, &c., March 4, Eveline, Cardiganshire, Vanguard (str.), Cawdor Castle (str.).

DEPARTURES.

From SHANGHAI.—For London, Jan. 20, Menelaus (str.).

From FOOCHOW.—For New York, Jan. 16, Horatio.

From HONG KONG and CANTON.—For London, Jan. 27, Paradies; 28, Menelaus (str.).

From MANILA.—For Channel, f.o., Jan. 13, Sumatra (str.); 17, Ranavola; for Cadiz, 10, Cervantes (str.); 21, Conchita; for New York, 20, Star of the South.

From SINGAPORE.—For London, Feb. 4, Menelaus (str.); for Marseilles, 4, City of Perth.

From BANGKOK.—For Marseilles, Dec. 18, Albert Cezard; Jan. 9, Pactole; 11, Esmeralda.

From PENANG.—For London, March 4, Priam (str.), Rivaldo.

LATEST TELEGRAMS.

THE THREATENED OUTBREAK AT TIENTSIN.

A telegram has been received at the Foreign-office from Mr. Wade, dated Peking, Feb. 17, stating that all was quiet there on that day, which is the first of the Chinese New Year.

THE INSURRECTION IN JAPAN.

NAGASAKI, MARCH 1.—Some small victories by the Government troops are reported. Nagasaki is quiet.

NAGASAKI, MARCH 3.—The local Government announces to-day that the Imperialist forces have been victorious over the Fizen rebels, and that the latter have disappeared. The Government troops have occupied Saga. There is no news of any further rising, and the insurrection is regarded as at an end.

LAROOT AND PERAK.

SINGAPORE, MARCH 4.—The Commissioners who were sent by Sir Andrew Clarke to Perak have returned here. The disputes among the tin miners have been settled, and considerable immigration is setting in.

THE ATCHIN WAR.

THE HAGUE, MARCH 7.—The Government has received an official despatch to-day from Buitenzorg, dated the 3rd inst., announcing that the political state of things in Atchin was unchanged. The neighbourhoods of the Dutch camp and the Kraton were quiet. The greater part of the troops of the Sultan of Atchin's allies had withdrawn. The organisation of the Dutch establishment in the Kraton was being energetically proceeded with. Three vessels had been despatched to the Northern and Western Coasts to promulgate General Van Swieten's proclamation.

MARKET REPORT.—CHINA.

SHANGHAI, MARCH 5.—Grey Shirtings, 8¼ lbs., best Eagle Chop, Tls. 2.0.2; ditto, second quality, Tls. 1.9.2; 7 lbs., best Eagle Chop, Tls. 1.6.8; T-Cloths, Dewhursts M. T. Mexicans. Tls. 1.5.0; C.P.H. Scarlet Long Ells, Tls. 7.2.5. Lead L.B. large pigs, Tls. 6.1.5; Nail Rod Iron, Dawe's best, Tls. 3.5.0. Stocks: Grey Shirtings, 800,000 pieces; T-Cloths, 1,190,000 pieces; Drills (all kinds), 455,000 pieces; English Camlets, 22,500 pieces; Long Ells, 14,000 pieces; White Shirtings, 84,000 pieces. Silk: Tsatlee No. 4, Red Peacock, Tls. 345.

SHANGHAI, MARCH 6.—Very small business in Cotton Piece Goods and Woollens; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.3; T-Cloths, 6 lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.5.0. Cotton: Fair medium China Tls. 8⅞. Silk: Quiet; Tsatlee, No. 3 Koonfoongsings, Tls. 430 to 445; No. 4, Tls. 380 to 400; Red Peacock, Tls. 350; Blue Elephant, Tls. 370; total settlements from 1st June to date, 52,000 bales; total export from Shanghai for the season, to England 31,000 bales, to the Continent 16,000 bales; stock 3,500 bales. Exchange on London: Bank bills, six m.s., 5s. 10d.; Mexican Dollars, Tls. 73.6.5.

HONG KONG, MARCH 7.—Cotton Piece Goods in fair demand; Woollens dull; Grey Shirtings, 6½ catties, 8¼ lbs., $2.55; Cotton Yarn, 16-24, $118; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2.05. Cotton: Fair medium Bengal, $13. Exchange on London: Bank bills, six m.s., 4s. 3¼d. Tea: Settlements for the season—at Foochow, 700,000 chests, at Canton, 250,000 boxes; stock, at Foochow, 1,000 chests, at Canton, 30,000 boxes; total export (from China and Japan) since commencement of the season, 140,500,000 lbs., against 148,000,000 lbs. last season; freights by steamers, £3. Silk; No. 4 Tsatlee, at Canton, $395; total export from China and Japan, for the season, to England, 42,000 bales, against 53,000 bales last season; to the Continent, 24,000 bales, against 22,000 bales last season.

STRAITS SETTLEMENTS.

SINGAPORE, MARCH 3.—Moderate business doing in Manchester Goods. Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7 lbs., $2.2½; T-Cloths, 6 lbs., ordinary, $1.50. Gambier, $5.15. Pepper: Black (Singapore), $14; White (Rhio), $16.50. Tin (Malacca), $27.50. Coffee (Bonthyne), $27.50. Exchange on London: Bank bills, six m.s., 4s. 3⅛d.

PENANG, MARCH 4.—Tin, $25.60. Pepper: Black, $14.50 (nominal); White, $22 (nominal). Sugar, No. 1, $6.45; No. 2, $3.90; No. 1 basket $2.80. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.42½; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3⅛d.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, MARCH 7.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, arrived here to-day at six A.M. She brings 81 passengers and a general cargo, including 140 bales of silk, 10,475 packages of tea, and 568 packages of sundries for London, which part of her cargo will be forwarded to its destination by the company's steamer Euphrates, due in London on or about the 18th inst.

NEXT INWARD MAIL.—SUEZ, MARCH 8.—The P. and O. steamer Cathay, from Bombay, arrived here on the 6th inst., and the Gwalior, from Calcutta, to-day, bringing the homeward Indian and China mail.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, MARCH 8.—The P. and O. Company's steamer Tanjore, from Alexandria, Feb. 23, and Gibraltar, March 3, arrived this afternoon with the heavy India and China mails, 28 passengers, 24 packages of specie—value not stated—and 3,955 packages of cargo.

INWARD MAIL DUE MARCH 23.—ADEN, MARCH 4.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Suez.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, MARCH 4.—The P. and O. steamer Mirzapore, from Southampton 26 ult., with the outward India and China heavy mails, arrived at 9 P.M., and left at midnight yesterday for Alexandria. Experienced heavy weather; all well.

OUTWARD MAIL OF FEB. 27.—NAPLES, MARCH 6.—The Messageries Maritimes steamer Hoogly, with the outward French mails from Marseilles, March 1, left here to-day for Port Said, China, and Japan.

OUTWARD MAIL OF FEB. 6.—PENANG MARCH 1.—The P. and O. mail from London, Feb. 6, arrived here to-day.

OUTWARD MAIL OF JAN. 30.—SINGAPORE, MARCH 3.—The French mail steamer Sindh, from Marseilles, Feb. 1, arrived here to-day.

OUTWARD MAIL OF JAN. 23.—SINGAPORE, FEB. 27.—The P. and O. mail from London Jan. 23 arrived here to-day.

OUTWARD MAIL OF JAN. 16.—HONG KONG, JAN. 27.—The French mail from London Jan. 16 arrived here to-day. SHANGHAI, MARCH 5.—The French mail of Jan. 16 was received here to-day.

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SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Feb. 20, at New York, from Hong Kong, Ringleader; from Manila, Guinevere; from Singapore, Lima; March 2, at San Francisco, from Zebu, Finzel; —, at New York, from Manila, Elsinore, Sacramento; from Shanghai, Mary Whitbrige; from Amoy, Rebecca Goddard; from Shanghai, Mikado; from Colombo, Alexandra; from Singapore, Killarney.

DEPARTURES.—March 4, from London, for Colombo, Clymping; from Cardiff, for Singapore, Jacobine; from Shields, for Singapore, Copernicus, Ariadne, Malvern, Southport; for Batavia, Julia; for Colombo, Alfred the Great; Feb. 2, from Rio Janeiro, for Galle, Ophir; March 5, from London, for Singapore, China, &c., Russia (str.); 7, from London, for Java (via Sunderland), Glendarroch; for Singapore, Eurus; 5, from Cardiff, for Colombo, Alexander; from Sunderland, for Anjer, Truth; for Singapore, Lanercost; from Grimsby, for Java, Amsterdam (str.); 6, from Cardiff, for Singapore, Adolph; from Shields, for Singapore, Caroline.

LAID-ON.—At Glasgow, for Singapore, Princess Louise; at Greenock for Singapore and Manila (via London), Amboto (str.).

CASUALTIES.—Advices from Cape Town, Jan. 31, state that the Samarang (Dutch ship), Swann, from Samarang to Rotterdam, with coffee and sugar, put into Table Bay that morning, leaky; she will have to discharge in order to repair. The Lothair, Orchard, which arrived off Scilly 4th March, from Hong Kong, had experienced a very heavy gale from the N.W., with violent squalls, 25th and 26th Feb., off the Azores, and had some sails carried away. Southampton, March 9.—American, towing the Syria, and from the Cape, was in collision at 10.20 P.M. yesterday, off Portland, with the Arracan, bound down Channel; the latter vessel sunk in an hour; crew all saved by the Syria, except one man overboard.

MISCELLANEOUS.—The Melissa, Brandt, from Newcastle to Singapore, which put into Rio Janeiro, Nov. 23, leaky, is awaiting orders. Advices from Ascensiou, Feb. 15, state that the Victory (barq.), from Colombo to London, passed there 10th, and reported bottom foul. Advices from Cape Town, Feb. 3, state that the Bonnie Dunkeld, Toms, which arrived there Jan. 27, from Batavia, reports that on the 14th, in lat. 30 S. lon. 43 E., she received medical assistance from The Murray, Coole, nearly all hands on board the former vessel being sick with Java fever, and one death having occured. [The Bonnie Dunkeld proceeded for Falmouth, Feb. 3.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADAMS—On the 15th Jan., at the British Consulate, Kiukiang, the wife of M. J. Adams, of a son.

DESLANDES—On the 21st Jan., at Shanghai, on board the R.S. *Emily Jane*, the wife of E. J. Deslandes, of a daughter.

EDGAR—On the 4th Feb., at Bellevue House, Oxley Hill, Singapore, Mrs. G. Edgar, of a daughter.

GEARING—On the 3rd March, at Shanghai, the wife of J. G. Gearing, of Chinkiang, China, of a daughter.

McLEAN—On the 3rd Feb., at Beach-road, Singapore, the wife of James McLean, of a son.

TAIT—On the 5th March, at Kolomsoo House, Portobello, N.B., the wife of James Tait, of a daughter.

MARRIAGES.

SLOAN—MACTAVISH.—On the 4th March, at Heathmount, Inverness, by the Rev. Dr. Black, of the Free High Church, Inverness, James Sloan, of Manila, to Margaret, daughter of Duncan Mactavish.

STEVENSON—LAING.—On the 3rd March, at 9, Grosvenor-crescent, Edinburgh, by the Rev. R. H. Stevenson, D.D., of St. George's, Robert Stevenson, of the Hong Kong and Shanghai Banking Corporation, to Elizabeth Hope, daughter of James Laing, of the Bank of Scotland, Edinburgh. No cards.

WHEELER—MOORE.—On the 7th Jan., at the British Legation, Yokohama, by the Rev. W. B. Wright, M.A., Edwin Wheeler to Mary, second daughter of G. L. Moore, Belfast.

DEATHS.

CAINE—On the — March, at Shanghai, G. W. Caine, formerly Consul at Hankow.

HOLT—On the 28th Feb., at Woodlands, Knutsford, aged four years, Alfred Long, second son of Alfred Holt, of Fairfield, Liverpool.

KING—On the 13th Jan., at Hankow, J. D. King, a native of Southampton.

McLEAN—On the 15th Jan., at Yokohama, H. A. McLean, late of Hong Kong, a native of Scotland, aged 55 years.

MARSHALL—On the 28th Feb., at Singapore, J. Marshall.

REVEST—On the 7th Jan., at Yokohama, Francois Charles Revest, aged 48 years.

WILLIAMS—On the 16th Jan., at Shanghai, C. H. Williams, aged 39, a native of Swansea.

WOOLLETT—On the 1st March, at Bolbec, Seine Inférieure, France, in her 88th year, Elizabeth Ann, relict of the late Joseph Woollett, formerly of London.

Miscellaneous.

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THE PACIFIC RAILWAYS AND THE PACIFIC MAIL COMPANY.

The San Francisco correspondent of *The Times* writes as follows:—Under its present management the Union Pacific Railroad has reduced its running expenses and has increased its business over the road, its earnings in eleven months being $9,507,271, which shows a gain over the previous year of $1,372,516. The working expenses were $4,725,733, against $5,448,744 on the lighter business of the previous year, leaving the net gain on the income of the road $1,095,527. The Central Pacific Railroad has cost, including equipment, $139,746,311 14c. The returns of the company for 1872 show that the gross earnings in currency were $12,734,729 88c., the net earnings $7,207,284 63c. In 1873 the gross earnings were $13,871,089 82c.; the net earnings $8,381,649 67c., or $4,767,292, as a surplus above interest on bonds, which amount to about $3,194,870 in gold. This is equivalent to 8 per cent. per annum on the capital stock of the company. In consequence of the Government having refused payment of the subsidy to the semi-monthly line unless the service be performed in iron ships according to law, the Pacific Mail Steam Company now despatch only one vessel a month to China, and this state of affairs will continue till April or May. By that time it is expected that the large steamers building for the company, one of which—the *Colima*—has already arrived, will be ready, and then the semi-monthly service will be resumed. As the company has severed its connection with the Trans-Continental Railroad Companies, freight from China and Japan will be forwarded by the Isthmus route at considerably reduced rates. This arrangement makes San Francisco simply a way port for coaling and landing passengers. Fortunately, at this juncture the China Trans-Pacific Steamship Company (Limited), a British company, will have a powerful line of steamers in operation on the China route. The first vessel of this line, the *Vasco de Gama*, is expected to arrive from Yokohama. After discharging her cargo, of which 9,000 packages of tea go overland, she will immediately prepare for her return voyage. It is thought unlikely that even if the Pacific Mail Steamship Company reduced their through rates considerably, they will continue to control the carrying of teas as they hitherto have done. The fact that by the Panama route the cargoes will be exposed to the sea air for at least sixty days, and have to undergo three or four different handlings, will induce shippers in China and Japan to send them by the shorter route, by way of San Francisco and overland.

THE AMERICAN DOLLAR IN CHINA.

The demand for the new American trade dollar for export to China continues to increase, 227,000 dols. of that coin having been shipped from San Francisco from the 1st to the 16th ult., against the coinage at the mint in that city during the same time of 167,000 dols., the demand being in excess of the supply. The successful introduction of this coin into China is, according to the *New York Herald*, working important changes. San Francisco merchants and bankers have instructed their correspondents in Mexico to send them gold instead of Mexican dollars as heretofore. Within a few days a deposit of gold leaf, made in Hong Kong, weighing 1,200 oz., was made at the San Francisco Mint, and indicates the displacement of English and American gold coins now in China by the trade dollar. The Director of the Mint at Washington is of opinion that if the appropriations were sufficient to run the mints to their full capacity, without which the existing demand cannot be met, and the gold coinage charge abrogated, the bullion and coinage operations of the United States, which have been very largely increased during the past ten months, would be still further and permanently augmented, and would be followed by many advantages to the public interests.

PERAK AND LAROOT.—The *Morning Post* has a complimentary notice of the Treaty concluded by Sir Andrew Clarke, written evidently by some one well acquainted with the subject, one who has been on the "inside track." The writer, after alluding to negotiations between Sir Andrew Clarke and the natives, says:—"In consequence of these negotiations Sir Andrew Clarke summoned the chiefs of Perak to meet him on the 14th of January, and on the next day a treaty was signed, by virtue of which the Raja Muda was declared the rightful sovereign of Perak, and a cession to the British was made of all the country between the river Bruas and Perak, five miles inland from the sea." Thus the settlement of a most troublesome business has been satisfactorily concluded. We have acquired a valuable addition of territory on the mainland, the hordes of pirates have been brought from a state of confusion into an orderly condition, and the attainment of these objects cannot but be most beneficial to the Straits Settlements.

THE *Financial Reformer* pays the following tribute to Mr. James White, the late member for Brighton:—"One of the ablest financiers the House ever had, and the hardest of workers. This all allow. Tories, Whigs, and Radicals acknowledge this, and express their sorrow that his place will know him no more for a time; but he is more than a mere financier, as all who have the honour of his friendship know. He has, by reading and extensive travelling, accumulated vast stores of knowledge, which his singularly retentive memory makes promptly available when required; an acute, clear, honest thinker, too, and a wise sagacious statesman; moreover, thoroughly independent, but never factious. We think that, next to Mr. Gladstone, Mr. White would be the best possible Chancellor of the Exchequer, exerting all his energies to make freedom of trade a reality."

Two volumes of anti-Chinese petitions, signed by 22,211 of the inhabitants of California, have been forwarded to Congress with the view of obtaining a modification of the Treaty with China, so as to prevent the immigration of Chinese. The Bill on the Chinese question now before Congress provides for the appointment by the President and confirmation by the Senate of three Commissioners, whose duty it will be to collect and report all the available information relative to the Chinese in the United States, and the effect of their presence on the white labour of the country. Authoritative data thus obtained will, it is believed, facilitate the means of securing such Federal action as may be found necessary.

MUCH interest was excited at a recent meeting of the Geographical Society, St. Petersburg, by the question of the establishment of a new route in Central Asia for trading purposes, which was to pass from the banks of the Yan-Usa-Tsian to Irtysch by, way of Chamah Khamil. The Society has submitted to General Kauffman the plans of three geographical expeditions in Central Asia that are about to be organised. These expeditions are to embrace the eastern part of the Celestial Mountains, the southern ramifications of the Tian-Shan and the Tsun-Lin, the valleys of the Lower Oxus and the shores of Lake Aral and the Caspian Sea.

MESSRS. SCOTT and Co., of Greenock, have launched for the British India Steam Navigation Company the screw-steamer Malwa, of about 2,000 tons. She is sister ship to the Madura, now being completed by the same builders.

BISHOP ALFORD, formerly of Hong Kong, has been presented to the living of Strood, near Rochester. The Rev. A. W. Cribb, late missionary (C. M. S.) at Foochow, has been presented to the living of St. Thomas, Stepney.

The corvette Modeste, Captain Thompson, arrived at Malta on the 28th ult., from Plymouth, and left on the 2nd inst. for the China station, via the Suez Canal.

Mr. Sam Mendel announces that, owing to the ill health of his elder son, Mr. H. L. Mendel, that gentleman will retire from business. The firm will be continued therefore by Mr. Sam Mendel and his younger son.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MARCH 9, 1874.

THE STRAITS IMMIGRATION ACT.

A LITTLE more than three months ago we had occasion to comment upon the future of Saigon, and upon the recommendations of the Chamber of Commerce in that colony for remedying its present unthriving state. Amongst the most valuable of these was the proposal to encourage "Chinese cheap labour," by abolishing an impost, which had, up to that time, been levied upon the newly-arrived coolie. Such a measure is indeed the necessary corollary of the position which we have always ourselves upheld, that a well-supplied labour market is essential to the prosperity of European dependencies in the tropics. Governor ORD, shortly before he quitted office, passed an ordinance "to make better provision by law for the protection of Chinese immigrants," to our mind one of the most mischievous among the many mischievous edicts which that "ex-Governor and Commander-in-Chief" has left behind him. Singapore itself is doubtless an *entrepot* as important as any in the world; a port of call and a point of departure for thousands of richly-laden ships. These attributes belong to the settlement independently of the influences introduced by a resident Chinese population; but for her local, commercial, and industrial interests, for the cultivation of the island, and for the development of the revenue through its agricultural resources, the presence of the patient-toiling Chinaman is indispensable. The same applies with even greater force to Penang, Province Wellesley, and Malacca, and, indeed, it is not going too far to say that it is their Chinese population who have made the Straits Settlements what they now are.

Let us turn for a moment to the provisions of this Immigration Enactment. We gather from it that if a steamer on her way from China to Calcutta, and having on board over twenty coolies bound for Singapore, call at that port to coal and land her passengers, she cannot get away until she has complied with divers regulations, which promise to detain her for three days at the very least. Surely the officials employed at Singapore can devise some plan for protecting these coolies when they have got them ashore, without requiring the detention of the steamer. If not—why, then the steamers will have to charge higher rates for the Chinese passengers to the Straits, in order to cover the possible losses involved by the delay and liability. We are well within the mark when we hold out a prospect of a three days' detention. Thus, suppose a steamer to touch for coal at Tanjong Pagar on Saturday, at 5 P.M. The Registrar shall "forthwith" board her, but "forthwith," in this case, means on Monday morning. Next, the coolies have to be mustered, and one among their number is, perhaps, found to be "sick or infirm." The master will thereupon have to provide for the removal of the sick coolie from the colony, or else to deposit a sum of money for his maintenance; besides various other cumbersome and tedious formalities. Even with a clean bill of health, and under the most favourable circumstances, it must unavoidably delay for a few hours the departure of every steamer which may call at a Straits port with two dozen coolies on board. We all know what the pecuniary value of *hours* may be where steamers are concerned, especially if the markets are falling at her port of destination, or if starting early means saving a tide. We have already said enough to prove that this measure will operate most detrimentally upon our shipping interests, but we will here add one word of criticism on a point of detail before we turn to a fresh aspect of the subject. A ship in the Act is defined to be every kind of vessel not exclusively propelled by oars. Now the real mischief to be apprehended from an ill-regulated coolie-traffic would arise, not in the case of a steamer with Chinese on board—though that is the class of vessel which is by this ordinance put to the greatest inconvenience—but if there is any evil to be provided against, it is that which might happen through some ill-manned, ill-found, unseaworthy sailing craft, with coolies packed like dunnage in every available space. Well, an "immigrant ship" of this sort might naturally like to disembark her Chinese freight, and yet keep clear of the supervision of the Registrar, and for all we can see in the ordinance to the contrary she will attain her object by anchoring just outside the limits of the port, and sending the Chinamen ashore in "vessels exclusively propelled by oars," or, as we should say, "boats." To pass statutes which annoy and injure the guiltless, but which offenders can with impunity evade, is to bring all legislation into contempt, and for this reason, as well as for many others, we trust that the ordinance may at once be repealed. The Registrar, as we understand it, is a new and separate functionary, with a staff of assistants and, of course, an office, under his charge. All this means fresh expenditure and additional Government patronage. Needless taxation and an overstocked Civil Service are things not only in themselves injurious, but they tend constantly to promote increased waste. The definition of an immigrant is most indefinite. What is "skilled labour" and what "unskilled" in the eyes of the law? Women can hardly be said to come to the colony to work as unskilled labourers, and are, therefore, outside the definition. Yet surely the introduction of Chinese females requires at least as much supervision as the importation of coolies.

The fact is, that, while fully aware that the true interests of the Straits demand an unrestricted Chinese immigration, we have yet to learn why in such well-organised colonies as these, with effective police, and cheap courts of justice, any class legislation to protect the Chinese coolie, while it leaves the Madrasses and the Malays to take care of themselves, is necessary? To limit freedom of contract by annulling every agreement made for more than two years is a very strong proceeding indeed; and if there is anything peculiar in the case of the Chinese immigrant which renders it necessary to guard him from hardship and ill-usage. this end may be best attained, not by measures which hamper shipping interests and check agricultural enterprise, but rather by impressing upon the Chinese community, especially its wealthier members, that in our magisterial courts justice is rendered and redress given without partiality to men of every rank, nationality, or creed. We trust, therefore, that Lord CARNARVON will see the necessity of taking immediate steps to repeal this most unwise and injurious act.

SIAMESE FINANCE.

WE alluded in a former issue to certain administrative changes which the King of SIAM had determined to introduce into his Revenue Department, and we have now before us the new Edict in which His Siamese Majesty "announces the Royal will concerning the revenue col-"lected from farms and taxes that belong to the Treasury, "and which are to be the future sources for the mainte-"nance of the kingdom." The reforms thus adopted may be briefly summed up as follows:—A central Finance-office, with a properly salaried staff of competent accountants, is established, and there the Government books are to be kept on a methodical system. The hours of business are from ten A.M. to four P.M., and those in charge of the department are to be in attendance during that time. No money is to be received, and no accounts are to be settled, except in this new public office. When a farmer has been allowed the privilege of collecting a tax he is to find two sureties that he will duly pay in the sum which he undertakes to hand over. He is also to deposit one-fourth of the total amount in advance, and the rest is to be contributed monthly in equal portions until the whole shall have been discharged. When the time approaches for letting a

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Government farm, or tax, public notice of the day for disposing of it is to be given a month beforehand; tenders may meanwhile be received, and if, when the appointed day arrives no one appears to make a better offer, the highest of the tenders is to be accepted. Seven days after the agreement has been concluded the new collector is to be supplied with his warrant of appointment, and with sealed documents to the authorities of the provinces. The fees received for affixing the official seals, for testing the money and for the certificates, must be collected at the office and carefully kept; and his Majesty will order it to be equally divided among the officers of the Treasury at the proper time. All officers are forbidden to exact any sum beyond these fees, and even these they cannot appropriate for themselves. Other details follow: these contain elaborate regulations as to what is to be the mode of procedure where a farmer of the revenue may make default, where he resigns his farm before his year of office has expired, where he may have sub-let parts of his privileges to deputy collectors and so forth. Among other rules we find it ordered that no Treasury official when he is disposing of a farm is "to interfere with the proposers in- "sinuating that they belong to this or that party. It some- "times happens that the officers wish to give the collect- "ing to favourites, even though others have offered more "than those favourites, and therefore ask that the higher "bidder waive his proposals; such an intimation might "intimidate the proposer, and therefore such favouritism "is hereby forbidden. Should any officer be guilty of such "acts he shall be treated as a violator of the Royal edict and "law." Payments are in future to be made always in money, and never in goods. General directors are to have control over each source of revenue, and are to aid the collector or farmer under him in getting speedy settlements of whatever actions may be forced upon them in the discharge of their duties. Lastly, His Majesty impresses upon all the officials the necessity for diligence and honesty in carrying these laws into effect. "The revenue," he says, "is for the "benefit of the State, and not for the benefit of any parti- "cular individual," and these new regulations are intended "to cut off the possibility of the personal emoluments of "the officers."

We think that most of our readers will agree with us in approving this reform in the finances of Siam. It does not deal with the nature of the taxes to be imposed, with the kinds of commodities or transactions on which a duty should be levied—and this is to be regretted, for the fiscal burdens of the Siamese people are in most instances oppressive and unskilful—but so far as they go the changes are a remarkable step in advance, and if faithfully carried out are sure to promote economy as well as strengthen the resources of the kingdom. There is, we think, one point in the new Edict which requires to be reconsidered; we refer to the provision which enacts that if, at the expiration of the financial year, the previous collector is continued in his office and duties he must not be required to pay new fees for his warrant of appointment, nor for the documents introducing him to the authorities of the places where he is to collect. It seems to us that on a fresh appointment (and these appointments are yearly) a fresh warrant, &c., is required, and the regulation fees ought to be, therefore, paid; and, if they are not excessive, it can be no hardship to make the collector pay them on the renewal of his office. If the fees are heavy, we know that they are ultimately to be divided among the Treasury officials, and the latter would, therefore, have a very strong (though perhaps a very injudicious) incentive to favour frequent changes of office. The general design of the Siamese Ministers in drawing this carefully-prepared financial scheme may easily be gathered from the extracts which we have here supplied, and from what a good many of us know already respecting the history of Siam in the past. The way to get hold of a nice fruitful branch of the Revenue Department was by backstairs influence in the Palace, by spending perhaps $1,000 or $2,000 in a present of French jewellery to one of the most influential among the King's wives. Having got your tax the next thing to do was to stick to it, and this end might be attained in several ways. One would be to keep in with your patron by the same method of ingratiation. Or another and more profitable plan was to make default steadily in your payments, appropriating thus all the gains to your own family, and leaving the Siamese in the predicament that if they robbed you of your main source of income by taking the farm out of your hands they would lose all chance for ever of recovering the arrears. One other device deserves to be quoted. Formerly by law in Siam the new opium farmer was bound to take over his predecessor's stock at a fixed price, which was a high one. Accordingly, as the term of his office expired, the holder once sent down to Singapore and bought up such a stock of the drug that no successor could be found to replace him, as no one had the capital ready to purchase his existing supply. Now let us hope that all these shifts and subterfuges will cease. There is no question affecting taxes of more importance than how to collect them with the smallest expense, for if this end is secured not only do the largest possible amounts find their way into the Treasury, but the articles taxed become, of course, most cheap, and therefore most in demand, when economy permits the financier to make his duties light. Squeezing and corruption involve waste of the national resources, and a consequent increase of imports; and increased imports act in their turn as a check upon the development of trade. We are glad to see unmistakable signs that the Siamese at last are awakening to such points as these.

WITH reference to the alarming telegram through REUTER'S Hong Kong agency—which appeared in our last issue—as to the safety of foreigners at Tientsin, we are glad to say that no such information has reached the Foreign-office, the Admiralty, or merchants connected with the trade. We are of opinion that the rumour was not well founded, and the friends of residents there need be under no apprehension for their safety. The last accounts from Admiral SHADWELL are from Singapore, and his return to Hong Kong would probably be about the middle of March, as it was intended to call at Labuan, Manila, and other ports *en route*. The flag ship *Iron Duke*, and vessels ordered home, would leave Hong Kong on the turn of the monsoon in October.

THE appointment announced in our last issue of Mr. MAYERS as Secretary to the Shanghai Municipal Council is not without interest and significance. Mr. MAYERS has long been known as the most accomplished scholar and litterateur in the Consular Service; he has earned a great reputation as a student of Chinese literature, and has gained golden opinions as an energetic Consular officer. We can only assume that Mr. MAYERS resigns his post with a feeling of disgust at the miserable condition to which the service has been brought by the late Government. Our readers may remember that the salary attached to his post of Chinese Secretary was cut down to £800 per annum.

H.E. SANO, the Japanese Minister to Austria and Italy, has been received by King VICTOR EMMANUEL, and presented his letters of recall. KAVASSE, his successor, has also had an audience, to hand his credentials to his Majesty. H.E. SANO had an audience of the POPE on the 5th inst., before quitting Rome. His Holiness recommended to him the interests of the Catholics in Japan. The successor to Baron VON CALICE, as Austrian Minister to China and Japan, has not yet been decided on.

WE understand that the question of the form of Govership of Penang has not yet been settled. A large number of the residents advocate a withdrawal from Singapore, and direct relations with the Home Government. The most important part of the subject is the Governor himself. Any alteration on present and late arrangements would require a new man at the helm. The inhabitants of Penang are not satisfied with Col. ANSON.

THE late news from Japan mentions the probable removal of the Marines now stationed at Yokohama. We understand that in consequence of information received, it has been decided by Government not to remove them at present, and instructions to that effect have been sent out.

CAPTAIN LORD GILFORD, who has been appointed a Lord of the Admiralty, was engaged in the last China War, in which he was severely wounded. Lady GILFORD is a daughter of Sir ARTHUR KENNEDY, the Governor of Hong Kong.

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WE believe that the negotiations for redress, made by the German Government on the Spanish Government, for the seizure of the *Gazelle* and *Marie Louise* have not yet arrived at any conclusion.

MR. J. RUSSELL, police magistrate in Hong Kong, is to be called to the Bar at Lincoln's Inn next term. We congratulate Mr. RUSSELL upon his success.

Mr. GRIGSBY, Professor of International Law for the Japanese Government, has left for Yedo.

Literature.

In the March number of the *Cornhill Magazine* the writer of a paper entitled "Feng-Shui" throws some light upon Chinese superstition, and endeavours to account for the persistent opposition to progress which China has shown. Speaking of the Emperor's non-acceptance of the short line of railway offered him by a committee of Englishmen, the writer says, "What is the obstacle to China's imitating her progressive neighbour Japan by the adoption of railways?" It is Feng-Shui. Not Feng-Shui alone, perhaps. The bigoted Toryism of China is doubtless haunted by a hundred fears; fear of interference with the present carrying trade; fear of loss of *prestige;* reluctance to admit foreign surveyors and engineers into the interior of the country, and so forth. These objections, however, are mostly ill-suited for presentation at the foreign Legations. When the mandarins fall back upon a line of defence which Western logic cannot hope to penetrate, it is Feng-Shui." What, then, the writer asks, is this Feng-Shui which decides affairs of state for one-third of the earth's population? The mere translation "Wind and Water" gives no clue to the understanding of the custom. It is an ancient and absurd superstition of the people, the origin and nature of which not even the Chinese themselves can explain, but which involves the belief that the lot of the living is determined by the spirits of the dead, and their good will or malignancy depends mainly upon the situation of the tomb; and, moreover, that human prosperity and adversity, even virtue and vice, are mysteriously influenced by a sort of electricity of nature, which is attracted or repelled by the conflagration of the hills and the erection of lofty buildings. An instance is cited of the perils attached to antagonism to Feng-Shui. Governor Amaral, of Macao, signalised his tenure of office by cutting out new roads, utterly regardless of the interests of the numerous descendants of those buried in the tombs among which his roads passed. This cost him his life. He was waylaid and beheaded on one of his own new roads.

The *Geographical Review, Ocean Highways* for March opens with a paper on Dr. Livingstone and the Cameron Relief Expedition. An interesting memoir of Lieutenant Francis Garnier appears, in which a brief narrative of the French expedition up the Camboja River is given. There is also a chapter on the British Indian Steam Navigation Company (Limited), with a useful map, showing the routes taken by the company's steamers.

We have received from Messrs. Weeks and Co. a song, entitled "The Word and the Look," the melody of which seems pretty. The same publishers have also forwarded the Russian national anthem, arranged for the piano, by Boyton Smith. This air is likely to become very popular.

A letter descriptive of Life in Yedo, from Professor Summers, of the College there, appears in this month's *Leisure Hour.*

CHINAMEN OUT OF CHINA.

(PALL MALL GAZETTE.)

Of late years we have heard so much of "Chinese cheap labour" from various parts of the world that it is somewhat difficult to realise the fact that not more than 200,000 Chinamen are working in foreign countries at the present time. Even this number is quite an outside estimate. America and Australia have so far been the favourite resorts for Chinese emigrants. Allowing 130,000 for the former country and 30,000 for the latter, 40,000 are left for Peru, the Sandwich Islands, and other places; evidently a more than sufficient margin. Yet the anxiety and alarm shown have been altogether out of proportion to these figures. We cannot help thinking that this is one of those cases—more common, perhaps, than is readily admitted—in which imagination plays a considerable part. Irishmen have emigrated, and are still emigrating, in far larger numbers than the Chinese, and they are more troublesome to deal with in the countries in which they settle. Nevertheless, the Irishman is looked upon as a necessary evil in new lands, and tolerated accordingly. The Chinaman, however, is always regarded as an intruder. The Americans were fain to admit that the Chinese came out grandly in the construction of the Pacific Railway. But that has nowise abated the sullen hostility with which they are regarded in California, and it needs but little to stir up this enmity to take a much more active shape than that of mere petitions to Congress. We, too, insist upon forcing ourselves and our commerce upon the Chinese, but the most peaceful invasion on their side would, we take it, be resented by our trade unionists in very practical fashion.

And yet it seems a pity that this emigration, small as it is, should be checked. A Chinaman is qualified to do much that cannot be so well or so cheaply done by the white man. He can work, and work well, in a great variety of climates. A German, so the saying runs, will dine off a bone which an Englishman man has picked. A Chinaman will fare sumptiously after both the Europeans have done their worst. It may perhaps be an exaggeration to couple the Chinese with the French as the best cooks in the world. But those who have most experience of their powers rate them highly, and in the capacity for making much out of little they are in no way inferior to the great leaders of European gastronomy. Who would not have charitable feelings towards the man who in a dry and thirsty land can for a consideration furnish you with the crispest of lettuces on a hot summer's day? Give a Chinaman a bit of land, and if anything can be done with it at all he will turn it into a market-garden. His capacity for getting to places where his labour may be wanted, when once he has begun to roam, is remarkable. In 1869, when Fiji was not so well known as it is now, a labour vessel chanced to call at one of the remotest plantations. A Chinaman at once stepped ashore, and, walking to the planter s house, inquired if any hands would be wanted next season, as by that time he and 300 more then at work in Taheiti (!) would be ready to take a fresh engagement. He had come to Fiji, so both he and the skipper averred, for that particular purpose. All of them being educated to a fair point, there is nothing to keep them back. And it is noteworthy that, passionately addicted as they are to opium—and one of the best freights for the up-country coaches is the opium case—they rarely take to it abroad to excess until they have made their "pile." Some of the richest and most influential importers in Melbourne, San Francisco, and Honolulu came out as common labourers, with their great round hats and coarse clothing. In short, for steady, dogged, persistent labour, under proper direction, Chinamen are almost unequalled. It may be observed that one of the difficulties in dealing with Chinamen both in Taheiti and in the Sandwich Islands, where they are much employed, arises from the fact that some of those who emigrate are skilled workmen, and are consequently much disinclined to devote their time to field labour unless they are offered special inducements. This the planter too often does not understand, and attributes their hesitation to laziness or determination to break their contract.

There are such vast tracts distributed over the earth's surface which the Chinese could and would cultivate to advantage, but which are now quite useless, that it is impossible not to hope that ere long arrangements will be made to afford the security to their emigrants which is now lacking. If their numbers were increased a hundredfold, they would not suffice for the development of the idle wealth of South America, Jamaica, and the Southern States. And so far as can be seen, they are the only people who could be induced to undertake the work on a large scale. At present, however, all the steps which are being taken tend to their discouragement.

Naval and Military.

The subjoined remarks are from the *Naval and Military Gazette*:—A paragraph, copied from an Indian paper, has been going the rounds of the Press, most unjustly reflecting on the conduct of the captain of H.M.S. Thetis, and accusing this officer of inhumanity and cruelty in connection with the capture of some supposed slave dhows by the Thetis some months since, in the Red Sea, on her passage to China. In justice to the officer so accused, and the distinguished service to which he has the honour to belong, we beg to state that the circumstances connected with the capture referred to have been grossly—were the charges not of so grave a character we should say ridiculously—exaggerated; and no more convincing proof of this need be offered than the fact that the inquiry ordered into the circumstances of the capture upon which these charges are based has terminated, and Captain Le Hunte Ward still commands H.M.S. Thetis, which he would not have been permitted to do for a single hour had they been true. An error of judgment may have been committed, and that the captures were illegal the circumstance of an indemnity having been paid is sufficient proof, but there is a vast difference between an illegal capture and inhumanity and cruelty to the captured.

Colonel H. H. Crealock, C.B., who served as Deputy-Assistant-Quartermaster-General to the China expeditionary force in 1857, and was present at the whole of the operations in December of that year, and January, 1858, for which he became Brevet-Lieut.-Colonel, and received a medal with clasp, who also was appointed Military Secretary to Lord Elgin, Special Ambassador to China, in March, 1860, and was attached to the headquarters of the British Army during the war of that year, including the action of Sinho, the capture of the forts of Tangku and Taku, the action of Palikao, and the surrender of Peking, for which he received the medal with clasp, has been appointed Deputy-Quartermaster-General in Ireland.

Colonel R. J. Eagar, C.B., of the 31st Regiment, who served throughout the campaign in North China in 1860, was present at the action of Sinho, and the storming of Tanku, and received the medal with clasp for the Taku Forts and the brevet of lieut.-colonel; who also commanded the regiment in the operations against the Taeping rebels in 1862, including the recapture of Khading, has retired from the service on full pay.

The Audacious, which is to replace the Iron Duke as flagship of the China Squadron, is a double-screw ironclad of fourteen guns, 6,034 (3,774) tons burthern, and 4,021 (800) horse-power. The Audacious will be despatched to China next May.

The death of Quartermaster-Sergeant Thomas Hyder, of the 49th Regiment, who had served for three years in China, and had received the China medal, is announced. He was in the seventy-second year his age.

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Major R. J. Maxwell, half-pay, 80th foot, aide-de-camp to Major-General Renny, commanding at Ceylon, has been compelled to relinquish his duties, in consequence of ill-health, and has left the station.

Colonel Norman has retired from the command of the 1st battalion of the 10th Regiment, stationed at Singapore, and has issued a valedictory address to the officers and men.

A pension of £100 a year has been granted to Major-General Walker for distinguished Chinese and Crimean war services. The grant is from the Fund for Meritorious Services.

Lieutenant C. S. Donnor, who served in the Rinaldo, on the China station, in 1872 and 1873, has been appointed to the Vanguard, coast-guard ship at Kingstown.

The Sylvia, surveying steamer, Capt. Henry C. St. John, arrived at Malta from Devonport and Gibraltar on the 19th ult., and proceeded, on the 21st, in continuation of her voyage to Japan, via the Suez Canal.

The 73rd Regiment, which has just arrived in India from Ceylon, is to occupy Cawnpore for two or three years.

The First Lord of the Admiralty has appointed Captain Michael C. Seymour to be his private secretary.

GERMANY.

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(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 3.

This is the season of the year when the directors of banks, railway and other public companies have to go through the ordeal of appearing before their shareholders and giving an account of their stewardship. Our two oldest private banking companies—the Norddeutsche Bank and the Vereins Bank—have come out of the fire unscathed, as was to be expected from institutions proverbially managed with such caution and capacity; whilst the dividends they have declared for last year—10½ per cent. each—are considered satisfactory. The accounts were, therefore, passed without any difficulty or opposition, and the directors and auditors re-elected. But the other banks, the creations of modern times, when two or three years ago it was the rage to turn everything into a joint-stock company—most of them ephemeral bubbles that burst when the great crash at Vienna and New York occurred—are not in so enviable a state of security. The International and one or two others have lost so much by their speculations on the Stock Exchange that they have resolved to liquidate and divide the remaining capital among the shareholders in proportion to their holdings. The complicated state of the affairs of the Anglo-Deutsche Bank have for the last month or two been the subject of much conversation on 'Change, and innumerable attacks, replies, and recriminations in the columns of the local press. Many and frequent meetings of shareholders have been held to denounce the conduct of the directors, who, by their unwarrantable recklessness and ignorance, have plunged the bank into the slough from which it will be almost impossible to extricate it, certainly not without severe sacrifices and a judicious reorganisation on a better footing, and with change of *personnel*. The shares of this bank are in so many hands that the great saloon in the Exchange was not able to afford adequate accommodation for these meetings, which were not officially convened by the directors, but by some of the largest and most influential shareholders, who had constituted themselves into a committee to demand the information as to the state of affairs that the directors denied them. They therefore adjourned the meeting to the most capacious concert room in this city, where the other meetings were also subsequently held. Under these unpleasant circumstances things were brought to a crisis on Saturday last, when the directors themselves convened a general meeting, and came forward with two principal proposals, one of which was to reduce the capital from ten million thalers to seven millions, and the other to give them *decharge* or relief from personal liability. The meeting was presided over by Senator Eiffe, the chairman of the board of directors, who answered all the questions put to him, and gave the needful information required. A stormy debate ensued, the result being that both the proposals were declined by a considerable majority. There were no less than 7,584 persons, of whom 3,387 supported the directors' motion, and 4,197 voted against it. The chairman then withdrew some other minor proposals, and adjourned the meeting till the 21st of April.

The Chamber of Commerce gives notice of the Exhibition of foreign produce to be held this year at Kioto, and offers to those who have no connection in Japan and wish to become exhibitors to undertake to send out their articles to the consignment of respectable German houses in that country. Considering that the Exhibition was to be opened on the 1st inst., and will close on the 6th June next, it seems rather absurd to make the announcement at all, as putting out of the question the time required for preparing the articles for the Exhibition, their arrival in Japan must of necessity be *post festum* and too late for the object in view.

Dr. Banks, one of the late members of the German Parliament for Hamburg, who stood again for this city at the late election, but was left in a minority by an intrigue of the Liberal party, as mentioned in a previous letter, has obtained his revenge and the signal honour of re-entering Parliament as one of the members for Berlin by a triumphant absolute majority.

HOLLAND.

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(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, MARCH 4.

Volo non valeo, I am willing but unable, are the words which the Minister of the Finances might have used the day before yesterday, when he felt himself compelled to withdraw the Bill to alter our monetary standard. For several months past the public has been entertained by the newspapers with articles about the question which was to be preferred, the golden or the silver standard, and for several days our M.P.s have shown their insatiable desire for talking. *Per fas et nefas*, the debate upon this intricate economical question was continued, and, as Professor Vissering has said, no one cared if he was talking nonsense or not; the object of all was to talk. I may summarise the debate by stating that the following were its chief propositions:—1st, that it is not advisable to delay the alteration of the monetary system; 2nd, that it is necessary to abolish our silver standard and introduce a golden one; 3rd, that it would be better to introduce the double standard; 4th, that if our system is given up we ought to adopt the system of one of our neighbouring Powers; 5th, that there should be a connection between the regulation of our monetary system and that in Java; 6th, will the alterations proposed by the Minister pay the enormous cost which would result from this reform? These were the main points of the debate, and every member had his own hobby-horse to ride. One preferred to maintain the silver standard, another thought the double one the best, a third was of opinion that the golden standard ought to be introduced, but together with the francs system, a fourth demonstrated that the English sovereign would be our best standard coin, a fifth declared in favour of the mark, a sixth would have paper money, a seventh would not vote for the Bill if the Minister did not promise to propose a new regulation of the monetary system in Java. Every one had his individual opinion, and the public interest was thus utterly ignored, inasmuch as no member was inclined to make the least concession—the sovereign, or I vote against the Bill; the mark, or my name will be seen amongst the noes; a Bill for Java, or I and my followers will take care that your proposal shall miscarry; so went the Parliamentary business on. Notwithstanding that the Ministers of the Colonial and Financial Departments defended the measure with great eloquence, it was, of course, impossible to satisfy every one, or even to obtain the smallest majority. Perhaps the Bill might have been saved, at least for a time, if the Chamber had agreed to an amendment of Mr. Kappeyne van de Cappello—who maintained his reputation as *l'enfant terrible* of the Liberal party—viz., not to continue the debate till the Ministry should have laid before the members the promised Monetary Bill for Java. The discussion, however, went on, and the day before yesterday the Chamber, by forty against twenty-nine votes, rejected the Bill. More national time has thus been wasted, only to prove that united action has become impossible in the ranks of our Liberal party. Each section of the party claims everything and yields nothing, and as soon as the Government shows the least inclination for Parliamentary activity the Radicals revolt. Indeed, it seem that a rancorous jealousy and an open defiance prevails between the two sections of the Liberal party. Nothing can be done in this condition of affairs, and the end must be that the party will break up.

Mr. Nierstrasz broke in upon the debate with an interpellation about the Administration of the Naval Department. He protested against the Ministry continuing incomplete, and expressed his opinion that the interests of the colonies and of the navy will greatly suffer if one person remained at the head of both offices. The Minister of the Department of Justice replied that the Ministry thought it advisable that the portfolio of the Naval Department should remain in the hands of the Minister of the Colonies as long as the war with Atchin lasted; therefore, no steps had been taken to find a new Naval Minister. In the meanwhile he could state that it was not the intention to unite both the departments permanently under one Minister. The Opposition was anything but content with this answer, and the interpellator asserted his conviction that the non-appointment of a new Minister resulted from the weakness and impotence of the Government. Mr. Fransen van de Putte, however, re-asserted that it was desirable for a time to unite both the departments, and that the service would not suffer thereby, whereupon the matter dropped.

The election in the district of Gouda ended in a victory for the Anti-revolutionists. Mr. M. Bichon van Ysselmonde received 1,645 votes, defeating Mr. Verniers van der Laeff, the Liberal Candidate, who only obtained 1,013 votes. The Clerical element in the Chamber is thus reinforced.

I regret to record that the statement in the *Handelsblad* that a number of captains and lieutenants had been ordered to Java is contradicted. In the meanwhile it remains a question how the Government in Java will provide for the great deficiency of officers in our forces in Atchin, if none are to be sent out from here.

The festival on the 12th May seems likely to be a sort of national mania—our shops are fitted up with orange colours, and already people are wearing cockades. Everything is being dyed orange colour. Up to this moment there is no fixed plan for the national presentation, and it must be disgusting in the highest degree for the King to read daily in the papers about the squabbling which is going on about the several plans. It seems as if the journalists are trying all they can to induce the King to refuse any present which may be offered him. I hear that the Dutchmen residing in your metropolis and in New York have made their plans to celebrate the festival.

The *Vaderlandsche Letteroefeningen*, a periodical of high standing, contains an article, by Mr. J. K. W. Quarles van Ufford, about Atchin. The author says that he is surprised that the Ministers still object to communicate to Parliament the true reason for our declaration of war. He himself knows the whole of the particulars, and has them from an authentic source. He, however, declines to publish what he knows, but only says that he is convinced that the Government here as well as in Java, were quite in the right *de précipiter l'affaire*. The leading Opposition paper concludes from this article that there are still particulars to communicate, notwithstanding that the Minister has assured us that there are none except those which he has already published.

Mr. Cornelis Diependaal has declined to accept the Archbishopric to which he was elected by the Old Catholic Episcopal clergy at Utrecht, in place of the late Archbishop Loos. He makes objections because he cannot leave his small community at the Helder, but endeavours are being made to persuade him to alter his decision.

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From the different rural districts I hear that the manufacturers of sugar from beetroot have done so bad of late that they decline to continue the manufacture while the prices of the produce remain so low, and those of the roots so enormously high. Several establishments are already closed.

I regret to record the death of Mr. J. H. C. Van Steeden, late minister of the Protestant community at Batavia.

The King has approved of Mr. F. I. Erdmann as Consul for the German Empire at Samarang.

Great dulness has prevailed since my last in the Colonial Produce market, notwithstanding a steady demand for consumption and export. A very easy money market has in general a good influence upon trade, and stocks being small of most of the leading articles, a revival in activity is probable.

ROTTERDAM, MARCH 5.

The Second Chamber have agreed to the proposal of several members to open an inquiry into the cause of the decline in our shipping trade. According to official statistics, published by the *Staats Courant* of to-day, our fleet numbered on the 1st of January 1,805 vessels, measuring 262,110 lasts (a last being about two tons), against 1,856 vessels, with a tonnage of 261,184 lasts, on the 1st of January, 1873. To-morrow the Chamber will open a debate upon the Bill to provide the country with means of defence.

The rejection of the Bill to introduce the golden standard in our monetary system has made a very bad impression. Rumours are current of the resignation of the Cabinet.

Monetary and Commercial.

Early in the week Japanese Bonds experienced a fresh fall to he extent of 2 to 3 per cent., and the Seven per Cents. were at one time quoted as low as 90, and the Nine per Cents. at 100. The telegrams announcing the suppression of the insurrection have since brought about an improvement, and the Nine per Cents. Loan closed at 103 to 105, the Seven per Cents. at 94 to 96.

A meeting of the Telegraph Construction and Maintenance Company was held on the 3rd inst., Sir Daniel Gooch presiding :—

The Chairman, in moving the adoption of the report, said it showed that there had been such a successful working as enabled the directors to recommend a dividend of 44s. per share, in addition to the interim 12s. paid in June, and this free of income tax. The accounts showed a balance of profit for the year of £118,694, and when the balance left over from the last year was added—£12,715—there was £131,409 divisible. Of this £22,410 had been appropriated for the interim dividend, which was equal to 5 per cent. on the capital of the company, and there was now £108,999, which would give 20 per cent., making a total of 25 per cent. for the year, leaving a balance over of £19,359. The company had laid in the year 4,701 nautical miles of cable, and the expedition ship would be engaged in laying the Brazilian cable, and had also made arrangements for laying a cable across the Atlantic ; and this, it was hoped, would be done this year. Then the company had obtained the concession for laying a cable in the Black Sea. The cable had been manufactured, and it would be laid in the spring. It would be necessary for the company to lay it, and then pass it over to responsible parties, who would form another company. Lord A. Paget seconded the motion for the adoption of the report, which was carried *nem. con.*

Mr. Nicoll referred in terms of high praise to the services rendered by Admiral Osborn as managing director, a post he had now retired from, and Mr. Nicoll moved that a present of £5,000 should be made to the Admiral on his retirement. Objection was raised to the largeness of the sum, and in answer to questions it was stated the Admiral had had £3,000 a year in his position as managing director, and his fees as director as well, but no commission. The Chairman spoke in the highest terms of the services rendered by Admiral Osborn to the company. Mr. Pender, M.P., supported the motion, and attributed to the Admiral's services the high position the company held. The motion was, however, lost on being put to the show of hands. Mr. Abbott and Mr. Ford urged the proprietors not to display parsimony towards the staff of the company, and they, with Sir J. Anderson, urged that a money recognition of the staff's services to the extent of £2,000 between them, with a vote of thanks, should be given. In the result the vote of thanks was carried, but the part of the resolution in regard to the money was dropped.

At a general meeting of the shareholders of the Anglo-German Bank at Hamburg, on the 28th ult., the approval of the balance-sheet submitted was rejected by 4,197 votes against 3,317, whereupon another meeting was fixed for the 21st of April.

At the meeting of the German Bank of London (Limited) a dividend of 6s. per share was declared, making, with the previous payment of like amount in September, 6 per cent. for the year 1873, and leaving £1,121 to be carried forward.

The receipts of the Eastern Extension Australasia and China Telegraph Company (Limited) for the month of February amounted to £17,706, against £18,085, the receipts in the corresponding period of 1873 of the four separate lines. The traffic receipts of the Great Northern Telegraph Company during February amounted, on the European lines, to f.173,235, against f.109,415 in 1873 ; and on the China and Japan lines to f.114,859, against f.79,680 in 1873.

The Insurance Companies and Underwriters at Lloyd's have agreed to a rise of 5s. on tea risks per steamers *via* Suez Canal.

Tenders for £500,000 in bills on India were received on the 4th inst. at the Bank of England. The amounts allotted were—to Calcutta, £495,200 ; and Bombay, £4,800. Tenders on Calcutta and Bombay at 1s. 10½d. will receive about 32 per cent. A further diminution in the demand for the means of remittance to the East is apparent.

Quietness has been the predominant feature in the Manchester Market, business to a limited extent being carried on without any material alteration in the quotations of either Yarns or Goods.

Bar Silver has been sold at 58¼d. per oz. standard, chiefly for the Continent, a reduction in price of ¼d. per oz. Mexican dollars to the value of about £340,000 have been sold at 56¾d. per oz., showing a decline of ¼d. per oz. They were taken partly for China and partly for refining purpose. The Market is now cleared of this coin.

ARTICLES OF IMPORT.

A decided and almost general dulness has prevailed in the produce markets, and the reductions established in the value of several articles are unusually important.

TEA.

Messrs. Shepard, Harrison and Rehden's Circular says :—The market has been quiet, and owing to increased supplies of the lower grades of Congou they have ruled in favour of buyers, say to the extent of ½d. to 1d. per lb., otherwise there is no change of importance to advise. The stock 1st inst. stood at 95,000,000 lbs., and with but 5,000,000 lbs. afloat, supply for the next five or six months will gradually decrease, so the position looks favourable for at least a maintenance of the present range of prices. The export trade to the Continent amounts to a bagatelle, but for New York and Canada considerable orders have been executed. Deliveries as follows :—

	1874.	1873.
	lbs.	lbs.
Home Consumption for London from 1st January to 28th February ...	15,819,000	16,610,000
Export do. do.	3,800,000	4,450,000
Sent Coastwise do. do.	6,340,000	6,309,000
Total delivered	25,959,000	27,369,000

Messrs. Capel and Co.'s Circular says :—Our market during the early part of the month was very firm, with a moderate amount of business doing, somewhat however checked by the progress of the General Election, but latterly the demand, both from the home trade and exporters, has been very limited, and with but little business doing and heavy arrivals ; prices for common to medium kinds of Congou have given way about ½d. per lb. The deliveries for the month show a decrease of 2,000,000 lbs., compared with last year, about half being in exports and half in duty payments, this latter doubtless owing to the trade waiting to see whether anything will be done with the duty, and will most likely be recovered after the Budget is made known.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows :—Everything has been very quiet, but there has been somewhat more inquiry for China Silk, with a decidedly better feeling during the last two or three days, and more actual business at the full quotations. Canton Silk is rather more inquired for, buyers seeming to be impressed with the favourable position of this Silk as regards stocks and present prices. Japan Silk, of the fine sizes and best quality, is scarce and saleable, but common descriptions are neglected. Stocks are in the aggregate 4,000 bales less than at this time last year, and as the further supplies to arrive for the remainder of the season are known to be very small, and less than in the corresponding period of last year, it is difficult not to believe that the market has seen its lowest point. Deliveries last month were only small—say, 2,400 Chinas, 585 Cantons, 639 Japans, and 297 Bengals. Total, 3,921 bales, and from 1st to 4th inst., 447, 118, 64, and 59 respectively. Total, 688 bales.

COFFEE.

Only a small portion of Plantation Ceylon have been offered by auction, but there has been little demand, and prices have shown unusual irregularity, speculators supporting desirable parcels, and they did not decline more than 2s. 6d., while small lots and ordinary were 3s. to 4s. lower. A good part of this decline was recovered Thursday, when more competition prevailed, but prices are still 1s. 6d. to 2s. lower than a fortnight ago. Native has been neglected, but after declining to 106s. for good ordinary a recovery to 108s. has taken place. Closing prices are—Plantation triage 104s. to 115s., small 122s. to 125s., low middling 125s. to 127s. 6d., middling 128s. to 129s. 6d., good middling colourу 131s., pea-berry 122s. to 124s. ; Native, small 95s. to 98s., good ordinary to fine ordinary 106s. 6d. to 108s. 6d., good bold pale 107s. to 108s. 6d., pea-berry 105s. 6d. to 106s. 6d. For arrival the sales of Plantation crops amount to about 1,700 tons, commencing at 125s. and closing at 128s. to 129s., 50 tons Native Ceylon at 107s., and 300 tons ditto for July and (or) August delivery, basis good ordinary at 100s. No sales are reported of other East Indian descriptions.

SUGAR.

The market has continued in a dull state, and in consequence of the superabundance of almost all descriptions prices have again favoured the purchaser. Clayed Manila has been inquired for at the previous reduction, and a moderate business has resulted. Unclayed has been neglected. Crystallised Egyptian has been sold at firmer rates, but syrups are without improvement. Other refining kinds have sold steadily. Floating cargoes of Java have been sold at a further decline of 6d. per cwt. Penang continues dull of sale, and sales of Native kind in baskets have been made at 16s. 3d., being 3d. lower ; 3,275 bags ditto in auction partly sold at 17s. 3d. to 17s. 6d. In Manila the sales have been : 11,000 bags fair clayed at 19s., and 12,000 bags good ditto at 20s. 6d. Two floating cargoes of Java have sold for the United Kingdom, viz. : The Erasmo 3,364 baskets Java, No. 13, at 26s., and the Mary, 1,490 baskets Java, No. 14½ to 15, at 26s. 6d.

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CAMPHOR.—*China:* Market dull, and no business has been done price nominally as last quoted, £4 7s. 6d. per cwt. *Japan:* No transactions.

COCOA-NUT OIL has been in less demand, and is easier. Ceylon in hogsheads has been sold at £36; of good in pipes there are sellers at £35 10s., whilst 90 tons of rather indifferent quality has been sold at £35. Of Ceylon to arrive 50 tons March-April shipment sold at £36 5s.

CUTCH.—The market has been quiet, with limited business, at 21s. 6d. to 21s. 9d. per cwt. for choice marks.

CUBEBS.—Market quiet, but firm, at last quotations, viz., 23s. to 25s. per cwt.

CARDAMUMS.—No transactions in Ceylon reported; quotation as last given, viz., 5s. 3d. to 5s. 6d. per lb.

COPRA continues firm, but no sales are reported in Penang.

COLOMBO ROOT continues in steady demand but large supply.

ESSENTIAL OILS.—*Aniseed* dull: of 10 cases at auction 2 sold at 9s. 6d.; private sales previously at 9s. 4½d., subsequently at 9s. 3d., closing at 9s.; about 50 cases changed hands. *Cassia* very dull; small sales at 4s. 9d. to 4s. 6d. *Nutmeg* very quiet, and of 4 cases, 1 sold at 8d. for fine white. *Cinnamon* scarce; 6 cases leaf fair, sold at 3d. to 3¾d.; a single bottle of fine realised 8s. 1d. per oz. *Citronelle* steady; of 120 cases the bulk sold at 1⅞d.; two lots 1⅞d. *Lemon Grass* firmly held.

EBONY.—Market quiet; of 22 tons Ceylon placed on offer one-half was quitted at £15 7s. 6d. per ton.

GALLS.—*China* are being held for the higher prices established a fortnight since; 167 cases at public sale have been quitted at 54s. to 54s. 6d., and 300 cases privately at 55s.; arrivals have been considerable. *Japan* are scarce.

GUMS.—*Benjamin:* Siam scarce; of 9 cases offered, 2 sold at £4 7s. 6d. for fourths; Sumatra steady, and fine scarce; 2 cases sold at £8 15s. for good seconds. *Copal* dull and low in price; 650 packages sold at auction, rough, drossy and dusty hard at 14s. 9d. to 16s. *Damar* very firm and higher; of 192 cases at auction, three-fourths sold; Singapore, good white, 49s. 6d.; rather specky and dusty, 46s. 6d. to 48s. *Gamboge* quiet; 3 cases retired.

GAMBIER.—The market has been quiet, with small business on the spot ex warehouse, at 24s. 9d., and about 1,000 bags Cubes have changed hands; free fine at 37s.; dark pressed, 27s. to 27s. 6d.; afloat, 100 tons block at 25s.; 823 bales at auction were retired.

GUTTA-PERCHA.—The auctions have embraced 630 baskets and 5 tons, which were partly sold; mixed genuine at 2s. 3d. to 2s. 6d.; good Sumatra, 1s. 1d.; middling reboiled, 9d.; low and ordinary, 4d. to 7½d. per lb. Large sales privately.

GALANGAL ROOT has been steady, with private sales to fair extent at 23s. 6d. per cwt.

HEMP.—Manila has continued extremely quiet, and the sales within the past fortnight have not exceeded 600 bales, which have realised previous value, viz., £34 to £37 per ton for middling to fair roping.

HORNS.—There were 40 tons offered in the late auctions, and only a small proportion sold, horns averaging about 3 lbs. at 33s. per cwt. being steady value.

HIDES.—Messrs. Dyster, Nalder, and Co. report upon the business of the past month as follows:—*Singapore, Penang,* and *Rangoon* Ox and Cow Hides have sold rather irregularly, though without material change on the average; Light weights bring extreme rates. Sales 12,541 Singapore and Penang, light 11¼d. to 13½d.; Heavy 7¼d. to 10⅜d.; Thirds 7¼d. to 9⅜d.; Fourths 4d. per lb. 5,192 Rangoon, light 12d.; heavy 7d. per lb. *Singapore* and *Penang* Buffalo Hides have realised about previous prices; but the demand is far from active. The sales of the month comprise 4,875 Singapore and Penang: Fair to good, 1st heavy, average 17½ to 32⅝ lb., 6½d. to 7d.; 1st light, average 6⅝ to 11⅞ lb., 6½d. to 6¾d.; Sea Dgd., &c., 5⅝d.; ordinary and inferior, heavy, average 29⅞ to 38½ lbs., 5½d. to 5¾d.; light, average 12⅞ to 16⅞ lb., 5⅜d. to 6d.; seconds, 4⅝d. to 5⅛d. per lb. *Java* Hides, Ox and Cow, are wanted and would realise good prices. Buffalo have barely maintained former prices, but the quality of those offered has not been very desirable. Sales 1,341 Buffalo Hides; shaved, 1st heavy, average 22 to 24½lb., 8¾d., to 9⅜d.; unshaved, light, average 13⅜ to 13⅝ lb., 7d. to 8½d.; 1st heavy, average 17⅞ to 30½ lb., 8d.; seconds, 5½d. per lb.

INDIA-RUBBER.—Market very quiet, with sellers of Borneo at 1s. 6d.

ISINGLASS.—The auctions embraced 57 packages, of which about 45 sold. Leaf fine, 4s. 6d. to 4s. 8d.; middling palish and dark thin, 2s. 6d. to 2s. 8d.; thick rough dark, 2s. 4d.; Pipe pale fine, 4s. to 4s. 6d.; fair to good, 3s. 7d. to 3s. 11d.; middling, 3s. 1d. to 3s. 5d.; dark mixed, 2s. 6d. to 2s. 10d.; common, 1s. 6d. to 1s. 11d.; purse good, 2s. 3d. to 2s. 5d.; fair, 2s.; low small stinking, 7½d. to 7⅝d.; pickings, 1s. per lb.

JAPAN WAX has further declined in value. 470 cases at auction have been sold at 61s. 6d. to 60s., and privately about 1,000 cases have changed hands, chiefly at 60s. per cwt. for fair quality.

MUSK.—The sales have embraced only 16 caddies of Yunan Pod of fair quality, small to large part dry, which were mostly sold at 37s. per oz. Stock small.

PLUMBAGO.—The market for Ceylon has been steady; of 297 barrels at auction the bulk sold; lump fine bold realising 24s. to 25s.; chips, fair 12s. 9d.; dust, good to fine 10s. 9d. to 11s. 6d. per cwt.

PEPPER.—*Black* has declined in vaule ½d. per lb., and privately very little business has been doing. In auction last week, Singapore sold at 6⅝d., with a few lots at 6⅝d.; Batavia, at 6¼d. to 6½d.; this week, Singapore at 6⅝d., Penang at 6¼d. to 6½d. Of 6,586 bags offered, about half sold. *White* is also lower; of 568 bags offered, about 100 bags sold, at 9¼d. to 9⅜d. for good. About 500 bags have also changed hands privately, chiefly at 9½d.

RATTANS.—Market quite and easier; 76,000 bundles offered, and mostly sold; good Penang at 4s. to 4s. 3d. per 100 canes.

SAGO has been very quiet but steady. The public sales have embraced 2,534 bags, of which nearly half was sold—large at 19s. to 19s. 6d., medium at 18s., small middling to fine 14s. 6d. to 16s. 6d. *Flour* easier, and about 4,000 bags sold privately—fine Borneo at 15s., Singapore 14s. 3d. to 14s. 6d., closing with buyers at 14s. 6d.; 794 bags at auction retired.

SAPANWOOD continues scarce; 4 tons middling Java sold at £10 5s. per ton.

STICKLAC.—Siam is firmly held, and there have been no sales.

SPICES.—*Cassia Lignea* has been very dull. *Cloves* have been extremely quiet; of 202 packages Amboyna at auction about one-third sold at 1s. 4⅝d. to 1s. 4⅞d. per lb., being 1d. to 1½d. per lb. lower. *Mace:* The market has been quiet; of 103 cases, &c., offered, the bulk old at 2s. 11d. to 3s. 8d. for fair to fine, and 2s. 7d. middling red, being generally about 2d. to 3d. per lb. lower. *Nutmegs* are in rather better demand, some small sizes having been sold at 1d. per lb. advance.

TAPIOCA.—The market for flake has been quiet, and of 1,772 bags at auction barely half sold. Singapore at 2¼d. for fine bright small; 2⅜d. to 2½d. good; 2⅛d. to 2d. middling, closing dull, and slightly easier than a fortnight ago. Pearl steady; 40 bags good medium bright sold at 22s. 6d. to 23s. Flour firm: 100 bags sold at 2¼d.

TIN.—A further reduction has occurred, and the price of Straits now rules £20 lower than a month since. The fall is chiefly attributable to expected large importations from Australia. Quotations are, Straits on the spot £96 to £98, afloat £95; Banca £104, Billiton £100 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb.26	Deucalion (s.)	Butler	Singapore	London
27	Parkfield	Anderson	Rangoon	Queenstown
25	Johanna	Verduin	Banjoewangie	Helvoet
Mar. 3	Alexander (s.)	Hummel	Japan	Falmouth
Feb.28	Rota	Hansen	Ilo Ilo	Liverpool
	Melrose	Neill	Hong Kong	San Francisco
	Canaan	Manson	Manila	New York
Mar. 2	Lucknow	Graves	Bassein	London
3	Ella Nichol	Wilson	Singapore	Do.
3	Glenlyon (s.)	Templeton	Singapore and Hiogo	Do.
1	Golden Age	Quicke	Maulmain	Liverpool
	John Milton	Murphy	Japan	Queenstown
Feb.24	Ziba	Richards	Hiogo	Dordt
27	Dordrecht II.	Rotgans	Batavia	Brouwershaven
Mar. 3	Loch Awe	Stuart	Colombo	London
3	Charles Tottie	Neilsen	Passaroeang	Falmouth
4	Yrurac Bat (s.)	Bollegin	Manila	Liverpool
	Hopewell	Parsons	Shanghai	New York
4	Lothair	Orchard	Hong Kong	Off Scilly
3	Hermosa	Mann	Singapore	Liverpool
	Madras	Hamilton	Java	Queenstown

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.26	Contest	Owen	Newport and Galle	London
24	Concordia	—	Singapore	Penarth
24	Sea Foam	—	Do.	Do.
25	Rapide	—	Do.	Newcastle
13	Pilgrim	Fowler	Hong Kong	Boston
26	Glaucus (s.)	Wildin	Singapore, China, &c.	Liverpool
25	Sylvia (s.)	Johannsen	China, &c.	Hamburg
Mar. 1	Ambassador	Prehn	Japan	London
3	Aracan	Harwood	Hong Kong	Do.
Feb.26	Dahlia (s.)	—	Batavia	Texel
Mar. 3	Star of China	Blaker	Swansea & Hg. Kong.	London
2	Aria and Betsey	Ran	Batavia	Torbay
Feb.22	G. T. Pearson	Breuff	Hong Kong	Cardiff
28	Courrier	Bartlett	Do.	Swansea
Mar. 2	Alcestes	Richards	Singapore	Portsmouth*
5	Gordon Castle (s.)	Ritchie	Singapore and China	London
3	Mary Ann Wilson	Stoddardt	Yokohama and Hiogo	Do.
4	Warrior	Ochiltree	Hong Kong	Liverpool
4	Aurrera (s.)	Larrinaga	Singapore & Manila	Do.
2	Corra Linn	Grazebrook	Singapore	Shields
4	City of Halifax	Roberts	Java	Liverpool

* After repairing.

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Feb. 25	Emiliano	Liverpool	Manila
March 3	Glenfalloch	London	Sing., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Batavia, Cheribon, Samarang, and Sourabaya: Ionia. For Colombo, &c.: Scindia, Othello. For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Vancouver. For Penang, Singapore, Hong Kong, and Shanghai: Japan, Montgomeryshire.

SAILING VESSELS.—For Yokohama and Hiogo: Remus, Coulnakyle, Suffolk. For Shanghai: Leucadia, Eliza Shaw. For Hong Kong: Taitsing For Penang and Singapore: Andromeda. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Cathaya, Jessica. For Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Achilles (str.), Sarpedon (str.). For Hong Kong: Charmer. For Singapore and Manila: Yrurac Bat (str.). For Singapore: Cameo, Robert Kerr.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (Java and Japan): Glenearn (str.). For Batavia and Sourabaya: County of Sutherland (str.). For Singapore: Princess Louise. For Colombo, &c.; Marchioness of Londonderry.

At GREENOCK.—For Singapore and Manila (via London): Amboto (str.).

SPOKEN.

EMPRESS (barq.), Sunderland to Singapore, Feb. 16, 30 N., 18 W.
H.B.L.K. (†) (Ital. barq.), Sourabaya to Falmouth, Feb. 1, 26 N., 35 W.
P.G.K.F. (Johannes), Sunderland to Java, Jan. 28, 3 N., 23 W.
SUNDA, Cardiff to Batavia, Jan. 15, 25 S., 28 W.
PROFESSOR V. D. BOON, Banjoewanjie to Rotterdam, Jan. 18, 14 N., 21 W.
ALASKA (barq.), London to Japan, 10 S., 123 E.

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FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports rule steady at the undermentioned quotations, and suitable ships are in good request; but coal freights are somewhat easier. Homeward charters from Manila keep firm.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. meast. To Hiogo: 75s. meast. To Nagasaki: 85s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 56s. weight, 40s. to 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): 50s. weight, 55s. meast. To Batavia: 60s. weight or meast. To Batavia (direct): 50s. weight or meast. To Padang: 80s. meast. To Cheribon (direct): 70s. weight, 65s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. to 50s. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight, 27s. 6d. meast. To Colombo: — weight, — meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: £38. To Singapore (f.c.): £35. To Singapore: £33. To Penang: £34 f.c. To Macassar, per ton: —. To Batavia: —. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: —. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 37s. To Manila: 30s. To Macassar: —. To Java: —. To Batavia: —. To Padang: —. To Amboyna: —. To Ternate: —. To Singapore: 30s. To Galle: 33s. to 34s. To Trincomalee: —. To Colombo: 33s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Singapore: 27s. To Penang: —.

CASUALTIES.

The Juan F. Pearson, Bruff, from Cardiff to Hong Kong, with coal, put into Queenstown March 2, with pumps choked.

PENANG, FEB. 27.—The Adelina, bound to Singapore, with coal, is ashore on Ontario Reef, Raromata Passage, and will probably be a total loss; crew saved. (The Adelina, Munro, sailed from Shields, Sept. 12, for Singapore.)

A telegram from Singapore, Feb. 23, states that the Batoe Bassi (Dutch), Visman, had put in there in a damaged state, having been aground.

Advices from Amsterdam, Feb. 26, state that the Gerard Pieter Servatius, Joode, which arrived at Texel, from Banjoewanjie, reports having lost foreyard, and experienced heavy weather.

The Raleigh (barque), from Colombo to London, with coffee and cinnamon, sprung a leak and foundered, Feb. 12; crew saved. (The above vessel arrived off Scilly on the 9th).

PENANG, MARCH 4, 4.40 P.M.—The Abyssinia (British ship), from Sunderland to Ternate, with coal, struck on a reef thirty-eight miles from the latter place, and became a total wreck; crew saved. Vessel and cargo sold in one lot for £750.

MISCELLANEOUS.

At ADEN.—Hampton (str.), Blacklin, from Java, and left March 3 for Rotterdam.

At PORT SAID.—Feb. 28, Celebes (str.), from Java, and left for Nieuwe Diep.

THE *Mongol*, a screw steamer of 2,300 gross register tonnage, and 400-horse power nominal, belonging to the New York, London, and China Steamship Company, arrived at Dunedin, New Zealand, on the 13th ult, having made the passage, steaming the whole way from Plymouth to Dunedin, in fifty-one days, without calling at any port on the way. This is by far the shortest passage that has ever been made from this country to New Zealand, and also by far the longest continuous run ever made by a full-powered steamship. The distance is equal to about 280 miles per day, and is certainly a marvellous achievement.

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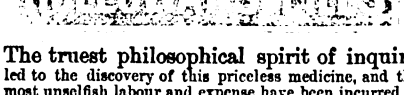

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first class House, at moderate prices.

HOTEL EUROPA, VENICE.

ONE of the best Hotels on the Grand Canal. Passengers per P. and O. steamers wil find this a most comfortable House.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,

Importer of Havana and Manila Cigars.

16, GREAT WINCHESTER-STREET, E.C.

ALBERT MEMORIAL COLLEGE,

FRAMLINGHAM, SUFFOLK.

RESULT OF THE LAST CAMBRIDGE LOCAL EXAMINATIONS.

The following names are copied from the Class Lists published by the University on the 18th ult., from which it will be gathered that, out of sixty-seven candidates entered by the Albert College for these examinations, fifty-three have been successful, and no fewer than twenty-one have obtained honours; of whom

FIVE are placed in FIRST CLASS HONOURS
SIX " SECOND "
TEN " THIRD " And
FOURTEEN are mentioned as being distinguished in one or more subjects. It will also be seen, from the Lists referred to above, that the Albert College stands FIRST in all England, in point of numbers passed and also of honours gained, when compared with upwards of 300 other schools in the country which have sent up candidates for these examinations.

TERMS:—£37 10s. per annum. For Prospectuses apply to the Head Master.

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OVERLAND ROUTE.—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... ... JAPAN	Thursday, March 12 & 26, at 2 P.M., and every alternate Thursday.	Friday morning, March 20 & April 3, and every alternate Friday.	Monday, March 23 & April 6, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND ...	Thursday, March 12, at 2 P.M., and every fourth Thursday.	Friday morning, March 20, and every fourth Friday.	Monday, March 23, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

JAPAN AND CHINA.
Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway ransit across the American Continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe, or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

Fares, £200 and upwards.

H. STARR and Co., 22, Moorgate-street, London. Agents, Union and Central Pacific Railway, Pacific Mail S.S. Company, &c.

S. S. VANCOUVER, DIRECT FOR SINGAPORE, HONG KONG, and YOKOHAMA.—This fine, powerful, Clyde-built steamer, classed 100 A1 at Lloyd's, 2,000 tons gross register, 530-h.p. nominal, 2,650-h.p.e., is the second steamer of the CHINA TRANSPACIFIC STEAMSHIP COMPANY (Limited), and is fitted most luxuriously for a large number of first-class passengers, with ladies' saloon, smoking saloon, and general saloon on deck; carries surgeon and stewardess. Owing to this vessel's immense power, a very rapid passage is expected. Last shipping day in the Victoria London Docks, 14th March.

For plans and particulars as to rate of freight or passage apply to GELLATLY, HANKEY, SEWELL, and Co., 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Tigre ...	March 15	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ...	March 29		
Ava	April 12		
Iraouaddy ...	April 26		
Peiho ...	May 10		
Mei Kong ...	May 24		

The Steamers of the 15th March, 12th April, and 10th May connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 29th March, 26th April, and 24th May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS, via Suez Canal:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Taitsing	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Coulnakyle...	A1 13 yr.	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

YOKOHAMA AND HIOGO DIRECT.—The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on the advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	March 21
Glenlyon	100 A1	2,119	275	April 2
Glenroy	100 A1	2,121	250	April 20
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India avenue, London.

Steam, via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, with liberty to call at Falmouth, to embark passengers, taking cargo for transhipment to JAVA, JAPAN, AUSTRALIA, &c., at through rates at shipper's risk. Last shipping day, 10th March. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 225 horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, just built on the Clyde especially for the China trade, is expected, from her superior model and large power to make a very fast passage. She has elegant and spacious accommodation for saloon passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, D. J. JENKINS and Co., 30, Lime-street, E.C.; to GRINDLAY and Co., 55, Parliament-street, S.W.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shipper's risk, last shipping day, 23rd March, the favourite full-powered screw steamer JAPAN, 100 A1, 1,865 tons register, 250-horse power nominal, HENRY DE SMIDT, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1872, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to GOSMAN and SMITH, 144, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA AND JAPAN.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Shanghai ...	Eliza Shaw ..	A1 17 yr.	E.I.D.	With des.
Shanghai ..	Lothair	A1 16 yr.	E.I.D.	With des

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

GELLATLY, HANKEY, SEWELL and Co.'s regular line of STEAMERS via Suez Canal, to SINGAPORE, CHINA, and JAPAN. The following high class I screw STEAMSHIPS will be despatched as under:—

Destination.	Name.	Class.	Docks.	To Sail.
Pen., Singap., Hong Kong Yokohama, and Hiogo.. Sing., Hong Kg., Shang.	Vancouver	100 A1	Vic. L.D.	March 14
	Woosung ..	100 A1	Vic. L.D.	March 28

For Freight or Passage apply to GELLATLY, HANKEY SEWELL, and Co., No. 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Montgomeryshire, s.s	1,750	Norris & Joyner...	Mar. 10
Glenearn, s.s... ...	2,120	McGregor, Gow, & Co.	Mar. 21
Japan, s.s.	1,865	Norris & Joyner...	Mar. 23
Andromeda	355	Wright Bros. & Co.	Mar. 28

LIVERPOOL.

Achilles, s.s.... ...	1,550	Alfred Holt ...	Mar. 13
Nestor	1,414	„ ...	Mar. 20

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

FOR SHANGHAI, the well-known clipper ship LEUCADIA, *AA1, 896 tons register; ANDREW MEARNS, Commander; South West India Docks.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

RUTTER'S TABLES
Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London: EFFINGHAM WILSON, Royal Exchange.

COWASJEE DINSHAW,
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

W. L. H. SKEEN AND CO.,
PHOTOGRAPHERS,
COLOMBO, CEYLON,
Invite inspection of their large collection of
Views of Ceylon, Native Characters, &c
ON SIZES 12 BY 10 TO C. DE V.
CATALOGUES POST FREE

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 9, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 550.] LONDON, MONDAY, MARCH 16, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received March 16.
JAPAN—Yokohama	Nov. 28	Jan. 21	Jan. 27
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA—Peking	—	—	„ 20
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	„ 23
Kiu-kiang	—	—	„ 24
Chin-kiang			
Shanghai	Dec. 12	„ 29	„ 30
Ningpo			
Foochow	—	—	„ 30
Formosa			
Amoy	—	—	„ 29
Swatow			
Hong Kong	Dec. 26	Feb. 4	Feb. 5
Canton			
Macao			
PHILIPPINES—			
Manila	—	—	Jan. 28
COCHIN-CHINA			
Saigon			
SIAM — Bangkok			
BORNEO			
Labuan			
Sarawak	—	—	Feb. 6
JAVA — Batavia	—	—	„ 5
Samarang	—	—	„ 1
Sourabaya			
MALACCA STRAITS—			
Singapore	Jan. 9	Feb. 10	„ 12
Penang			
CEYLON—			
Galle	—	—	„ 21
Colombo	—	—	„ 20

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama, 3rd; Shanghai, 6th; Hong Kong, 13th; Singapore, 20th Feb., left Suez on the 12th inst., and will probably be delivered, *via* Marseilles, on the 21st inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi.—List not to hand.

PASSENGERS OUTWARD.

Per French steamer *Tigre*, from Marseilles, March 15 (booked from London).—To Yokohama: Mr. and Mrs. Scheidt Crefelde, Mr. Jouet, Mr. Grosser, the Russian Minister and wife, Mr. Goldsmith, Mr. Jones. To Shanghai: Mr. O. Vogt, Mr. and Mrs. T. F. Hughes, Mr. F. S. Deacon, Mr. Simpson, Mr. Siegfried, Mr. G. Malteau, Mr. J. Broadhurst Tootal, Mr. Fritz Louis, Mr. Ferguson, Mr. Brissonet. To Batavia: Mr. Durler, Mr. and Mrs. Otto Smissaert, Mr. Kruyff. To Singapore: Mr. and Miss Shelford, two children and servant, Mr. E. Rutter, Mr. Schmeither. To Hong Kong: Mr. and Mrs. Scott, Mr. Mundy, Mr. Hutchison, Mr. Pryce. Mr. Rusden, Mr. J. Alabor, Mr. Struve. To Galle: Mr. Frazer, Mr. Rolland. To Saigon: Mrs. Lorgeon, Mr. Tricot.

Per French steamer *Amazone*, March 29 (booked from London).—To Shanghai: Mr. De Vos, Mr. Steenackers, Mr. W. H. Henderson, Mr. H. S. Morris. To Singapore: Mr. and Mrs. J. Sloan, Mr. Bannermann. To Hong Kong: Mr. and Mrs. Latham, Mr. Sanders, Mr. Hales. To Batavia: Mr. and Mrs. Bouffaer and two children, Mr. and Mrs. O. Furst, Mr. Boisseram, Mrs. and Miss Couperus, Mr. and Mrs. Van Hoogerhuize and child. To Galle: Mr. A. Thompson.

Per French steamer *Ava*, from Marseilles April 12 (booked from London).—To Hong Kong: Mr. J. H. Cheverton.

Per P. and O. steamer *Nizam*, from Southampton, March 12.—To Yokohama: Mr. C. H. Reynders. To Hong Kong: Lieut. Howard, Mr. Laidlaw. To Shanghai: Dr. Barton, Mr. L. C. Hopkins, Mr. J. R. Coulthard, Mr. E. J. Andrews. To Singapore: Mr. E. H. French, Lieut.-Colonel Barlow, Mrs. and Miss Willans.

Per P. and O. steamer *Sumatra*, from Venice, March 20.—To Shanghai: Mr. and Mrs. Adkins, Mr. J. M. Ringer.

Per P. and O. steamer *Sumatra*, from Brindisi, March 23.—To Shanghai: Hon. H. G. Edwardes, Mr. A. Hickling. To Yokohama: Mr. and Mrs. Vean, Miss A. Cowan, Mr. H. Scharbon. To Hong Kong: Mr. and Mrs. Galton.

Per P. and O. steamer *Tanjore*, from Southampton, March 26. — To Yokohama: Miss J. Sym. To Penang: Mr. and Mrs. Jackson. To Singapore (for Australia): Sir Geo. Walker. To Ceylon: Mr. J. G. Innes, Mr. E. H. Cameron, Mr. and Mrs. Templer.

Per P. and O. steamer *Ceylon*, from Venice, April 3.—To Singapore: Mr. H. Morgan, Mr. and Mrs. H. de Satge.

Per P. and O. steamer *Ceylon*, from Brindisi, April 6.—To Hong Kong: Mr. W. T. Phipps. Mr. H. G. Phipps, Mr. Worthey. To Singapore: Mr. F. Amhurst.

Per P. and O. steamer from Southampton, April 9.—To Hong Kong: Mr. G. Young. To Ceylon: Mr. J. B. Cull.

Per P. and O. steamer from Southampton, April 2.—To Yokohama: Mrs. Bryant.

Per P. and O. steamer from Venice, April 10.—To Singapore: Mr. R. Booth.

Per P. and O. steamer from Brindisi, April 12.—To Penang: Mr. H. Krauss.

Per steamer *Montgomeryshire*, from London, March 12.—To Penang: Mr. J. van Braarnbeck, Mr. G. E. Haarsma, Mr. Schutte. To Shanghai: Mr. and Mrs. G. C. Lowder.

Per steamer *Achilles* (Holt's Line), from Liverpool, March 10.—For Suez: Mrs. McIntyre, Mr. Pemberton. For Shanghai: Dr. and Mrs. Palm.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Dates by this mail extend to 30th Jan. The outward mail of 12th Dec. arrived on 29th Jan. The following items are from the *North China Herald*:—

The supplementary election of Councillors for the French Municipality took place on the 27th. Of the 205 electors on the rolls, 86 voted, with the following results:—French members, M. Maignan, 60; M. Charrier, 48; Foreign member, M. Juvet, 36. M. Maignan, however, declined to accept office, on the grounds, first, that he had declined candidature, and next, that the majority of the electors having abstained from voting at the elections of the 5th and 23rd January, the Council, in consequence of the small number of votes by which it has been placed in power, appears hardly to possess sufficient moral weight to settle, in the name of the community, the delicate question which will come before it for solution. The election, then, under the terms of the Consul-General's notification, fell on M. Teillot, who had twenty-seven votes, but he also declined on similar grounds; and as his declination was followed by that of the three gentlemen, Messrs. Morel, David, and Brossard, who stood next in order, the vacant seat devolves upon M. Chagneau, for whom four votes were recorded at the elections on the 23rd instant. We understand M. Chagneau has accepted office.

The S. V. C. Artillery and the Rifles have beeen drilling in the Municipal Compound, with a view we presume to the annual target practice at Woosung.

We are glad to hear that these exercises are the preludes to a sham fight between the S. V. C. and a naval brigade from H.M.S. *Cadmus*. The muster is called early in order to enable the sailors to get back in good time to their ship; but it is desirable also on account of the shortness of the days, and we hope the occasion will be regarded very much as a half-holiday as it has been formerly.

A royal salute, in honour of the marriage of H.R.H. the Duke of Edinburgh to the Grand Duchess Marie of Russia, was fired by H.M.S. *Cadmus*, which had dressed ship in style befitting the occasion. The U.S.S. *Lackawanna* and H.M. gunboat *Dwarf* were also dressed, and the British Consular flagstaff was garlanded with bunting. Reuter's telegram announcing the happy event for the 23rd inst. was received late on Saturday, so that the ceremony of saluting had to be deferred till Monday.

The New Lyceum Theatre was opened on Tuesday night by the performance of "Masks and Faces." A number of members of the Philharmonic Society formed the orchestra, and gave much pleasure to the audience by the opening and interim performances.

The annual meeting of the congregation of Union Chapel was held on the 21st inst., Dr. Johnston presiding. The report for 1873 was taken as read, and adopted, and also the report of the Female Mission, which work was discontinued in the middle of

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November last, in consequence of the resignation of Miss Maclean. The former report showed an income for the year of Tls. 3,005.53, and a balance after expenditure, on 31st Dec., of Tls. 170.37. The committee had supplemented the salary of the pastor, the Rev. Mr. Thomas, and recommended that the increase be made permanent. It is noticed that the attendance at the various services has increased. The following gentlemen were elected as the committee for the present year: Messrs. Buchanan, Chrystall, Crawford, Mitchell, T. Olyphant, Twombly, Wylie, Dr. Johnston and Winn.

The Customs Returns of Trade at Shanghai for the fourth quarter of 1873 show that the import of Grey Shirtings varied only 50,000 pieces from that of the corresponding quarter; but T-Cloths figure only for 348,000 pieces, against 1,127,000, and Drills (of all kinds) for 240,000, against 340,000 pieces, American however showing an increase. Nearly all other kinds of Piece Goods show a falling off. Woollens figure for 128,000, against 152,000 pieces; Camlets, Spanish Stripes, and Long Ells showing an increase, and figured Lustres a notable decrease—from 64,000 to 39,000 pieces. Only 451 vessels entered port during the period, against 520 in 1872, and 491 cleared, against 527. The revenue shows an increase of Tls. 115,000, due principally to the opium and export trade.

In the suit S. Brown *v.* the U.S.N. Company judgment was yesterday delivered by the Chief Judge in favour of the defendants, on their demurrer to the petition.

The annual meeting of Landrenters was held at Chinkiang on the 19th. The accounts showed an expenditure of Tls. 1,555, against an income of Tls. 1,524; and an expenditure of Tls. 1,200 was sanctioned for the current year. This amount is to be raised by a land tax of Tls. 10 a lot, and a tax of 3 per cent. on rentals. Messrs. Bean, Starkey, and Williamson were elected a municipal council for the ensuing year.

Hankow advices report business in imports very dull, owing to scarcity of money and the presence of new year's settling time. A better demand has caused an advance in Cotton. In Tea no business is reported: total export of season 852,928 lbs. in excess of 1872-73.

We understand that a voluminous history of the Taiping and Nienfei rebellions, together with a work on chemistry, by Professor Billequin, will shortly be issued from the printing-office at the Peking College.

HONG KONG.

The advices by the present mail extend to the 5th Feb.; the outward P. and O. mail of Dec. 26 arrived out Feb. 4.

The P. and O. steamer *Avoca*, Capt. Andrews, which brought the present mail from Hong Kong, will come to Southampton, *via* Suez Canal, with the following cargo:—For London, 438 bales and 18 cases Silk and 86 bales Waste Silk, 47 packages and 589 half-chests Tea; for Boston, 465 half-chests and 1,238 boxes Tea; for Continent, 894 bales Silk; for New York, 124 bales Silk.

We take the following from the *China Mail*:—

The first Japanese man-of-war which has visited Hong Kong anchored in the harbour on the 22nd January, and saluted the British flag, as well as those of other nationalities flying in the man-of-war anchorage. She is called the *Kusugakan*, and is of 1,000 tons burthen.

We learn that the hill coming down from the Queen's road, facing the monument near the Race Course, is to be cut away and levelled. This improvement will prove an attraction during the summer evenings, for the road here, after passing the native portion, is exceedingly pretty. It would be well if some way of getting to it, instead of having to pass among the Chinese houses, could be devised.

The *Gazette* notifies that Mr. M. S. Tonnochy is appointed acting Coroner, and Mr. E. J. R. Willcocks acting Sheriff.

It is also notified that Ordinance No. 11 of 1873, extending the provisions of the Home Act relating to the Law of Property in relation to Covenants and Condition Leases to this colony, and No. 15 of 1873, regulating and defining the practice of barristers and attorneys in the Supreme Court, have received Her Majesty's approval.

We have received, from an authentic source, news that affairs in Tonquin or Annam have been satisfactorily settled, and that the treaty between France and that Power will very shortly be signed. As a very large number of our readers are probably unaware of the events which led to the state of affairs culminating in the murder of Lieutenant Garnier, a slight sketch of the policy which France has of late pursued in that quarter may not prove uninteresting. A drama involving no slight consequences, both to Annam and to European progress in this quarter of the world, is now being played out on a stage small indeed when compared to the vast empire on its Northern boundaries, but still rivalling in importance many European States. Thirty years ago its population was estimated at fifteen millions, and it has probably increased since that date. Abounding in the precious metals, as well as copper and iron, and not ill-favoured as regards vegetable productions, Tonquin (which, strictly speaking, is the northern half of the Annamese territory) is a by no means despicable prize to any country strong enough to either annex it or establish a protectorate over it. That France, having established at Saigon a military *point d'appui*, should cast her eyes towards Tonquin with somewhat longing glances was not to be wondered at. Events have favoured her wishes to a probably unexpected extent.

The *Overland China Mail* gives a full report of the adjourned meeting of the Chamber of Commerce, for the purpose of taking into consideration the proposed recognition of the American trade dollar and the Japanese yen as lawful money, which took place on February 2nd. After some discussion, an amendment was proposed by the Hon. Mr. Whittal to the effect that "In view of the uncertainty at present existing of any inducement to import either the American trade dollar or Japanese silver yen, any more than any other coin: Resolved, that H. E. the Governor be respectfully requested to communicate with the home authorities of the Mint, and endeavour to come to some arrangement for the coinage of a suitable dollar for the Colony, on similar terms to those now offered by the Washington Government (San Francisco Mint), before taking any steps to legalise the two currencies above referred to," was put to the meeting, and carried.

A meeting of the shareholders of the Hong Kong Hotel Company was held on the 29th of January. There were present:—Messrs. E. R. Belilios (chairman), Andre, Chater, Burrows, Heinemann, Cohen, Foss, G. Sharp, Baker and Sherwood. A dividend of $2 per share, making $5 per cent. on the par value of the shares, having been declared, the report (a copy of which we have already given) was adopted.

The Hong Kong *Times* says:—The Peruvian ship *Luisa Canevaro* has sailed from Macao with seven hundred and fifty-six coolies for Peru. The Governor has issued a notification requiring all coolie-brokers, without other means of subsistence, to leave Macao within three days after 27th of March next, the day fixed for the entire abolition of the coolie trade. Those wishing to reside in Macao will be called upon to produce sureties for their good behaviour. The last number of the *Independente* has four full columns devoted to a lamentation in memory of the defunct coolie trade, interspersed by some vile abuse against English philanthropy. Captain Scarnichia, harbour master, now acting as superintendent of emigration *pro tem.*, has, during the past month, released two hundred and five coolies who had been decoyed to the barracoons, and who steadfastly declared their unwillingness to leave "the flowery land." Two of the crew of the snake-boat which came into collision with the *Principe Carlos* launch, resulting in the loss of three lives, have been apprehended. It is affirmed that the identity of the scoundrels has been proved beyond a shadow of a doubt, and that the authorities are going to *pedro-paulo* them, which, in this holy city, means to cowhide them until every ounce of flesh is removed from their buttocks. This is to take place in a populous quarter of the Chinese town, to afford to native sightseers a gratis spectacle. Dr. Magalhaens, who had been deported to Timor some time ago in consequence of an article he published in the *Oriente*, has again been in trouble, but this time with the new Governor of Timor.

The eighth ordinary meeting of the China Traders' Insurance Company is to take place on 6th Feb. The accounts for the twelve months, terminating October 31st. show a balance of $120,000, and the directors recommend a dividend of $200 a share, and that $80,000 be divided among contributors. As illustrative of the injury which is done to the trade of Hong Kong by the Chinese revenue cruisers, which prowl about the entrance to the harbour, the following incident, which is but a sample of many others of the same character, is interesting. It appears that a junk left Tamsui, Formosa, on the 16th of Jan. last, bound for Hong Kong, with a miscellaneous cargo. Previous to leaving, the lekim and other taxes were paid, and for these the master of the junk held receipts, and he had also paid the dues and obtained the usual clearance papers from the proper authorities. As there is no regular Custom House at Tamsui, however, he was unable to obtain any grand chop—but he left in the usual way that junks clear from the place, and proceeded on his voyage. On arriving at the Lyee-moon Pass, on the 19th January, and when actually within 120 yards of Hong Kong, the vessel was stopped and overhauled by a Chinese custom's cruiser, and the custom's officer said that, as the vessel had no grand chop she should be seized. He at once proceeded to put his threat into execution, taking the junk to the Chinese side of the Pass, and three days afterwards conducted her, with three other junks seized in the same manner, to Canton. The above facts are fully authenticated, and it is stated that within the past month no less than fifteen junks have been seized almost within the precincts of the harbour, and taken off to Canton. The junks are, in the large majority of cases, confiscated, and where this is not the case they are only released upon the payment of a large sum as ransom.

BORNEO.

SARAWAK.

The *Sarawak Gazette* of the 2nd of February has the following items:—

At last we are getting nearer that consummation so devoutly

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to be wished for, the working and utilising our immense wealth of coal.

The *Heartsease* left here on the 18th ult., taking with her two tongkangs (cargo boats), six small sampans, a gang of coolies, and Mr. Walters to Lingga, with the intention of taking out from the Silantik coal field 300 to 400 tons of coal for shipment direct to the Singapore market. The coal, when grassed, will be run down the Sungei Silantik in small sampans carrying one to two tons each, put on board the tongkangs to carry fifteen to twenty tons, and conveyed by them down the Lingga stream to Lingga, there housed in sheds to await arrival of ship from Singapore. We hear this is a joint account operation of the Sarawak Government and the Borneo Company (Limited), the result of which we will watch with much interest.

Report says that there is a company being formed for working the Lingga coal; the promoters and principal shareholders being the Borneo Company Limited.

The acting resident, Capt. Rodway, went in the *Heartsease* to see with his own eyes the lay of the country and to concert with the resident of the district and Mr. Walters what further assistance can be rendered to get this trial cargo out with despatch, and as little breakage as possible.

STRAITS SETTLEMENTS.

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SINGAPORE.

The advices by the present mail extend to the 12th Feb.; the outward P. and O. mail of 9th Jan. arrived on the 10th Feb. The following items are from the *Straits Times*:—

Since the fall of the Kraton the military operations in Atchin have been suspended on both sides; but the cholera has been steadily at work in both camps, carrying off many victims; among the Atchinese their most spirited leader is said to have fallen a victim to this disease, and it would appear from the latest Dutch official telegram that even the Sultan himself has succumbed to it, a child of nine years having been elected in his stead with four regents. The military position of the Atchinese is, according to the Dutch despatch, exceedingly unfavourable to a prolonged resistance, some of their powerful chiefs having withdrawn themselves and their forces from the opposing army, and it is said the end of the war is near at hand.

The approach of the Chinese New Year has, as usual, been preceded by the nightly beating of gongs, firing of crackers, and the multiplication of street wayangs in the Chinese part of the town during the past fortnight. The New Year falls on Tuesday next, the 17th instant, and the festivities will extend over fifteen days, during which time the mercantile business of the port will be nearly at a standstill, and the noise of gongs and roar of fire-crackers will be increased a thousand-fold. Experience has taught, however, that permitting the Chinese to enjoy themselves in their peculiar manner, with as little restraint as it is practicable to put upon them, has in the long run a beneficial effect, they thereby relieving themselves of an exuberance of spirits that might otherwise find less wholesome means of vent. It is noteworthy that all clans and tribes, at other times uncompromisingly hostile to and jealous of one another, invariably, as by common consent, bury their animosities during the observance of any general national or religious festival, but especially during their New Year rejoicings.

The great success of the autumn meeting, and the number of good horses in the Settlement, has given an impetus to the sporting proclivities of our community, and at a recent meeting of the Sporting Club it was decided to hold a spring meeting in April next. Some excellent racing may be anticipated if riders are forthcoming. It was proposed at first to debar professional jockies altegether, but on further consideration it has been determined to admit them under penalty of seven pounds extra weight; but even this will, we fear, fail to secure the necessary number of riders, professional jockies not being very numerous here. We trust, however, that the racing will be equal to if not better than at the last meeting.

The Eastern and Australian Mail Company's steamer *Sunfoo* returned to Singapore on the 30th Jan., thus having completed her first voyage over the new mail route *via* Torres Straits. She was unable, however, to start in time to carry the mail, having touched a rock in Bowen, Queensland harbour, while in charge of a pilot, whereby she sustained damage to her plates, obliging her to dock here for repair. The mails were, consequently, sent to Batavia, thence to be forwarded by the steamer *Bentan* to their destination. The *Sunfoo* will carry down the mail, due here about the 11th March. [Since reported lost.—ED. *L. & C. T.*]

The price of coal is now so extravagant, it is gratifying to learn that there is an early prospect of a plentiful supply of good coal coming from Labuan. No. 1 seam (six feet ten inches thick), which is 474 feet from the surface, has been penetrated, and it is the intention of the energetic manager of the mine to persevere with the sinking of the shaft until No. 4 seam (eleven feet thick) is reached, when there will be inexhaustible supplies of excellent and cheap fuel. Samples of coal from No. 1 seam can now be seen at the office of the agents, Messrs. Hamilton, Gray and Co.

TREATY WITH PERAK AND LAROOT.

Whereas a state of anarchy exists in the kingdom of Perak, owing to the want of settled government in that country, and no efficient power exists for the protection of the people and for securing to them the fruits of their industry; and,

Whereas, large numbers of Chinese are employed and large sums of money invested in tin mining in Perak by British subjects and others residing in Her Majesty's possessions, and the said mines and property are not adequately protected, and piracy, murder and arson are rife in the said country, whereby British trade and interests greatly suffer, and the peace and good order of the neighbouring British settlements are sometimes menaced; and,

Whereas certain chiefs for the time being of the said Kingdom of Perak have stated their inability to cope with their present difficulties, and together with those interested in the industry of the country have requested assistance, and,

Whereas, Her Majesty's Government is bound by Treaty Stipulations to protect the said Kingdom, and to assist its rulers, now,

His Excellency Sir Andrew Clarke, K.C.M.G., C.B., Governor of the Colony of the Straits Settlements, in compliance with the said request, and with a view of assisting the said rulers and of effecting a permanent settlement of affairs in Perak, has proposed the following articles of arrangement as mutually beneficial to the Independent Rulers of Perak, their subjects, the subjects of Her Majesty, and others residing in or trading with Perak, that is to say:—

I. First.—That the Rajah Muda Abdullah be recognised as the Sultan of Perak.

II. Second.—That the Rajah Bandahara Ismail, now Acting Sultan, be allowed to retain the title of Sultan Muda with a pension and a certain small territory assigned to him.

III. Third.—That all the other nominations of great officers made at the time the Rajah Bandahara Ismail received the regalia be confirmed.

IV. Fourth.—That the power given to the Orang Kayah Muntri over Larut by the late Sultan be confirmed.

V. Fifth.—That all revenues be collected and all appointments made in the name of the Sultan.

VI. Sixth.—That the Sultan receive and provide a suitable residence for a British officer to be called Resident, who shall be accredited to his Court, and whose advice must be asked and acted upon on all questions other than those touching Malay religion and custom.

VII. Seventh.—That the Governor of Larut shall have attached to him as Assistant Resident a British officer acting under the Resident of Perak, with similar power, and subordinate only to the said Resident.

VIII. Eighth.—That the cost of these Residents with their establishments be determined by the Government of the Straits Settlements, and be a first charge on the revenues of Perak.

IX. Ninth.—That a Civil list regulating the income to be received by the Sultan, by the Bandahara, by the Muntri, and by other officers be the next charge on the said revenues.

X. Tenth.—That the collection and control of all revenues and the general administration of the country be regulated under the advice of these Residents.

XI. Eleventh.—That the Treaty under which the Pulo Dinding and the islands of Pangkor were ceded to Great Britain having been misunderstood, and it being desirable to re-adjust the same, so as to carry into effect the intention of the framers thereof, it is hereby declared that the boundaries of the said territory so ceded shall be rectified as follows, that is to say:—

From Bukit Sigari, as laid down in Chart Sheet No. I. Straits of Malacca, a tracing of which is annexed, marked A, in a straight line to the sea, thence along the sea coast to the South, to Pulo Katta on the West, and from Pulo Katta a line running North-East about five miles, and thence North to Bukit Sigari.

XII. Twelfth.—That the southern watershed of the Krean river, that is to say, the portion of land draining into that river from the South, be declared British territory, as a rectification of the southern boundary of Province Wellesley. Such boundary to be marked out by Commissioners; one named by the Government of the Straits Settlements, and the other by the Sultan of Perak.

XIII. Thirteenth.—That on the cessation of the present disturbances in Perak and the re-establishment of peace and amity among the contending factions in that country, immediate measures under the control and supervision of one or more British officers shall be taken for restoring as far as practicable the occupation of the mines, and the possession of machinery, &c., as held previous to the commencement of these disturbances, and for the payment of compensation for damages; the decision of such officer or officers shall be final in such case.

XIV. Fourteenth.—The Muntri of Larut engages to acknowledge as a debt due by him to the Government of the Straits Settlements the charges and expenses incurred by this intervention, as well as the charges and expenses to which the colony of the Straits Settlements and Great Britain have been put or may be put by their efforts to secure the tranquillity of Perak and the safety of trade.

The above Articles having been severally read and explained to the undersigned, who, having understood the same, have severally agreed to and accepted them as binding on them and their heirs and successors.

This done and concluded at Pulo Pangkor in the British Possessions, this twentieth day of January, in the year of the Christian Era, one thousand eight hundred and seventy-four.

Executed before me,

ANDREW CLARKE, Governor-in-Chief,
and Vice-Admiral of the Straits Settlements.

20th January, 1874.

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PENANG.

The *Penang Gazette* gives the following items :—

The Alma estate, which is situated about fourteen miles from Penang, and which is the property of the Penang Plantations Company (Limited), has decidedly gained a name in the province as having been the first estate on which tea has been planted and successfully cultivated. We believe that it is the intention of the Penang Plantations Company, if possible, to obtain a grant of land on Bukit Martajam, which they purpose planting with Vanilla.

While allowing that every necessity exists for Mr. Swettenham's absence on a most important mission in Perak, we cannot excuse the local Government for having left the Land-office for a period of nearly one month without any officer being put in charge of it, to the great detriment of public interests. Surely Mr. Kynnersley or some other officer might have acted for Mr. Swettenham during his absence.

The presence of the fleet here not only gave our harbour a more than usually animated appearance, but also afforded the inhabitants a gay time of it. Dinners were the order of the day, and a cricket match took the best part of two days. Over and above these, the officers of H.M.S. *Iron Duke* gave an entertainment on Monday evening last, consisting of "Christy's Minstrels," under the able leadership of Lieutenant Carpenter, proceedings being wound up with a dance. The evening was a most enjoyable one, everybody being well pleased with the treat provided for them, the playing of the band of the ship being simply charming.

H.M.S. *Iron Duke*, with Sir Charles Shadwell on board, and accompanied by the *Thalia*, *Midge*, *Frolic*, *Avon* and *Salamis*, steamed away from Penang at 10 A.M. to-day, *en route* to Malacca, where the Admiral purposes spending a day and then proceeds to Lankat, Salengore and Rembow, to meet Sir Andrew Clarke, whose object in visiting these places is, we understand, to put them on the same footing as Perak—The pirates down the Salengore coast have lately been committing great depredations, and actually attacked the North Sands Light-ship, seriously wounding one of the light-house keepers before they were driven off. It is high time that some of these Malayan chiefs were taught a lesson ; but it is no wonder that they have become bold and reckless in their attacks on British vessels as they were accorded a wonderful immunity by Sir Harry Ord's policy of non-intervention.

We regret to learn that business letters directed to merchants in Penang from the squadron at Atchin have been subjected to most unwarrantable detention on the part of some person or persons connected with the Dutch here. We have the assurance of the Vice-Consul, and we have every confidence in his statement, that he sends the mail bags to the Post-office the instant he recieves them, but it has happened that letters have been found in the post box days after the arrival of any steamers from Atchin. Whoever may be to blame for this scandalous conduct we cannot positively say, but in the face of the statement made by the Dutch Minister that steps had been taken to prevent news being transmitted from Penang, prior to the despatch of official news to the Hague, it is but natural to suppose that the originator of this idea must have something to do with the detention of letters addressed to Penang.

Commercial Report.

(For dates see first page.)

IMPORTS.

SHANGHAI.—Owing to the approach of the New Year there is nothing to report.

HONG KONG.—Messrs. Olyphant and Co.'s Circular gives the following :—Cotton Yarns : Increased sales of Bombay Yarns have been made, and prices are now firm and unaltered. The good qualities of Nos. 16 to 24 English are in demand at a rise of 50 cents, but the lower grades are neglected and cheaper : Nos. 28 to 32 are not wanted, and show a fall of $2.50 per bale; Nos. 38 to 42 are slightly saleable for the Canton Market, but find no buyers for Tonquin, as shipments in that direction have stopped, owing to native troubles there. Piece Goods.—The transactions of the past fortnight have been very much under those of the preceding interval, and as dealers are now fairly well supplied with the principal articles the market is quiet. 7lb. Grey Shirtings are less asked for, and 8.4 goods can be bought at slightly lower figures. All qualities of White Shirtings are scarce, and are saleable at a rise of 5 cents per piece. Common 6 and 7 lb. T-Cloths are neglected, but Mexicans are in some favour. 8 lbs. are scarce, and are saleable at a rise of 2½ cents. Drills, Sheetings, and Jeans are still dull of sale. Turkey Reds are saleable in small lots : nothing has been done in Chintzes. Woollens.—The advance last quoted in Long Ells has not been maintained, and a decline of 30 cents per piece is now noticeable. Scarlet and Assorted Spanish Stripes are 1 cent per yard lower, and German kinds are neglected. Camlets also show a decline, and are only being bought to meet immediate wants of dealers. Black Lastings are fairly saleable, but other colours are not wanted. Blankets have received more attention. Metals.—Dealers are now operating sparingly, and all kinds of Iron remain about as last quoted. The supply of Steel is plentiful, and present quotation is considered nominal. Tin Plates are difficult of sale. Tin is in good demand for the Northern markets, and an advance of 50 cents is quoted. Lead is weaker in value and is only saleable in retail parcels. Quicksilver is firmly held at a further advance of $4 to 5.00 per picul. Coals.—The arrivals have been 8,351 tons, comprising 6,332 tons of Australian, 719 tons of Cardiff, 900 tons of Formosa and 400 tons of Japan. The sales have been 1,133 tons of Australian at $9.50 per ton ex ship. Enquiry has been slack and no business has been done in Cardiff or English kinds ; Australian is in full supply and is freely offered, but as purchasers cannot now be found prices are nominal. Rice : The market has been steady throughout the past fortnight, and late arrivals of new grain have been sold at an advance of 5 cents per picul, at which rise quotations are now firm.

EXPORTS.

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SHANGHAI.—Owing to the approach of the New Year there is nothing to report.

CANTON.—Messrs. Olyphant and Co.'s Circular gives the following from Canton :—Tea : The settlements given below are reported to have been made by one buyer, and show no material change in price ; a portion of them are probably intended for the Continent. Buyers generally abstain from making any offer whatever, and the tone of the market remains as last advised. The following represents the settlements for the fortnight :—Congou, 570 boxes, at Tls. 15 to 18 per picul ; ditto, 80 half-chests, at Tls. 15 to 18 ; Caper, 4,100 boxes, at Tls., 14.50 to 16 ; Imperial, 300 boxes, at Tls. 17 to 18. Raw Silk : There has been very little inquiry for Europe during the past fortnight. Advices from London report prices there as being if anything more depressed, while holders here evince no desire to make any concession in values sufficient to induce purchasers to operate beyond a limited extent. Fine Silks of all descriptions are scarce, and it would seem as if very little more desirable grades can be expected from the country before next season. Loong Kongs have continued to be asked for, and a small parcel of extra is reported settled at $465 per picul. Re-reeled Lacklow has been in fair demand, but the stock of this sort is exhausted. Kotengon and Tsatlee have been taken to supply the place of the other at full values. Settlements for the fortnight are reported at 150 to 200 bales. Cassia : 2,000 piculs are reported settled by one buyer for shipment in equal quantities to the United States and the Continent. The stock on offer is 5,500 piculs, for which $13.25 to 13.35 is asked for mats, and $13.65 to 13.70 for boxes per picul. Cassia Buds : No purchases have been made; stock 300 piculs quoted at $23.50 to 23.75 per picul. Cassia Oil : No stock. Aniseed Star : $23.50 to 24.50 per picul ; stock 50 piculs. Rhubarb : $18 to 35 per picul, nominal ; stock 250 piculs. Galangal Root : $2.30 to 2.40 per picul ; no sales ; stock 200 piculs. China Root : $3.80 to 3.90 per picul ; no sales ; stock 200 piculs. China Galle : $12 to 12.25 per picul ; sales 25 piculs ; stock 70 piculs. Turmeric : $5.25 to 5.50 per picul ; no sales ; stock 200 piculs. Cantharides : No stock. Musk : $150 to 160 per catty ; no sales ; stock 20 catties. Preserves : No change in prices and no business reported. Fire Crackers : Prices remain the same without any business doing for export. Matting : We hear of no purchases or contracts having been made on foreign account ; native buyers are said to have taken for export about 2,000 rolls of assorted qualities at rather full prices. The stocks of straw, both manufactured and in the raw state, are currently reported to be very moderate, to which we attribute the firmness of holders both here and in the country. At this, the stock of ready made cargo is below the average of this season of the year. Tin has been very dull during the fortnight, total transactions reported amounting only to about 1,982 piculs, of which the half is for China market ; prices have ranged between $31.75 and $31.50 for Funghing Chop and $30⅝ to $30 for ordinary. Stocks are now about 5,000 piculs, but few of our dealers are willing to sell at $30, at which last transaction was completed ; there is no demand for America at present. Gambier has been in active demand, but dealers, owing to the approach of the Chinese holidays, are not inclined to enter into large transactions ; contracts reported amount to about 650 tons at $5.15 to 5.25 ; price closes easier and a reduction of 2½ cents might be obtained from highest point. Black Pepper is very dull, and the purchases during the fortnight comprise only about 1,400 piculs at $14.90 to 14.75 ; at close dealers would probably accept at $14⅝. White Pepper : Large supplies have come in ; we hear of about 3,000 piculs being settled during the fortnight at from $18.50 to 16.25, closing quotation for good Singapore is $17½. Bontyne Coffee : Arrivals of about 1,400 piculs, different sorts, of which 600 piculs have been settled at $27⅜ to 29½ ; stock remaining is 800 piculs Bontyne held for $29½, which so far buyers declined to pay. Pearl Sago : Small has been contracted for at $3.22½ to 3.17½ ; large and medium at $3.45 to 3.60. Tapioca is scarce and wanted at $4¾ to $5, according to quality. India Rubber : Small arrivals and sales at $49. Borneo Rubber : Supplies have been very small, and all has been taken for England at $36½ to 37. Gum Dammar : Last purchase was at $10 ; no demand at present. Cutch : In consequence of high prices in Rangoon one of our dealers has bought up 2,500 boxes at $4½, and the balance of stock, about 3,000 boxes, is held for an advance. Buffalo Hides : Macassar kind have been taken at $11½ to 12 ; we hear of no transactions in Singapore quality, but No. 1 and 2 Siam have been purchased at $9¾ and 8¼ ; stocks small. Cow Hides are much wanted, and as high as $21 has been paid for picked lots of China kind. Cassia Lignea in no demand whatever. Rattans are much wanted, and prices are firmer ; supplies of good quality very small. Nutmegs : No arrivals. Mace : A trifling transaction at $102. Rice is rather firmer, in consequence of a falling off in arrivals ; we quote Rangoon, cargo, $1.55 ; Saigon, new grain, $1.67½ ; Siam, clean cargo, $1.72½.

THE Secretary of the Zoological Society read a report on the additions made to the society's menagerie during February, and called special attention to a Malayan Hornbin (Buceros Malayanus), new to the society's collection ; a Python, presented by Mr. C. J. Noble, of Hong Kong ; and a young male of an undescribed species of deer from Northern China.

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Shanghai „	5s. 10d. to 5s. 10¼d.	5s. 10¾d.	5s. 11d.
Canton „ ...	4s. 3½d.	4s. 3½d.	4s. 4d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3½d.	4s. 4d.	4s. 4¼d.
Manila „	4s. 1d. to 4s. 1½d.	4s. 1½d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 303	220
„ Hong Kong	26¾ to 27 dis.	—
Bar silver	Tls. 111.3.5	9 prem.
Mexican dollars	„ 78.5.5	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 44 per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance Company, $850 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 22 per cent. premium.
Hong Kong Fire Insurance Company, $360 premium.
Union Insurance Society, $500 premium.
China and Japan Marine Insurance Company, Tls. 93 per share.
China Fire Insurance Company, $30 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 7 per cent. prem.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd.
Shanghai Dock Company ...	500 ..	500 ...	205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	139 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	107 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	65 ..	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$560 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	40 ..	
Union S.N. Company	100 ...	100 ...	76 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	670 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,850 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,950	$250.p.sh
Hong Kong and China Gas Co.	£10 ...	£10 ...	£65 ..	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.95 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$119 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	129 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.120 ...	12 p.c.

LATEST TELEGRAMS.

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THE ATCHIN WAR.

THE HAGUE, MARCH 9.—The Government has received the following despatch from General van Swieten, dated Atchin, 5th inst.:—"The Imaums of Lepong and Loong, on the Western Coast, have recognised the sovereignty of the Netherlands. Our establishment in the Kraton promises to be of a durable character."

PENANG, MARCH 8.—According to intelligence received here through Atchinese sources, the Atchinese have several forts inland strongly defended with guns and supplies brought from the Kraton. The Atchinese declare that they have no intention of yielding, and announce their intention of prolonging the struggle, so that the cholera and sickness may decimate the Dutch forces. They continue to affirm that the Treaty of 1857, on which the Dutch base their claims, is a fabrication, and challenge an investigation. They consider that England has broken faith with them.

PENANG, MARCH 14.—General Van Swieten is endeavouring to distribute proclamations among the petty rajahs along the coast, announcing the surrender of Atchin, demanding their submission, and stating that the Dutch will protect trade and respect their religion. The rajahs universally refuse to submit, and continue their armed resistance. The report of Panglimapolim's death is unfounded. He is constructing strong fortifications near the Kraton. The Atchinese are stated to be concentrating for a grand attack on the Dutch positions.

THE INSURRECTION IN JAPAN.

The following telegram has been received from the Oriental Bank, Yokohama, to the Oriental Bank, London, dated the 4th of March, and received on the 12th of March:—"We are requested by the Japanese Government to state that political disturbances were confined to one province, and that all offenders have surrendered. Japanese Government say you may publish this."

NAGASAKI, MARCH 13.—The Government telegraph lines which were destroyed during the late disturbances have been restored, and are now working.

NEW CABLE TO SINGAPORE.

SYDNEY, MARCH 14.—A coalition between New South Wales, Queensland, and New Zealand is contemplated, for the construction of another submarine cable to Singapore.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—None.

At HONG KONG and CANTON.—From London, Jan. 29, Gryfe; 31, Canton (str.); from Liverpool, 29, Priam (str.); from London, &c., previous to March 10, Florencia, Yorkshire (str.), Cawdor Castle (str.), Ichang (str.), Hector (str.).

At SINGAPORE.—From London, Feb. 2, Eleanor; from Liverpool, 1, Agate; from Glasgow, 6, Corregidor; from Newcastle, 1, T. D. Marshall; from Cardiff, 1, Criterion; 7, Harwich, Cheroot (?).

At PENANG.—From Liverpool, Feb. 11, Patroclus (str.); from Shields, 11, Hindostan,; from Hamburg, 10, Galatea (str.); from London, previous to March 11, Collingwood, Vanguard, Cardiganshire.

At BATAVIA.—From Holland, Jan. 25, Madura (str.); 30, Conrad; Feb. 2, Noach I.; from Buenos Ayres, Jan. 31, Ella; Feb. 3, Tek-li.

DEPARTURES.

From SHANGHAI.—For New York, Doune Castle.
From HONG KONG and CANTON.—For New York, Glamorganshire.
From SINGAPORE.—For London, Feb. 11, Triton.
From PENANG.—For London, Feb. 2, Velocity.
From BATAVIA.—For Holland, Jan. 22, Celebes.

VESSELS LOADING.

At SHANGHAI.—For London, Priam (str.) (expected); for New York, St. Andrew's Castle.

At HONG KONG and CANTON.—For London, Lennox Castle, Fontenaye; for New York, Brema.

At SINGAPORE.—For London, Naomi, John Clark; for Liverpool, A. H. Willie; for Hamburg, Diana; for Marseilles, Ocean Queen; for New York, Agate, Eleanor.

At PENANG.—For London (expected), Hindostan, Cheviot.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, there is no vessel on the berth; to New York, the rate is £2 10s. per 40 feet.

At FOOCHOW.—To London, per steamer, £3 per ton of 40 cubic feet; to New York, per sailing vessel, £3 per ton of 40 feet.

At HONG KONG and CANTON.—To London, £3 5s. per ton for sailing vessel, and £3 5s. per steamer, per 40 feet; to New York, £2 17s. 6d. per ton of 40 feet.

At SINGAPORE.—To London, per steamer, dead weight, £3 15s.; measurement, £4 10s., light freight £5 to £5 10s.

At PENANG.—To London, per steamer, £4 10s. per ton measurement; tobacco, £4 5s. to £4 15s.; per sailing vessel, bag sugar, £2 15s.

At BATAVIA.—To Channel, f.o. £3 for rice; to Holland, 60f. sugar, 50f. tobacco; to New York, £3 12s. 6d. to load at Padang.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Jan. 23 ...	White Adder ...	Shanghai ...	New York
„ — ...	Paitole ...	Bangkok ...	Marseilles
„ — ...	Cervantes ...	Manila ...	Cardiff
„ — ...	Nola ...	Ilo Ilo ...	Liverpool
„ 26 ...	Zonabia ...	Shanghai ..	Falmouth
„ — ...	Cyrene ...	Sunderland ...	Singapore
„ — ...	Jas S. Stone ...	Yokohama ...	New York
„ 27 ...	Esmeralda ...	Bangkok ...	Marseilles
„ — ...	Ella ...	Buenos Ayres ...	Batavia
„ — ...	Tek-li ...	Do. ...	Do.
„ — ...	Conrad ...	Texel ...	Do.
Feb. 1 ...	Paracca ...	Japan ...	New York
„ — ...	Adeline ...	Newcastle ...	Anjer
„ — ...	Noach I. ...	Rotterdam ...	Batavia
„ 2 ...	Glamorganshire ...	Hong Kong ...	New York

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—March 11, at Rochester, from Maulmain, Tivoli; 12, off Deal, from Batavia, for Hamburg, Elizabeth; at Falmouth, from Java, Warden Law; off Holyhead, from Rangoon, Tenasserim (s.).; 13, at London, from China, Singapore, &c., Menelaus (s); off Deal, from Bassein for Hamburg, Niord; 12, off Dungeness, from Java, for Rotterdam, Haamstede; 13, at Liverpool, from Zebu, Fairy; at Glasgow, from Java, Madras; 11, at Texel, from Samarang, Amelia; 9, at Terneuse, from Rangoon, Freya; 8, at Genoa, from Cheribon, Lepanto; 14, at London, from Shanghai, Laurel; 11, at Marseilles, from Java, Celebes (s); Feb. 24, at Demerara, from Canton, Corona; March 16, at London, from Japan, Miaca.

DEPARTURES.—March 12, from London, for Singapore, Java, &c., Ionia (str.); 11, from Cardiff, for Singapore, Union; from Shields, for Singapore, Sea Star: 12, from Newcastle, for Singapore, Meteor; 11, from Hamburg, for Hong Kong, Joachim Christian.

STEAMERS PASSED THE SUEZ CANAL.—Navarino, from London, for Colombo; Lord of the Isles, from London, for Singapore, China, &c. Oxfordshire, from London, for Colombo; Tchihatchoff, from London, for Singapore, China, &c.

CASUALTIES.—Singapore.—The Sunfoo has gone ashore on the Gap Rocks, about thirty miles from Hong Kong; the crew and passengers were saved; a tug has left Hong Kong to render assistance to the vessel. Liverpool.—The Reichstag, from Samarang to Amsterdam, with loss of main and mizen topmasts and foretop-gallantmast, but requiring no assistance, was spoken, March 1, in lat. 45 N., lon. 19 W.

MISCELLANEOUS.—Mauritius, Feb. 6.—The Rainbow (Am. brq.), Manila to Boston, has completed repairs, discharged 1,359 bales of hemp, and taken in 1,200 bales; the remaining got loose in transit; the vessel will be ready in a few days. Gibraltar, Feb. 27.—The Raleigh, from Colombo, which foundered, Feb. 12, was abandoned about sixty miles

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west of Scilly; the crew were taken off and landed here by the Foreune. The Melissa, Brandt, from Newcastle to Singapore, which put into Rio Janeiro, Nov. 23, leaky, is awaiting orders. Advices from Ascension, Feb. 15, state that the Victory (barq.), from Colombo to London, passed there 10th, and reported bottom foul. Advices from Cape Town, Feb. 3, state that the Bonnie Dunkeld, Toms, which arrived there Jan. 27, from Batavia, reports that on the 14th, in lat. 30 S., lon. 43 E., she received medical assistance from The Murray, Coole, nearly all hands on board the former vessel being sick with Java fever, and one death having occured. The Bonnie Dunkeld proceeded for Falmouth, Feb. 3. At Port Said, March —.—Tchihatchoff (str.), from London for Singapore, &c.—At St. Thomas,' Feb. 19, Marshall Pellissier, Fergnson, from Singapore; (in distress.)

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANDREWS—On the 27th Jan., at Hong Kong, the wife of W. B. Andrews, commander P. and O. s.s. *Aroca*, of a daughter.
CABELDU—On the 3rd Jan., at Kobe, the wife of P. S. Cabeldu, of a daughter.
CHISOLM—On the 26th Feb., at 22, Grosvenor-road, S.W., the wife of William Chisolm, of a daughter.
GEARING—On the 3rd March, at Shanghai, the wife of J. G. Gearing, of Chinkiang, China, of a daughter.
HARMAN—On the 23rd Jan., at Warren Bungalow, Swatow, the wife of Mr. G. Harman, H.I.M.C., of a son.
HOLMES—On the — Jan., at Hong Kong, the wife of E. R. Holmes, of a son.
MCLEAN—On the 3rd Feb., at Beach-road, Singapore, the wife of James McLean, of a son.
PYE—On the 14th inst., at Amoy, the wife of Randall H. Pye, Esq., of a daughter.
VOGEL—On the 29th Jan., at Hong Kong, Mrs. E. Vogel, of a son.

MARRIAGES.

ADKINS—SOWDON.—On the 5th March, at Charlton Kings, Cheltenham, by the Rev. R. Tomes, M.A., uncle of the bridegroom, assisted by the Rev. J. F. S. Gabb, M.A., vicar of the parish, Thomas Adkins, H.B.M. Consul, Newchwang, to Agnes Margaret, eldest daughter of the late Henry Best Sowdon, solicitor, Stratford-on-Avon.
EWER—VEITCH.—On the 7th March, at St. Giles's, Camberwell, Richard W. Ewer, of West Dulwich, to Jane, widow of John Gould Veitch, of Chelsea, and youngest daughter of the late Richard Hodge, of Regent-street and Hampstead.
KLITZKE—LEESEMANN.—On the 29th Jan., at the Berlin Foundling House Chapel, Hong Kong, by the Rev. W. Louis, the Rev. E. Klitzke, to Paulina, daughter of C. Leesemann, of Berlin.
MUMMERY—LOCKHART.—On the 12th March, at the Lewisham Congregational Church, John Howard Mummery, M.R.C.S., of 10, Cavendish-place, W., to Mary Lily, eldest daughter of William Lockhart, F.R.C.S., of Blackheath, formerly medical missionary in China.
NICHOLAS—SETH.—On the 10th Feb., at the Armenian Church of St. Gregory, Singapore, by the Rev. Galstaun Parsick, Joseph Nicholas, of Sourabaya, to Catharine, youngest daughter of P. A. Seth, of Singapore.
NORTON—LAMB.—On the 7th March, Walter Miller Norton (late of China and Japan) to Annie, eldest daughter of James Lamb, of Malmesbury, Wiltshire.

DEATHS.

CLIFFORD—On the 22nd Jan., at Shanghai, Jessie Clifford, aged 29 years.
GROVES—On the 27th Dec., at Kobe, Mrs. Groves.
MORRIS—On the 14th Jan., at Kobé, of consumption, John B. Morris, a native of England, aged 26 years.
NAPIER—On the 7th March, at The Cedars, Hammersmith-road, Kensington, the wife of Wm. Napier, Chairman Straits Association, aged 53.
OWEN—On the 6th Jan., at Kurume, Japan, Ethel, daughter of the Rev. George Owen, aged 1 year and 4 months.
PYNE—On the 6th Jan., at Nagasaki, Frederick C. Pyne, of the Imperial Japanese Government Telegraph Department, aged 28 years.

Naval and Military.

Lieutenant-Colonel Barlow has been appointed to the command of the 1st battalion of the 10th Regiment stationed at Singapore, vacant by the retirement of Colonel Norman. He will proceed to Singapore by next mail.

The Hart, composite gunvessel, 4 guns, 584 (464) tons, 608 (120) horse-power, Commander T. H. Royse, is fitting for the China Station at Malta, and will be ready for sea about the middle of April.

A return has just been published, showing the vessels for the Royal navy building, or ordered to be built, in 1873, with their dimensions, cost, &c. We select the details of those which have been sent to the China station:—Modeste, 14 guns, 1,890 tons, 350-horse power; built at Devonport; estimated cost of engines, £21,750; estimated expenditure on hull, to 31st March, 1874, £62,144. Kestrel, 4 guns, 592 tons, 100-horse power, built at Chatham: estimated cost of engines, £6,500; estimated expenditure on hull up to the 31st of March, 1873, £16,401. Frolic, a vessel of the same class, also built at Chatham, the engines costing the same, and the hull £16,506. The Mosquito, 4 guns, 408 tons, 60-horse power, built at Pembroke, but completed at Devonport; estimated cost of engines, £3,780; cost of hull, £9,959. Thetis, 14 guns, 1,855 tons, 350-horse power, built at Devonport, and recently on the China station, but now removed to the East Indies; estimated cost of engines, £20,680; estimated cost of hull, £43,940. In these amounts the incidental and establishment charges are not included.

The *Gazette* announces the following appointments to the 80th Regiment, now stationed at Hong Kong:—Otway Mayne, gent., to be sub.-lieut., vice Makellar, transferred to the 25th Foot; Arthur Wellesley Hast to be sub.-lieut.; in succession to Lieut. Gillman, retired; Archibald Borthwick Horsbrugh, gent., to be sub.-lieut., vice Webster, transferred to the 20th Foot; Christopher Douglas Fisher Hamilton, gent., to be sub.-lieut., vice Robbins, transferred to the 91st Foot.

Commodore Commerell has arrived at Portsmouth, having quite recovered from the severe wound he received on the Prah, and is able to undertake any home duties for a time that the Admiralty may intrust to him. He has been appointed a naval aide-de-camp to the Queen, and it is expected that he will succeed Capt. Lord Gilford in the command of the Portsmouth Steam Reserve.

The Aracan, which sunk in the English Channel on the 8th inst., after collision with the Syria, had on board a considerable quantity of Government stores for Hong Kong, which she shipped from the Royal Arsenal, Woolwich, last week. The cargo was a valuable one, and included almost every description of warlike stores.

THE following appointments have been made at the Admiralty:—Capt. C. L. Waddilove, of the Blaek Prince, to the Asia, v. Capt. Lord Gilford, appointed a Lord of the Admiralty; Capt. F. W. Sullivan, C.B., to the Black Prince, v. Waddilove; Capt. Richard Carter, to the Spartan, v. Capt. Hudson, retired.

Among the deaths recorded in connection with the Ashantee Expedition is that of a member of the Control Department, Assistant Commissary W. Burke, who served as Assistant Commissary in China from 1870 up to 1872.

MARINE INSURANCE.

A letter appears in the City Article of *The Times* signed "M. A.," in which the writer, commenting upon the ruinous terms upon which Marine insurance has been carried on, says:—Mr. Jeula has recently given in *The Times* the statistical view of Lloyd's Loss Book, and, with your permission, I should be glad now to confirm the results which he has arrived at by a review of the year 1872, as presented in the reports just issued of the fifteen Marine Insurance Companies which publish accounts. As I have no desire to compare the companies with one another, but as I nevertheless wish to show how the loss has been distributed, I indicate the several offices by letters of the alphabet.

"A has lost in 1872, after paying expenses, £40,000, B has lost £46,000, C has lost £47,500, D has lost £59,000, E has lost £26,500, F has lost £46,000, G has lost £110,500, H has lost £66,000, I has lost £43,500, K has lost £40,500, L has lost £67,000, M has lost £17,500, N has lost £39,500, O has lost £71,000, P has lost £7,500, making an aggregate loss to fifteen companies of £728,000, and in no case can I find that any one company has made a profit.

"As this loss has arisen on a premium income of £2,488,000, it follows that rates of premium ought to have been 29¼ per cent. higher before the Marine Insurance Companies could have escaped loss. The aggregate paid-up capital of these fifteen companies is £2,092,454, and as 10 per cent. profit on the capital is a very moderate one for such a business as underwriting, before such a dividend could have been earned premiums for 1872 ought to have been no less than 37½ per cent. higher than they were. In other words, if the rate for every kind of risk was raised in the same proportion a premium of £7 7s. per cent., insuring a steamer for 12 months, to earn a dividend to the companies of 10 per cent. in the year 1872, ought to have been £10 10s. 2d. per cent., and a premium of 20s. per cent. on goods by a canal steamer ought to have been 27s. 6d. per cent. The fact is that when the Suez Canal opened there did not exist that competition for quick voyages which is now tempting so many steamships to cut corners and wrecking them on well-known reefs.

"When the Red Sea first became a highway for our Eastern trade captains feared its dangers, and escaped them. They now seem to think they know the way so well that less care is taken, with most serious results; and it must be remembered that the loss of a fine steamer from India or China, value (with its freight and cargo) some £350,000, represents a loss to the fifteen companies I refer to of, probably, from £120,000 to £150,000.

"Let underwriters, therefore, remember that premiums were too low in 1872 by 37½ per cent. Let them fairly estimate the value of these and other influences as they may be favourable or unfavourable for the future, and then let them say whether present rates are in accordance with present prospects."

ON the 11th instant the Prince of Wales held a levee at St. James's Palace, on behalf of the Queen. The Duke of Edinburgh, Prince Arthur, the Duke of Cambridge, Prince Christian, Prince Edward of Saxe-Weimar, the Duke of Teck, the Nawab Nazim of Bengal, and Prince Soliman of Kudr Bahadoor were present. The presentations, which were numerous, included, Captain J. E. Commerell, on return from Foreign Service and appointment as A.D.C., by the First Lord of the Admiralty. Captain Charles Fellowes, Superintendent of Chatham Dockyard, by the First Lord of the Admiralty, and Mr. Robert K. Douglas, Assistant Librarian at the British Museum, and Professor of Chinese at King's College, by the Secretary of State for Foreign Affairs. The Japanese Charge d' Affaires attended the Diplomatic Circle.

THE Zoological Society of London have just made an important addition to their collection in the shape of a Javan rhinoceros *(Rhinoceros soondaicus)*, which was received from Java on the 7th inst., and is the first animal of the species ever brought alive to Europe. There were already representatives of three species of these huge animals in the Society's gardens. This makes a fourth, and renders the series nearly complete, only two other rhinoceroses being certainly known to exist. The Javan rhinoceros occupies the "stall" in the new elephant house, become vacant by the decease of the old Indian female rhinoceros.

COUNT EDMUND BETHLEN has presented the Trieste Chamber of Commerce with a valuable collection, including an interesting report of his travels in Burmah. This enterprising traveller adopted the merchant service for his profession, and he undertook for the Trieste Chamber of Commerce a special mission to Burmah. He visited most of the important places there, and at Mandalay was presented to the Burmese Sovereign. His work on the Celestial Empire will shortly be published.

AT the Entomological Society Mr. M'Lachlan exhibited two male examples of an Orthopterous insect, belonging to the family Locustidæ. They were said to be sold in the streets of Shanghai, confined in ornamental wicker cages, and bought for the sound they produced.

WE regret to state that Sir Albert Sassoon met with an accident on the day of the procession, and sustained a slight fracture of the arm, but is progressing satisfactorily.

THE French Geographical Society has voted 3,000 francs to the family of the late Lieutenant Garnier, in recognition of his services.

WE notice among the newly elected members of the Geographical Society Dr. G. K. Barton, of Shanghai.

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CONSECRATION OF THE BISHOP OF VICTORIA.

It is now nearly three years since the Right Rev. C. R. Alford, D.D., the second Bishop of Victoria, returned from Hong Kong to resign his charge of the diocese. Since that time considerable change has taken place in the limits of its jurisdiction, by the appointment of Bishop Russell to the episcopal supervision of North China. The status of the new bishop has also undergone an important change, no "letters patent" having been granted to the new Bishop of Victoria, whose consecration took place yesterday at the parish church of St. Mary, Lambeth, in the presence of a large congregation. At half-past ten o'clock the churchwardens and other parish officials assembled at the vestry, and proceeded with the choir and a large body of the neighbouring clergy, including the Rev. J. F. Lingham, the rector, and the Rev. J. H. Titcomb, rural dean, to the library of Lambeth Palace, where a procession was formed, which entered the church in the following order :—

Verger.
Overseers.
Churchwardens.
Choristers.
Clergy.
Proctor and Registrar.
The Right Rev. Bishop Ryan, D.D., late Bishop of Mauritius.
The Rev. J. S. Ullerton, Suffragan Bishop Elect of Guildford.
The Rev. J. S. Burdon, D.D., Bishop Elect of Victoria.
Vicar-General.
Bishop Alford, D.D.
The Bishops of Winchester and Rochester.
Archbishop's Verger.
Apparitor-General and Secretary.
Bishop of London, acting for the Archbishop of Canterbury.

Morning prayer having been said at nine o'clock, the Bishop of London commenced the service for Holy Communion. The epistle (Acts xx. 17) was read by the Bishop of Rochester, and the gospel (St. John, xx. 19), by the Bishop of Winchester, who wore the order of Prelate of the Garter. The Bishops Elect, having places reserved for them on the north side of the chancel, were in black gowns, and each wore his doctor's hood. After the Nicene Creed the Right Rev. Bishop Ryan ascended the pulpit and preached the sermon, taking for his text 2 Chron. xiv. 11, "Help us O Lord our God ; we rest on thee, and in thy name we go against this multitude." After a rapid sketch of the vast opening for missionary enterprise in all parts of the world, as testified to by living authorities and those who had so lately been removed from us, mentioning amongst others the indefatigable traveller, Dr. Livingstone, the preacher alluded to the undoubted success of our missions during the last few years of increased zeal and activity. In 1836 we sent our first missionary to the confines of China, *now* one missionary alone reports 500 candidates for baptism. After paying a well-deserved tribute to Dr. Burdon, who returns to China to make use of his twenty-six years' experience as a missionary there, during which he had translated the Old and New Testaments and the Prayer Book into the Mandarin dialect, the Bishop referred to the no less laborious and promising sphere to which Archdeacon Utterton had been called, to the great joy of not only the good Bishop whose labours were so suddenly terminated on the Surrey hills last summer, but also that aged prelate who, though absent in body, was indeed present in spirit, ever taking the warmest interest in everything which appertained to the spiritual welfare of the diocese in which he laboured for so many years, and during whose episcopate 176 new churches had been added to his charge.

The sermon, which lasted thirty-five minutes, having ended, the Bishops Elect retired to the vestry to assume their rochets. At the conclusion of the hymn they returned, and were presented to the Bishop of London, acting for the Archbishop, who was seated in his chair in front of the altar. Dr. Burdon was presented by Bishops Alford and Ryan, and Dr. Utterton by the Bishops of Winchester and Rochester. The Letters Patent for the Bishop Suffragan of Guildford, and the Royal License for the Bishop of Victoria having been read, the oath of obedience to the Metropolitical Church of Canterbury was administered to each of the new Bishops, after which the Litany was read by the Rector.

The Bishops Elect then retired to assume the full Episcopal habit, while the congregation sang Mr. Stone's well known hymn, "The Church's one foundation." The Bishops Elect now kneeling at the rails, with the Bishop of London and the assistant Bishops standing round them the "Veni Creator" was sung by the choir, who were in the west gallery in front of the organ, after which the act of consecration took place, all the five Bishops taking part in the imposition of hands.

The Bishop of Winchester read the offertory sentences, while the offertory for the Church of England Scripture Readers' Society was being collected from the congregation, each of the Bishops and officiating clergy presenting their devotions singly, kneeling before the Holy Table. A large number of the congregation, chiefly personal friends of the two Bishops just consecrated, remained to join in Holy Communion.

The benediction having been pronounced by the Bishop of London, the procession was re-formed, and conducted by the officials to Lambeth Palace. Thus were added to the Episcopate two more Bishops, whose past lives are the best guarantee for their future usefulness among the widely different but equally needy flocks to which they have been called.

THE CHINA TRANS-PACIFIC STEAM COMPANY.

The screw steamer *Vancouver*, Capt. Shaw—who has been for many years engaged in steamers in China and Japan—is the second of the fleet of the China Trans-Pacific Steam Company, for model and finish she will compare with any steamer afloat, and for special convenience for the service for which she is intended, is certainly superior to anything in the trade. The *Vancouver* has been specially built for the line by Messrs. Henderson, Coulbourn, and Co., on Clyde. Her leading dimensions are—length, 350 feet ; beam, 37 ; depth, 32 ; barque-rigged ; tonnage, 2,600 tons ; four decks. The engines, which are 500-horse power, nominal, are fitted on the compound principle, with ample boilers, and every known improvement. The fuel consumption averages thirty tons per diem, and she will be capable of sustaining an average speed of 260 miles per diem, accomplishing the passage from Yokohama to San Francisco in sixteen to seventeen days.

The saloon accommodation is intended for eighty first-class passengers, and the fittings are handsome and comfortable. Each cabin has a fine large port, and the furniture is well arranged. The ladies berths are complete, with baths attached. On the upper deck is a special ladies' saloon and a gentlemans' smoking room. At the head of the companion, or staircase, to the saloon is a nicely-furnished cabin as a lounge-room, an immense comfort in rainy weather. The saloon and all apartments are fitted with heating apparatus for cold weather. The captain's and officers' cabins are on deck, and a well-protected wheel-house, which adjoins the captain's cabin. The two lower decks are fitted with movable bunks for about 900 Chinese passengers, and everything necessary for their comfort. There is also a special galley for their use, fitted with immense rice pans.

The pioneer vessel of the company, the *Vasco de Gama*, is now on her second trip across the Pacific, and a third vessel will shortly follow the *Vancouver*, and maintain a regular monthly service between Hong Kong, Yokohama, and San Francisco. A connection will be formed with steamers running between Shanghai and Yokohama, and in a few months we may expect correspondence by this route in thirty-six days from Shanghai, and thirty-three from Yokohama. The working of the company up to the present has been conducted, and the capital subscribed, as a private enterprise. The managing director in London is Mr. E. M. de Bussche, and the managing agents in Japan, Messrs. Hudson, Malcolm, and Co. ; the London firm of this house, we believe, first put the concern on foot. The Hong Kong and Shanghai agents are Messrs. Russell and Co., and in San Francisco, Messrs. Macondray and Co.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MARCH 11.

It is with much regret I hear that the King has again been ill ; he suffers, it is said, from a severe cold. The *Amsterdamsche Courant* has stated that his Majesty declines to accept a present on the 12th of May. He wishes that the money which is subscribed for the purpose should be expended on behalf of a charitable institution.

The tone which has prevailed for some time past in the Batavia papers has created a good deal of indignation here. Mr. Busken Huet, who was sent to Java to raise the moral level of the press, has sacrificed his reputation as a litterateur, as well as Mr. Van Daalen, the editor of the *Java Bode*. As matters stand now, it seems not at all improbable that these gentlemen will take to the pistol, instead of the pen. They are abusing each other most heartily.

Rumours are current that Mr. Van Delden wished to resign office now that his Monetary Bill has been outvoted. The Premier, however, is of opinion that if the Minister of the Financial Department puts his portfolio at the disposal of the King, the whole Cabinet must ask for their dismissal. Thereupon Mr. Van Delden has decided to remain in office.

On the 17th inst. the monument in memory of the late King William II., which will be erected at Tilburg, will be inaugurated. The King will attend the ceremony.

The Minister of the War Department has taken measures to promote voluntary military service. He offers very acceptable conditions to those who are able to pass a certain examination, and to any who wish to enrol themselves either for six years or for one year, a premium will be paid.

I regret to record the death of Mr. G. L. J. Van der Hucht, ex M.P., and of Mr. J. B. Bots, who was for twenty-six years a Member of the Second Chamber.

I hear that Mr. E. P. de Monchy has asked for his dismissal as President of the Dutch Trading Company.

The King has conferred the knighthood of the Military William Order 4th class on First Lieutenant P. Vinkhuizen, serving in Achin.

The papers state that the sum required for building a seminary at Batavia amounts to about 300,000 guilders, and that two-thirds of this amount is subscribed.

From Amsterdam I hear of the successful launch of the screw steamer *Banjermassing*, which has been built for the East Indian service.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The London & China Telegraph.

LONDON: MONDAY, MARCH 16, 1874.

THE WAR IN ATCHIN.

AMONG the most recent telegrams from the Straits we read that the Atchinese have several forts inland, strongly defended with guns and supplies brought from the Kraton; that they have no intention of yielding, but mean, on the contrary, to prolong the struggle, in the hope that sickness among the Dutch troops may aid them in their resistance. They still maintain, also, that the Treaty of 1857, on which the Dutch base their claims, is a forgery, and they look upon England as having broken faith with them. As to the Hollanders, they on their side appear to be equally stubborn. They propose—as their newspapers inform us—"once and for all, to put an end to Atchin as a separate Power," not, that is, to satisfy themselves with exacting the costs of the war from the SULTAN'S Treasuries, and concluding a treaty to carry out their original demands, which were confined to the repression of certain abuses, and the right to erect a lighthouse here and there. These concessions would no longer content them; what they have now determined on is to subjugate the whole of Atchin, and reduce its sovereign to the position of one of the petty chieftains in Java. Such being the views of the Dutch, we find them taking the steps proper to attain their ends; they are, in fact, organising a regular military establishment at Kraton, and by making that their military centre they will be able gradually to exterminate their foe, and reduce the whole territory, province by province, into complete submission. To accomplish this will of course involve much loss of time, much expenditure of money, and much waste of energy. These are endurable evils, and even if it is not very cheering to learn that the Atchinese have burnt all their pepper plantations, and that in consequence the price of this article has already risen, and will probably rise much higher, yet, so far as these points are concerned, we can console ourselves with the reflection that, though the long-suffering Hollanders may gain a trifle by the dearness of pepper, yet the time, the trouble, and the money thrown away will be an outlay entirely their own. Englishmen, however—and we may say men of intelligence all over the world—will be far more inclined to deplore the bloodshed, the miseries, and the sickness which this protracted little war is entailing. The delays and difficulties which the Dutch encounter make it probable—if not certain—that they will not get their campaign concluded before the change of the monsoon. And thus the war will have to go on till the early part of 1875. Of course we none of us know—we probably never shall—the actual loss of life which has occurred among the ranks of the Dutch.

The critical position of Holland as a dominant Power in the East Indian Archipelago, holding the Malay races in subjection by the power of the sword, renders it of paramount importance to her to keep the lustre of her prestige as unsullied as may be. Hence all true versions of the casualties they suffer, of their occasional failures, their not unfrequent repulses, are carefully suppressed, and the futility of the enemy's resistance is brought out with a prominence which contrasts strangely with the tardiness of the Dutch advance. But we do here and there get a glimpse of the truth, for there is at any rate one "special correspondent," not exactly "on the spot"—we presume he is not allowed to proceed there—but writing sometimes from Batavia and sometimes from Padang. It is really sickening to read in his story the details of the despairing resistance offered by these unhappy and unenlightened Mahommedans. In vain they struggle devotedly to defend their country and their homes against what they believe to be an unrightous invasion. They muster gallantly to face the modern artillery and arms of precision, and of course are mowed down often like flocks of helpless sheep. Girls of sixteen and children four years old are found among the bodies of the slain. What, then, has this doomed race done to merit carnage so horrifying as this? Are they blood-drinking cannibals like the men of Dahomey? Are they a perjured tribe who have wantonly violated the most solemn obligations as did the Lava-bed Modocs? Not at all. They are a reasonably civilised people, growers of rice and pepper, who have enjoyed peaceable and orderly government under their own sovereign for fifty years past at the least. The Dutch simply saw the land that it is fair,—AHAB has coveted the vineyard of NABOTH—and, *côute qui côute*, on any pretence or none, has set himself to the accomplishment of his end. This is really no exaggerated statement.

We ourselves in 1819—or thereabouts—made a treaty of amity and commerce with Atchin, by which its independence was secured; in 1824 we made our famous Treaty with the Dutch, to whom we surrendered our possessions in Sumatra at Yenevolen and elsewhere, undertaking *with the Dutch* to abrogate our existing treaties with native potentates in that island. At the same time, in the note appended to the Treaty of 1824, our plenipotentiaries expressly declared that it was understood that the independence of Atchin was to be respected, to which the Dutch conveyed an evasive reply. But we never did fulfil our obligation to the Dutch. We never abrogated our Treaty with Atchin. We dropped it, and allowed it to become obsolete. In the eyes of the Sultan and his people, however, that English Treaty is still in force, and he is quite right in his view; for while we have never notified him of its abrogation, we have also steadily, up to November 2, 1871, resisted the efforts of the Dutch to attack Atchin. On the date last named we signed a new Convention (entered into a treacherous compact, the Atchinese would say), by which we "desist from all objec- "tions against the extension of the Dutch dominion in "any part of Sumatra." These words prove the correctness of our preceding explanation of the British position towards Atchin; and we may add that the contract was concluded without a reference to the SULTAN! This is what the authorities at Atchin have in their minds when they declare "that England has broken faith with them." The Dutch complained of piracy and outrages on the Atchinese coasts, and asked to put lighthouses in some places there. The SULTAN did not want the lighthouses, and knew nothing of the crimes, but he gave Holland full leave to cruise in his waters, and punish the guilty parties. The answer was not a satisfactory one, but it more than fulfils the requirements of strict International Law; and petty disputes of this kind can be set right by diplomacy with a few weeks' correspondence and trouble. They do not amount to a *casus belli*. If they did we should now see England putting men, women, and children in Laroot to the sword, and there would have been war with China once a fortnight for the last ten years. It is idle to discuss the point. The Dutch wanted Atchin, as NICHOLAS wanted Constantinople, and these were the pleas. Had they really sought nothing more than redress for grievances, they would have probably got it. We sincerely hope that Lord DERBY may see his way to some sort of mediation to stay the sickening slaughter.

REVISION OF THE TREATIES.

SOME seven months have now elapsed since the Japanese Embassy to the European Powers arrived back in their own country, and it is a matter of surprise to all who have interests in Japan that we have received no definite advices of negotiations for the revision of our Treaty between Sir HARRY PARKES and the Japanese Government. We have heard, it is true, that, soon after the return of the Embassy, an effort was made to obtain a promise from the Japanese Government that the whole Empire should be thrown unreservedly open to foreigners; this, however, was met by a request for the abrogation of the

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ex-territoriality clauses in the Treaties. Being told that this could not be conceded under any circumstances, the Japanese proceeded to withdraw certain liberties, which they had of their own free will granted to foreigners, and demanded that, in accordance with the strict letter of the Eastern Treaties, they should not be allowed to travel beyond certain prescribed limits in the vicinity of the various Treaty ports. On this point the German Minister has taken somewhat novel ground, and set his colleagues a good example, which we hope they will not be slow to follow, and that thus the irritating and obnoxious action on the part of the Japanese Government may be speedily modified. Herr von BRANDT maintains that the Japanese have themselves violated the clause in the old Treaties which they now seek to revive and enforce, by introducing foreigners into the interior for the instruction of their youth, the development of their mineral resources, &c., and on this ground he proposes to resist the attempt to exclude his countrymen from free circulation in the interior, whether for pleasure or purposes of trade. Considering the rapid strides which the Japanese have of late years made in the paths of progress and civilisation, it is disappointing to see them thus clinging to a relic of their old policy of isolation; and in view of the intelligence displayed by them in various matters of administrative reform, &c., it is astounding that they should for a moment think of reviving a doctrine which they had tacitly and voluntarily given up. From what has now transpired it is quite clear that, unless this objectionable clause be at once withdrawn in a new Treaty (which surely ought by this time to be ripe for signature), it will be the cause of endless difficulties and constant irritation between foreigners and the Japanese authorities.

The state of matters in China is equally unsatisfactory, or rather, looking to the magnitude of the interests involved, it is much more disappointing. After a great flourish of trumpets, after collecting numerous and elaborate reports from Her MAJESTY'S Consuls, from the Chambers of Commerce, and from the leading mercantile houses, Sir RUTHERFORD ALCOCK in 1869 concluded a Convention with the Chinese Government for the revision of the Treaty. This Convention, as is well known, Her MAJESTY was induced to refuse to ratify by the advice of her responsible Ministers, which advice was given in consequence of the urgent representations made to the late Lord CLARENDON by a large and influential deputation of merchants and others interested in China; and since then, as far as we are aware, absolutely nothing has been done in the matter. For a long while, whenever the subject was raised, the official answer was, "Wait till the Audience question is set-"tled, and then we will procure a revision of the Treaty "on better terms;" and the mercantile community, seeing that there was some show of reason in the reply, and not wishing to hamper the free action of Her MAJESTY'S Envoy, agreed to wait. The attention of all became concentrated upon the Audience question, the solution of which difficulty was to be the sovereign panacea for all the ills and injustice we had had to put up with at the hands of the Chinese Government. The Audience question, as is sufficiently notorious, was settled by the EMPEROR publicly receiving the Diplomatic Corps on the 29th of last June; but still we hear nothing of the revision of the Treaty. For aught we know to the contrary, the past eight or nine months have been spent in simply doing nothing, and this policy of inaction and stagnation is intolerable. This country maintains, at a heavy cost to the taxpayer, a large diplomatic staff at Peking, and it has a right to expect that it shall do something. We would urge the great importance of these Treaties on the attention of our new Foreign Minister, Lord DERBY, and, considering the time already lost, it is not asking too much to demand that the subject should have his Lordship's immediate consideration.

A TELEGRAM from Constantinople states that the Porte has again given positive instructions to the Khedive to inform the Suez Canal Company that, while they may either accept or decline the temporary surtax in their favour, proposed by the International Tonnage Commission, yet they must abide by the rules determining the net tonnage of ships upon which tolls are levied.

CHEN-LAN-PIN, one of the Commissioners appointed by the Chinese Government to inquire into the condition of Chinese labourers, has been present at a reception given by President GRANT at Washington.

MR. J. G. CASWELL having returned by last mail, we understand that the duties of British Consul at Saigon will, until further notice, be discharged by Mr. C. F. TREMLETT, partner in Messrs. W. G. HALE and Co.

A RUMOUR has been current in the City that it was the intention of Her MAJESTY'S Government to take steps to mediate between the Dutch and the Sultan of ATCHIN. There is, however, no truth in it.

WE regret to state that some delay has been found necessary in ratifying the Perak Treaty, owing to information required by the Colonial-office not having yet been received from Sir ANDREW CLARKE.

M. DE STRUVE left by last mail for Japan, to assume the post of Chargé d'Affaires at Yedo for Russia.

THE TREATY WITH PERAK.

The following, which appeared in *The Times* of the 11th, describes our position and the action taken by Sir Andrew Clarke which ended in the Treaty of Perak. We trust that it will soon receive ratification, and be published for general information:—

The lower extremity of the Malay peninsula, which forms the eastern shore of the Straits of Malacca, and extends for more than 300 miles from opposite the island of Penang to that of Singapore, is divided into several independent little principalities, under Malay sultans, rajahs, and other chiefs. The northernmost of these is Perak, whose northern district, called Larut, adjoins our Province Wellesley. The Sultan of Perak died nearly three years ago, and Abdullah, the Rajah Mudah, was, beyond all question, entitled by Malay law and usage to succeed him. By some intrigue, however, among the Malay chiefs, his title was ignored, and the Governor of Larut, or Orang Kayah Muntir, as he is styled, seems to have recognised another chief, the Rajah Bindaharah, as Sultan, and civil war between him and the Rajah Mudah was the consequence. If it had been confined to these Perak Malays it would have been of no material importance to us; but Larut is full of tin, which has for many years attracted Chinese miners and Chinese capital from Penang, and both miners and capitalists, who had a quarrel among themselves of some years' standing, were quickly involved in the Perak war of succession. One tribe of them espoused the cause of the Rajah Mudah, another that of the Muntir Captain Speedy, formerly at the head of the Penang police, took service under the latter, and raised for him a body of some 300 Sepoys in India. Junks were fitted out in Penang, and men and arms were despatched from it to the scene of war. It is even said that the wounded were brought back to our Settlement and treated in the Government hospitals. Thus, not only was Perak in a blaze, but the fire threatened to break out at any moment on our own soil among the inflammable materials collected on it. The war had become rather a struggle between two factions of Penang Chinamen than one between two Malay chieftains, and the former actually threatened to fight it out in the streets of Penang, instead of going to the rivers and jungles of the mainland for the purpose.

Our Colonial authorities at first maintained a strict neutrality, and to enforce it, the Governor, Sir H. Ord, prohibited all exportation of military stores to Perak, as he had power to do, under a local enactment. But in the course of last year he announced that he recognised the Muntir as the ruler of Larut, and he modified his prohibition by making an exception in the Muntir's favour. This measure, of questionable legality, had not the effect apparently expected from it; on the contrary, it made matters worse, for it called in the aid of smuggling and piracy to redress the balance which it had disturbed. The Chinese allies of the Rajah Mudah found little difficulty in sending to Perak the means of maintaining the contest. Large boats, manned with sixty rowers and twenty-five riflemen, made their appearance in the Perak waters, and carried terror along the coast. They did not even shrink from firing on the boats of Her Majesty's ships *Midge* and *Thalia*; for it was another result of opening our markets to the Muntir, while shutting them to the other side, that the latter regarded the English as allies of their enemy, and their visits up their rivers and creeks as threatening and hostile.

Such was the state of things when Sir A. Clarke arrived in the Straits of Malacca last November and he seems to have lost no time in forming a simple but effectual plan for putting an end to a nuisance and danger which not only affected the trade but threatened the peace of our colony. Proceeding to the little island of Pangkor (or Dinding, as the Dutch used to call it) off the coast of Perak, he assembled the Rajah Mudah, the Muntir, and several of the principal chiefs of the country, as well as some of the leading Chinamen who were concerned in the war, and proposed an arrangement, which was accepted. The Rajah Mudah was acknowledged the rightful Sovereign of Perak; the Muntir was confirmed in his governorship of Larut, but he was charged with the cost of our intervention; and in order to guard against a relapse into anarchy, both the Rajah and the Muntir engaged to receive and maintain at their expense a British Resident and an Assistant Resident, with suitable establishments, under whose advice they engaged to act in all matters of Government and finance.

This introduction of the seeds of civilised government into the Malay peninsula seems destined to change the faces of that country. Endowed with a fertile soil and inexhaustible mineral wealth, chiefly tin, it has remained to the present time little else than an immense primeval

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forest, the undisturbed abode of the tiger, the elephant, the rhinoceros, and the tapir. Little villages of Malays are thinly scattered along its shores and on the banks of its rivers; but the bounty of nature has been thrown away on them. Where there is no protection there can be no industry; and there is little or none here. The only idea of government which a Malay has is much the same as that which once prevailed in Europe. He builds a stockade on the river side, and levies black mail on the passing traffic. The Chinese hawker and miner is suffered to make his way through his wild forests and mountains, for the same purpose as that for which the knight of old tolerated the trader. Our policy as regards its petty princes has hitherto been one of non-interference, or, occasionally, of interference of a kind which did more harm than good, bringing no benefit to them, and reflecting no credit on us. There is every reason to expect, however, that now, as soon as the reasonable security for person and property is established in Larut and Perak, there will be a considerable influx of population and capital into the country; and an excise on opium will afford an ample revenue for maintaining the necessary establishments for preserving order and punishing crime. Not only Chinese traders, shopkeepers, and labourers will flock into the country in increased numbers, but even the Malay fishermen and peasants will come from other States to settle where they feel they are safe from the oppression of their chiefs as well as from the attacks of the burglar and pirate. In no part of the East have they congregated more thickly than in the Straits Settlements ever since these have been under our flag. The success of Sir A. Clarke's experiment, however, will depend materially on the personal character of the Resident who is to represent British power and to exercise British influence. If he is liked and respected by the Malays he will lead them easily as the Brookes have done in Borneo. But to be liked and respected he must understand them, their language, character, and habits; he must be patient, cool, and firm, and he must be sober, truthful and incorruptible.

The engagement entered into by the Perak chiefs comprise a cession of a strip of their territory adjoining Province Wellesley and another on the mainland opposite to Pangkor. The object of the former is apparently to protect our southern frontier from the smugglers and robbers who have long given the Penang police trouble on that side. The advantage of the latter cession is not so obvious. The island of Pangkor is a barren rock on which the Dutch once had a fort for the purpose of levying dues on all the traffic that entered or left Perak by the River Dinding, and our title to it would be questionable if it were worth questioning. The mainland opposite, which is now ceded, is well suited for sugar growing, and is said to be also rich in tin. It will, however, be necessary to provide the requisite establishments for governing the place; and Sir A. Clarke has probably seen his way to making it self-supporting. He will before long find it necessary to turn his attention to the affairs of Salangore, Sungie-ujong, and Rambau, which are in a very unsatisfactory state, and the manner in which he has dealt with the Perak question justifies every confidence in his judgment. Let us hope that from his arrival in the Straits the Peninsula will date a new era of development and civilisation.

(To the Editor of the *London and China Telegraph*,)

SIR,—In a letter in *The Times* of yesterday, signed "Malacca," a doubt is expressed as to the legality of Sir H. Ord's one-sided prohibition of the exportation of arms to Perak. It is singular that this question should never have occurred to the merchants of the Colony. It was a favourite practice of the late Governor thus to favour one native chief and to injure another; but I think it was clearly as illegal as it was obviously contrary to the spirit and object of the very law under which he assumed the power of so acting.

The Act 13 of 1867 empowered the Governor to prohibit the exportation of military stores and provisions to any country; allowing only one exception, viz., such a supply as is necessary for the protection of a vessel going to the country. The object of the Act was plainly to enforce the duty of strict neutrality on the merchants and traders of the Colony. For this important purpose only was he empowered to interfere with their trade. But when the Governor took upon himself to prohibit the export of arms and ammunition to one of two parties in a civil war, and to allow it in favour of the other, he took upon himself to interfere with the freedom of trade for a totally different purpose, and a purpose directly the reverse of that which alone justified his interference. Suppose an Act had authorised our Government during the American civil war to prohibit the exportation of arms to America, what should we have thought of a proclamation prohibiting the exportation *except for the use and on the demand of the President of the Confederate States?* Yet Sir H. Ord did not hesitate to exercise the power in question in this way more than once.—Yours, &c.,

March 12, 1874. SALANGORE.

THE DESTRUCTION OF THE SUMMER PALACE AT PEKING.

Four letters appear in *The Times* of the 11th about the bu ing of the Summer P lace at Peking. A correspondent signing himself "D." says :—

The evidence of Count Palikao, or as he was called in 1860, General Montauban, on the plundering of the Summer Palace, as reported by your Paris correspondent, needs, I think, some explanation. In saying that the Palace was not sacked, General Montauban merely repeats the assertions he made at the time to General Sir Hope Grant and others. But what were the facts? On the 6th of October, while the English army, with the French on their right, were marching along the east face of the city of Peking, our allies, without the knowledge of our General, executed a flank movement in our rear and marched straight to the Summer Palace, which is situated six miles in a north-westerly direction from the city. So secretly was this movement executed that Sir Hope Grant, not being able to find them, on the following morning fired a salute of 21 guns to acquaint them with our position, and receiving no answer, despatched Colonel—now Sir Garnet—Wolseley with an escort of Sowars to discover their position.

Wolseley soon found them in possession of the Palace, and thither shortly afterwards Lord Elgin and Sir Hope Grant, accompanied by their staffs, went to visit the French General and to inspect the deserted abode of the Son of Heaven. On their arrival General Montauban begged that Sir Hope Grant would not bring a large party into the Palace, as none of the French officers had been permitted to enter, and further assured him that nothing had been touched. On this point, writes an eye-witness—the Rev. R. M'Ghee, chaplain to the forces—"another curious fact is that while General Montauban assured Sir Hope Grant that 'nothing had been touched' (which of course he believed to be the case), any number of richly-jewelled watches were to be bought at that moment in the French camp, while the soldiers' tents and the ground around them were a perfect blaze of silk and embroidery." And again, the same writer says that while the officers on Sir Hope Grant's staff were, at the request of General Montauban, left outside the Imperial buildings, "they were accosted by French officers passing and repassing them, thus—'*Mais pourquoi n'entrez vous pas, Messieurs? Ce n'est pas defendu d'entrer, mais regardez,*' and diving into the capacious pockets of his overalls, he would produce a bar or plate of gold." And if any further evidence as to the looting was required, is it not furnished by the presence of the pearl necklaces, jade ornaments, jewellery, silks, and satins, all bearing the unmistakable marks of former Imperial ownership which are to be found at the present day in France and in England?

General Montauban's account of the formation of the Prize Commission and of the burning of the Palace, as reported by your correspondent, is substantially correct. Concerning the latter act of justice Lord Elgin in a despatch to Prince Kung, after speaking of the treachery of the Chinese Government in seizing Parkes, Loch, and others while under a flag of truce, and of the barbarities, ending in some cases in death, to which the prisoners were subjected, says :—"Until this foul deed shall have been expiated, peace between Great Britain and the existing Dynasty of China is impossible. The following, therefore, are the conditions :—What remains of the Palace of Yuen-ming-yuen, which appears to be the place at which several of the British captives were subjected to the grossest indignities, will be immediately levelled with the ground." On the 17th of October the remains of the prisoners whose bodies had been given up, including that of Mr. Bowlby, *The Times* correspondent, were buried in the Russian Cemetery, and on the 18th the 1st Division of the English Army began the work of destruction. By the afternoon of the next day little remained to mark the former splendours of Yuen-ming-yuen.

H. B. L. writes as follows :—I observe in your Paris letter that Gen. Montauban is reported to have stated, when giving evidence with reference to the presentation by the French Army of certain valuables found in the Emperor of China's Summer Palace to the Emperor Napoleon, that a mixed Commission was appointed to divide the booty taken in the Palace equally between the English and French Armies, that "there was nothing in the nature of indiscriminate pillage," and "that everything was done regularly in conformity with the instructions in force." The facts, I believe, are shortly these :—The Summer Palace, as well as the Treasury where the ingots referred to by General Montauban were found, had been in the possession of the French Army some hours before any steps were taken for securing to the English Army any share in the captured property, and it was only when one of the English Prize Commissioners, seeing the French soldiers in full possession of the Treasury, insisted upon a fair division of the treasure, that any measures were adopted by the French for guarding it from further pillage by their soldiers. As regards the other valuables taken by the French upon their first capture of the Palace, I am not aware that any division was ever made. The Palace was not burnt for several days after its capture, and was destroyed, not to avenge the death of Mr. Bowlby, *The Times* correspondent, as is apparently implied by General Montauban, deeply as that gentleman's death was lamented, but as a punishment, inflicted upon the Emperor of China for an act of treachery to a flag of truce perpetrated by his Government, if not by his direct instructions, and the subsequent murder of some, and the ill-treatment of the remainder, of those who had been captured while under its protection. General Montauban, as reported some days ago, appears to have stated that the English at one time also proposed to destroy the Emperor's Winter Palace, which is situate in the centre of Peking. I believe I may positively state no such act was ever even contemplated by Lord Elgin.

T. E. K. writes—I spent several hours in the Summer Palace on the morning of the 7th or 8th of October, 1860 (I forget the precise day, but I know it was on a Monday), and I saw hundreds of French officers and soldiers, not only busily employed in plundering its contents, but also in wantonly destroying valuable clocks and mirrors. Many of my brother officers could substantiate my assertion. For several weeks afterwards our camp used to be visited by French soldiers, offering watches and other articles of value for sale.

Mr Arthur Arnold writes as follows,—According to your own correspondent, Count Palikao "distinctly asserts that nothing was touched in the Emperor's Palace when the English arrived." An eye-witness (I enclose his name for your satisfaction) told me in 1864 that the very persons who first entered with General Montauban did not come out empty-handed. It is, however, possible that their pocketing of jewels, &c., was unobserved by the General.

Major-General Foley writes to *The Times* as follows :—"I cannot agree that the Palace was not sacked. It is true that General de Montauban gave orders that nothing should be touched until the arrival of Sir Hope Grant, but I saw a woeful difference in the appearance of the wondrously magnificent collections which met the eye upon the first entrance into the Palace at 6 A.M. on the 7th of October of General de Montauban, his Staff, and myself, and that which presented itself upon our return to the Palace after breakfast, about 11.30 A.M. Sir H. Grant arrived about 1 P.M., and it was then agreed that a mixed Commission should decide what was best worth carrying away, and divide the selection between the English and French forces. The looting continued on Monday and Tuesday of the things now set apart by the Commissioners. On the afternoon of the 8th an orderly officer informed

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General de Montauban, with whom I was riding, that the Imperial Treasury had been discovered. Upon arriving at the spot we found the French had been in possession some time, and had secured the most precious articles. General de Montauban immediately acceded to my request that the place might be cleared of people and a guard put over the entrance until I had communicated with Sir Hope Grant. On the 15th General Montauban refused to assist in burning the remaining Palaces, on the score that it was a useless revenge; they were consequently burnt by a division of the English force. I can confirm General de Montauban's statement that the band of Chinese which followed the Army looted immensely, we being unable to prevent them, from their superior knowledge of the locality. The French left the place on the 9th. General de Montauban merely acted up to the arrangement agreed upon before marching to the Summer Palace. There was no secrecy in the march, nor was any flank movement executed.—I am, Sir, your obedient servant,

"ST. GEORGE FOLEY, Major-General,
Commissioner at the French Head Quarters during
"March 13." the Anglo-French War with China.

The Paris correspondent of the *Pall Mall* says:—"The attempt made by the Comte de Palikao to exculpate himself and his troops from the accusation of having plundered the Summer Palace has not made many converts here, the facts being too recent and too well-known. Certain it is that for some reason or another the Chambers, on the demand of the Emperor Napoleon, refused to vote the Comte de Palikao a pension when he returned from China, and the Chambers were not in the habit of refusing to do what his Majesty desired. The story told here is that two officers stood at each gate of the palace and examined the plunder in possession of the men, taking from them all objects of great value. Had the Corps Legislatif been aware that the Count had reaped nothing but laurels at Peking, it would have doubtless voted him a pension."

A correspondent, signing himself "One who was There," writes to the *Standard* as follows:—"On the 5th of October, 1860, the English army left camp near Tong Chew, and advanced on Peking, with the rather comforting rumour through the ranks that Sankolinsin was in our front at the head of 32,000 Tartars; our number, all told, was under 3,000 fighting men, the French army not in sight. After halting a few hours same night we started the following morning, the 1st (King's) Dragoons thrown out well in front as mounted skirmishers. Towards evening Colonel Elkington, A.D.C. to General Michell, discovered the rear of 'Sankolinsin's' army on our extreme left. Taking letter A company 2nd battalion 60th Rifles, then commanded by Lieutenant A. S. Heathcote, V.C., from the advancing column, after a sharp run of about half a mile they came up with the enemy, and engaged them with a view of compelling them to make a stand and fight, notwithstanding their numbers, as the doubtful fate of Captain Brabazon and twenty of our comrades (whom they basely murdered under a flag of truce a few days before, as we afterwards learned) determined us to worry them if they gave us a chance; but by the time the supports came up and the little army put itself into position to fight the Tartars had bolted; they had no *impedimenta*, we were in complete marching order; thus ended the fighting at Peking. About the 8th or 9th a rumour was spread through the English army, then quartered in the suburbs facing the north side of the city, that General Montauban and his Culottes Rouges had been led on the palace of 'Yuen Ming Yuen' by one of the Russian embassy then located in Peking and looted it, which account proved true, as far as the looting is concerned, for when we marched on the 18th to view it, all that remained was some rolls of silk and a few enamelled vases."

Professor Douglas, the writer of the letter upon this subject, which appeared in *The Times*, signed "D.," sends a second communication to that journal, in which, in reply to some contradictions from General Foley, the Professor gives some quotations from Lord Elgin's letters and journals with regard to the French advance on the Summer Palace.

Monetary and Commercial.

At the general court of the proprietors of the Bank of England it was stated that the net profits for the half-year ended the 28th ult. were £733,298, making the rest £3,760,694. A dividend of 5 per cent. was recommended to be paid, which would leave the rest at £3,033,044.

A circular, issued by the Telegraph Companies, restricting the use of compound words, has caused much opposition. No doubt many of the words given in the list of objectionable compound words should be charged as three words, while others require the decision of a very learned authority; but surely the Company can decide the matter by charging the full price in cases where the words are decidedly illegitimate. Reuter's Company have sent in a protest to the Indian Telegraph department.

The Erie Railway Company's new issue of Seven per Cent. Bonds is announced. The amount is £3,000,000, in bonds of £200 each, the issue price being 78 per cent., or £156 per bond; and these are redeemable at par after five years, and not later than twenty years, at the company's option. Both principal and interest are payable in London in sterling, and they are secured by a mortgage of the franchises and property of the company.

Applications are invited for £200,000 Perpetual Seven per Cent. First Mortgage Debentures of the North-Western Railway of Monte Video Company. The price of issue is 80 per cent., and nterest is guaranteed by the Uruguayan Government.

We regret that a statement in the letter of our Hamburg correspondent, which appeared in our last issue, to the effect that amongst other banks in Hamburg the International had been driven into liquidation by speculations on the Stock Exchange, should have escaped our attention before going to press. We need hardly say that this statement is without any foundation whatever, the International Bank in Hamburg having just declared a satisfactory dividend for the past year, and we are sure that this denial must already have been fully looked forward to by all readers of the article in question, to whom the flourishing condition of the International Bank in Hamburg must be well known.

The suspension of Messrs. E. Lomnitz and Co., of Manchester, merchants, in the East India and China trade, with liabilities estimated at about £40,000, is reported.

Messrs. Roper and Cook, worsted spinners, of Keighley, have suspended payment, with liabilities supposed to be £20,000.

We learn that the Pacific Mail Steamship Company have reduced the fare from San Francisco to Yokohama to $150, and to Hong Kong to $200.

Mr. Sam Mendel announces that, owing to the ill health of his elder son, Mr. H. L. Mendel, that gentleman will retire from business. The firm will be continued therefore by Mr. Sam Mendel and his younger son.

The meeting of the Agra Bank will be held on the 21st inst.

The market for Bar Silver has gradually hardened; the demand for India has increased, owing to a rise in the Exchanges and the rate of interest just reported from thence, and the price has gradually advanced, until 58⅞d. per oz. standard was obtained for a limited quantity that happened to be ready for immediate shipment by the P. and O. steamer leaving yesterday. Mexican dollars have improved in value, and a few small parcels, arriving in time for despatch by the outgoing steamer, have realised 57d. per oz.

The bullion by the P. and O. steamer *Nizam*, from Southampton, Thursday, was in gold, to Galle, £2,610, in silver to Penang £10,000; to Singapore, £47,500; to Hong Kong, £63,506; to Shanghai, £28,900. Total in gold, £2,610; in silver £149,906.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	6¾ to 7¼
25	Bank of Egypt	All	44 to 46
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	24½ to 25½
20	City	10	13 to 14
100	Colonial	30	55 to 57
500fr.	Comptoir D'Escompte de Paris	All	555 fr.
Th.200	Deutsche	All	Th.160
£28½	Hong Kong and Shanghai	All	36 to 38
50	Imperial	15	17 to 18
50	London and County	20	61½ to 62½
50	London Joint-Stock	15	46 to 47
100	London and Westminster	20	69 to 70
25	Oriental	All	44½ to 45½
—	Union of London	15	43 to 44
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 8⅛
10	Eastern Telegraph	All	7⅞ to 8
10	Great Northern	All	9½ to 10
25	Indo-European	All	16 to 17
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company .	All	30 to 30½
20	India-rub., Gutta-perc., & Teleg. Works	All	24 to 26
8	Reuter's	All	11 to 11½
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	5 to 5½
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅝ to 1¾ pm.
10	Merchants' Marine	2	1½ to 0⅝ dis.
50	North British and Mercantile	6¼	27½ to 28½
25	Ocean Marine	5	7 to 8 pm.
20	Thames and Mersey	2	4½ to 4⅝
20	Thetis Marine	5	5½ to 4½ dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine...	5	4½ to 4⅝
	TEA COMPANIES.		
50	Assam	20	37 to 39
20	British Indian	All	5½ to 6½
20	Darjeeling	All	19 to 21
10	Eastern Assam	All	
20	Iorehaut, Limited...	All	40 to 45
20	Do.	14	1½ to 15 par
10	Lelong	All	10 to 10½
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4 to 3⅝ dis.
20	Do.	5	2¼ to 2⅜ dis.
50	Colonial	20	7 to 5 dis.
5	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount	7½	¼ dis. to ¼ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2¼ to 2½ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	545 fr.
£50	P. and O. Steam	All	56 to 58
50	Do. Do. 1867	10	¼ dis. to ¼ pm.
100	Royal Mail Steam...	60	89 to 91
402fr.	Suez Canal...	—	427½ fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
92½	Do. 7 per cent....	All	96 to 98

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordag and Twine.	Tar and Pitch.	Gunpowder.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£.	Brls.	lbs.
Granville	Colombo	London..	Feb. 2	...	...	4	...	...	...	2	...	56	...	...	...	...	...	...	7500	...	...	...	...	...	...	...	...	422	40	...	...	...	...	73
Deerhound	Hong Kong ...	,,	,, 2	...	141	...	...	...	100	...	...	1432	...	...	...	...	...	...	...	...	32	223	522	163	1000	23	301	900	1250	79	...	...	...	...	40000
Atma	Singapore	,,	,, 11	...	90	23	...	...	...	30	...	2237	1300	...	...	...	884	...	2700	90	30	227	1410	...	740	529	2552	130	500	60	...	...	...	85	4000
Ernestine	Batavia	Livrpool.	Jan. 15	1900	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	4cks.	2	...	10	...	...	...	...	...	...	...
Chusan	Yokohama	,,	,, 29	...	174	30	12	...	16	...	...	15	177500	25900	...	...	...	...	49000	...	...	37	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	Hiogo	,,	,, 29	...	130	79	...	...	...	...	...	57	...	7784	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
County of Elgin	Java	Glasgow.	,, 30	602	...	...	...	...	...	...	...	23	23044	288320	...	85	1252	...	6000	...	137	...	...	...	...	...	...	...	...	843	...	...	...	...	10000
Clymping	Colombo	London..	Feb. 25	100	68	...	...	...	...	...	...	919	134800	...	...	...	...	...	...	...	460	53	1750	...	790	1	228	...	340	56	...	...	...	6	10000
Mary Ann Wilson	Yokohama	,,	,, 25	...	60	...	50	...	40	...	...	168	56000	...	...	...	...	...	...	...	33	86	595	...	...	242	138	228	545	73	...	...	...	...	...
Do.	Hiogo	,,	,, 25	...	...	2	...	...	1	...	...	779	...	...	...	...	...	...	...	...	...	...	34	8	...	10	...	336	497	236	...	...	48	...	...
Ambassador	Yokohama	,,	,, 28	...	...	...	...	...	40	...	...	457	90475	...	...	...	4489	...	18300	...	...	302	570 & 3cks.	...	...	108	...	367 5cks	1583	402	...	...	117	6	25
Do.	Hiogo	,,	,, 28	...	...	...	...	...	...	...	...	31	£977	...	...	...	1640	...	...	...	...	...	50	45	...	48	420	260	...	...	...	...	...	...	...
Aracan (lost)	Hong Kong ...	,,	Mar. 2	...	252	...	...	...	...	...	...	1050	...	...	...	...	150	...	...	54	120	215	272	...	...	137	2916	...	735	217	...	...	...	...	50

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Granville	Colombo	882	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	80	...	...
Deerhound	Hong Kong ...	362	193	...	175	10	...	...	...	130	69	...	...	...	...	...	180	75	...	...	...	1550	129	...	...	...
Atma	Singapore	158	...	...	65	...	...	17	2	...	37	...	...	...	83	...	206	275	...	...	...	1350	30	...	240	...
Ernestine	Batavia	...	...	...	...	180pk.	...	...	...	...	...	...	...	...	...	...	...	...	...	4cs.	...	...	...	...	...	...
Chusan	Yokohama	...	...	...	...	...	...	...	80	...	691	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	Hiogo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
County of Elgin	Java	115	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	90	...	...	...
Clymping	Colombo	388	23	18	22	23	...	...	144	10cs.	25	...	...	...	...	...	...	35	...	...	...	168	96	...	...	...
Mary Ann Wilson	Yokohama	802	...	...	94	122	...	...	1905	...	...	...	...	...	...	...	24	5	...	...	70	3	93	20	21	...
Do.	Hiogo	...	...	...	4	...	...	...	...	...	...	...	...	...	111	...	...	...	...	...	...	157	...	...	...	125
Ambassador	Yokohama	573	51	3	160	27	...	...	98	...	...	...	...	...	...	125	...	24	...	...	...	...	144	...	115	...
Do.	Hiogo	52	...	...	...	...	...	...	38	...	90	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...
Aracan (lost)	Hong Kong ...	393	49	...	256	53	8	...	198	...	...	...	...	...	...	...	224	27	...	165	...	...	56	...	...	...

ADDITIONAL.—Per *Granville*.—Railway materials, £1,596; asphalte, £22; cement, £92.

Per *Deerhound*.—Sugar, 51 cwt.; felt, £24; rugs, £20; composition, £182; cement, £60.

Per *Atma*.—Sponge, £1.

Per *Chusan*.—To Yokohama: Railway materials, £1,015; fire bricks, £32. To Hiogo: Railway materials, £5,600; cement, £14; fire bricks, £18; tin plates, 220 boxes.

Per *Crest of the Wave*, from London to Singapore, cleared Jan. 30.—Coals, 850 tons.

Per *Waltikka*, from Liverpool to Hong Kong, cleared Feb. 14.—Coals, 1,407 tons.

Per *Palestine*.—Bar Iron, 40 tons; (shortshipped) confectionery, £18.

Per *Clymping*.—Bricks, £41; fire clay, £7; manure, £1,725; cement, £80; corks, £7; chalk, £2; ginger ale, £52; sugar, 10 cwt.; cart grease, £7.

Per *Mary Ann Wilson*.—To Yokohama: Railway and telegraph mats, £8,368; grindstones, £9; bricks, £11; cement, £200; canvas hose, £15; empty bags, £1,200. To Hiogo: Railway mats, £2,604; grindstones, £2.

Per *Ambassador*.—To Yokohama: Railway mats, £7,998; sheathing felt, £25; sugar, 4 cwt.; cambrics and muslins, £60. To Hiogo: Grindstones, £60; cement, 50.

Per *Aracan*.—Cement, £120; fire clay, £3; bricks, £3; ginger wine, £18; tin plates, 6 boxes.

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ARTICLES OF IMPORT.

TEA.

The very quiet tone noticed in the market for some weeks past still continues, the amount of business being unusually limited for the time of year; prices, however, show no quotable alteration, importers generally being very firm. No revival of activity is expected until after the Budget has been produced, and the question of alteration of duty settled. In public sale 8,016 packages have been offered, of which 6,443 packages were sold without reserve; the remainder, with reserved prices, being withdrawn. The deliveries for the week amount to 2,838,000 lbs., against 3,158,000 lbs. last year.

Congous.—Red-leaf kinds: Siftings have been sold to a fair extent, old seasons from 5d. to 7d., new from 6d. to 8d. per lb. Broken-leaf kinds from 7½d. to 10½d. for old and new seasons. Fair to good common shows no change. In fair to good and fine Kaisows, business has been too small to show any change of prices. In finest nothing has been done. Pak Lin kinds remain as before. Black-leaf kinds: Fair common has sold at public sale at previous prices; privately the demand is limited; good common to fair medium have only been saleable in small parcels at about previous price. Good to fine and finest show no change, but the sales have been very small. New-make Canton kinds show no material change; some at public sale sold at full prices. Oolongs: Common to fair have sold rather lower, good to fine at former rates. Souchongs continue dull of sale. In flowery Pekoes and uncoloured Japans no sales have been reported. *Scented Teas:* Canton Capers: Common to medium kinds have sold rather lower; good to fine sell slowly at previous prices. Foochow kinds remain very firm. Orange Pekoes: Canton kinds sell with difficulty at previous prices. Foochow kinds show no alteration; the demand is chiefly for the finer descriptions. Green Teas: Privately, not much has been done, but the market remains steady. At public sales the prices for Ping Suey kinds were lower and somewhat irregular.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

The market has considerably improved during the last few days, there having been much business doing in China Silk, at prices which now show a recovery of fully 1s. from the lowest points; the inquiry has chiefly been for Tsatlees and Ka Hing Taysaams, but both Japans and Bengals are now beginning to show signs of improvement, and business is doing. Canton Silk is very firm, on the basis of 13s. 6d. for good market Tsatlees. Deliveries have also improved, and the general tone of the market is stronger and better than for some months past. Deliveries from 1st to 12th instant:—

	1874.		1873.	
China	1,429	...	1,118	
Canton	347	...	289	
Japan	274	...	256	
Bengal	169	...	307	
Total	2,219	...	1,970	bales

COFFEE.—A larger supply of Ceylon offered by auction on the 11th than for some time past met less demand and went off slowly. Plantation sold irregularly and in some instances lower, viz., triage and ordinary at 108s. to 118s.; small at 122s. to 125s.; low middling at 126s. to 126s. 6d.; middling coloury at 127s. to 128s. 6d.; fine middling at 129s. 6d. to 130s.; good to fine bold at 131s. to 132s; pea-berry at 125s. to 127s. 6d. Native sold, good ordinary at 106s. 6d. to 107s. 6d.; bold at 109s. to 110s.; pea-berry at 105s. to 105s. 6d.

COCOA-NUT OIL continues quiet. Cochin is quoted £40; Ceylon, £35 to £35 10s.

PEPPER.—*Black:* The public sales have gone off flatly at a further decline. *White:* The market is dull, and of 295 bags Singapore at auction 105 bags fair sold at 9d., being easier.

RICE has been quiet; but little business has been done, and the few sales effected have established no change in prices.

SPICES.—*Cassia Vera:* 134 packages goods to fine Padang quill sold at 57s. to 60s. *Cinnamon:* 7 bales Ceylon bought in, first sort 2s. 11d., second at 2s. 6d., 1 box broken sold at 1s. 8d. *Cloves:* The market is dull; at auction 17 cases Penang bought in at 2s. 4d. *Nutmegs:* 64 cases Padang of fresh import but out of condition sold at the relative value, average 109 nuts to the lb. at 3s. 1d. to 3s. 2d., 83's at 3s. 3d. to 3s. 4d., 81's at 3s. 4d. *Mace:* 9 cases good middling pale Penang sold steadily at 3s. 6d. to 3s. 7d., and one case Ceylon at 2s. 4d.; of 42 cases Batavia 10 cases sold at 2s. 4d. to 2s. 7d.

SUGAR.—A very quiet tone has prevailed, and only a small business has been effected, without change in value.

SAGO.—At public sale 799 bags small pearl met few offers, and were bought in, fair to good fair at 17s. to 17s. 6d.

TAPIOCA.—At auction 611 bags Singapore went off slowly, and only 140 bags sold, bold grey at 2⅛d., fine small and medium white at 2⅛d. to 2⅛d., the remainder being withdrawn. *Pearl:* 152 bags medium sold at a further advance of fully 1s. per cwt., viz., at 24s.

TIN.—There is steady demand, but the fears of increasing supplies still press heavily on the market. Quotations are, Straits on the spot £94, afloat £94; Banca £103, Billiton £100 per ton, Straits and Banca thus showing a further decline.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The market has continued quiet, with a little more firmness apparent, consequent on increased sales in Liverpool. The market is steady at the close, though with only a moderate demand for both Yarns and Goods.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality ...	No. 4.	6	9	13	15	16	17	19
Weight ...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 9d. —	6s. 4½d. 6s. 6d.	7s. 0d. —	7s. 6d. —	7s. 9d. —	8s. 0d. 8s. 1½d.	8s. 6d. —	9s. 0d. —

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 6		—
Maddapollams	8 8		—
Long Cloths	9 0		—
White Spot Shirtings (nominal)	10 9		—
,, Brocade do.	10 10½		—
,, Damasks do.	19 3		—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½	to	1 0½
,, do. Nos. 28-32	1 0½	to	1 1½
,, do. No. 40 (mock)	1 0½	to	1 2½
,, (Mule Twist), No. 40	1 0½	to	1 2½
,, do. No. 30	0 11½	to	1 1

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb.20	Ringleader	Thatcher	Hong Kong	New York
	Guinevere	Anthony	Manila	Do.
	Lima	Ellerbrook	Singapore	Do.
Mar. 2	Finzel	—	Zebu	San Francisco
	Elsinore	Clark	Manila	New York
	Mary Whitridge	Cutler	Shanghai	Do.
	Sacramento	Lane	Manila	Do.
	Rebecca Goddard	Manson	Amoy	Do.
	Mikado	Ilberry	Shanghai	Do.
	Alexandra	Foxworth	Colombo	Do.
	Killarney	Kingston	Singapore	Do.
9	Hendrika	Bus	Java	Brouwershaven
9	James Livesey	Clarke	Rangoon	Liverpool
6	Psyche	Harris	Hong Kong	Hamburg
7	Arbutus	Todd	Batavia	Texel
	Clausina	Rickaby	Yokohama	New York
10	D. McBain Park	Young	Singapore	London
11	Melbrek	Beeching	Foochow	Do.
10	Maud (s.)	Brittain	Japan	Falmouth
12	Altair	Richards	Singapore	Off Deal
9	Rialta	Babot	Rangoon	Off the Lizard
9	Marion Neill	Alexander	Samarang	Greenock
Feb.14	Aureola	Ross	Hong Kong	San Francisco
Jan.26	Misti	Bertin	Saigon for Buenos Ays	Monte Video
Feb.21	Dirigo	Randall	Batavia	New York
25	Ruhtinas	Dahlberg	Ilo Ilo	Boston
	Emma	Daniele	Sourabaya	Do.
Mar16	Belle of Southesk	Stratton	Singapore, &c.	Liverpool
9	Friedenburg	Kopper	Samarang	Brouwershaven
Feb.19	Melrose	Neill	Hong Kong	San Francisco
27	Inverness	Atchinson	Foochow	New York
Mar12	Shepherd	Armstrong	Ceylon	Off Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar. 4	Clymping	Sanders	Colombo	London
4	Jacobine	Holman	Singapore	Cardiff
4	Copernicus	—	Do.	Shields
4	Ariadne	—	Do.	Do.
4	Julia	—	Batavia	Do.
4	Malvern	Myles	Singapore	Do.
4	Alfred the Great	—	Colombo	Do.
4	Southport	Effort	Singapore	Do.
Feb. 2	Ophir	—	Galle	Rio Janeiro
Mar. 5	Russia (s.)	Kazy	Singapore. China, &c.	London
7	Glendarroch	Horner	Java, via Sunderland	Do.
12	Eurus	Gasston	Singapore	Do.
5	Alexander	Joass	Colombo	Cardiff
5	Truth	Evans	Anjer	Sunderland
5	Lanercost	Bloomfield	Singapore	Do.
	Amsterdam (s.)	—	Java	Grimsby
6	Adolph	Huppe	Singapore	Cardiff
6	Caroline	—	Do.	Shields
Feb.25	John R. Worcester	Cawse	Shanghai	New York
Mar. 4	Admiral Tegethoff	Tomich	Singapore	Penarth
9	Charmer	Lucas	Hong Kong	Liverpool
10	Achilles (s.)	Russell	Singapore, China, &c.	Do.
12	Montgomeryshire (s.)	Reynolds	Do.	London
8	Don Quixote	Vemettea	Singapore	Penarth
10	Jupiter	Stokhuysen	Do.	Do.
9	Glenearn (s.)	Auld	Singapore, China, &c.	Glasgow
10	Everhard	—	Hong Kong	Newcastle

(*See Shipping Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Yokohama, Hiogo, and Nagasaki: Estepona. For Colombo, &c.: Scindia, Othello. For Singapore, Hong Kong, and Shanghai: Glenlyon. For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Vancouver. For Penang, Singapore, Hong Kong, and Shanghai: Japan, Glenearn.

SAILING VESSELS.—For Yokohama and Hiogo: Remus, Coulnakyle, Suffolk. For Shanghai: Leucadia, Eliza Shaw, Lothair. For Hong Kong: Taitsing, Melbrek. For Penang and Singapore: Andromeda. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Cathaya, Jessica. For Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Sarpedon (str.), Ajax (str.). For Singapore and Manila: Yrurac Bat (str.). For Singapore: Cameo, Robert Kerr.

At GLASGOW.—For Manila: Leyaspi (str.). For Batavia and Sourabaya: County of Sutherland (str.). For Singapore: Princess Louise. For Colombo, &c.; Marchioness of Londonderry.

At GREENOCK.—For Singapore and Manila (via London): Amboto (str.).

SPOKEN.

JEDO (Dutch ship), Banjoewanjie to Rotterdam, Jan. 15, 34 S., 18 E.
LIMA (Ger. barque), Singapore to New York, Dec. 31, 33 S., 41 E.
ST. AUSTIN, Bordeaux to Yokohama, Jan. 24, 35 S., 29 E.
CORONA (ship), Canton to Demerara, Jan. 10, 27 S., 54 E.
GRAND MASTER, Liverpool to Manila, Feb. 21, off Cape de Verds.
VERA CRUZ (Span.), Philippines to Falmouth, Jan. 1, 23 S., 74 E
ANNIE GRAY, Liverpool to Singapore, Feb. 11, 4 N., 23 W.
MIRELLA (barque), Manila to London, Jan. 9, 24 S., 59 E.
MIRA FLORES (Austrian barq.), Zebu to London, Jan. 10, 24 S., 55 E.
JOHN C. MUNRO, Amoy to New York, Jan. 28, 34 S., 13 E.

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BLANCHE (barque), Liverpool to Batavia, Jan. 12, 18 S., 35 W.
P.Q.S.B., Batavia to Amsterdam, Jan. 11, 35 S., 22 E., 48 days out.

FREIGHTS AND CHARTERS.

We have no material alteration to note in berth rates of freight to the Eastern ports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 70s. meast. To Nagasaki: 70s. meast. To Shanghai: 55s. 6d. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. 6d. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 55s. 6d. weight, 40s. to 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): — weight, — meast. To Batavia: 60s. weight or meast. To Batavia (direct): — weight or meast. To Padang: 80s. meast. To Cheribon (direct): — weight, — meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. to 50s. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight or meast. To Colombo: — weight, — meast. To Penang: 30s. weight, 32s. 6d. meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: —. To Singapore (f.c.): £35. To Singapore: £33. To Penang: £34 f.c. To Macassar, per ton: —. To Batavia: —. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: —. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: —. To Shanghai: —. To Hong Kong: —. To Manila: 30s. To Macassar: —. To Java: —. To Batavia: —. To Padang: —. To Amboyna: —. To Ternate: —. To Singapore: 30s. To Galle: 33s. to 34s. To Trincomalee: —. To Colombo: 33s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: —. To Manila: —. To Singapore: 28s. To Penang: —.

CASUALTIES.

ST. THOMAS (by cable).—The Marshal Pelissier (British barque), from Singapore to New York, has put in here leaking badly, and will discharge for repairs.

The Lothair, Orchard, which arrived off Scilly 4th March, from Hong Kong, had experienced a very heavy gale from the N.W., with violent squalls, 25th and 26th Feb., off the Azores, and had some sails carried away.

The Aracan, Harwood, which left London, March 3, for Hong Kong, was in collision 8, off Portland, and sunk in about an hour; crew saved.

Advices from Havre, March 9, state that the Bon Fils, Horsean, from Bordeaux to Batavia, was in collision, 6, in the Gironde, with a steamer, and had her stem damaged.

Advices from Amsterdam, 9th March, state that the Samarang, Swan, from Samarang to Rotterdam, which put into Table Bay, 31st Jan., leaky, made fifteen inches water in harbour; she was docked on the 3rd Feb., and commenced discharging on the 4th.

The Paracca, in Hiogo harbour, was run into Jan. 12 by the Oberon, causing considerable damage to the Paracca, which vessel was on the point of leaving with a full cargo for New York.

MISCELLANEOUS.

At ASCENSION.—Feb. 14, Costonza, Rottini, from Sourabaya, and sailed for Marseilles.

Off ASCENSION.—Jan. 26, H.P.F.N. (Choice), from Batavia, for Liverpool; 29, Sharperton, Dunn, from the Philippines, for Falmouth.

At ST. HELENA.—Jan. 23, Archos, Dimelon, from Manila, and sailed, 24, for Liverpool; 24, Maria Adolfina, Bakker, from Batavia, and sailed for Amsterdam; 25, Underwriter, Isbister, from Passaroeang, and sailed, 26, for Rotterdam; Mary Nelson, Corrigall, from Penang, and sailed, 26, for London; 27, India, Kettel, from Banjoewanjie, and sailed, 28, for Rotterdam; 28, Maria, Fofield, from Macassar, and sailed, 29, for Amsterdam; 30, Mina, Van Bruggen, from Batavia, and sailed, 31, for Rotterdam; Feb. 9, Carmarthenshire, Thomas, from Foochow, and sailed for London; Westbury, Nutsford, from Hiogo, and sailed for London; Schiedam, Kooper, from Batavia, and sailed for Falmouth; Star of Devon, Allen, from Colombo, and sailed for London; Batavia, Steen, from Samarang, and sailed for Rotterdam; 10, Europe, Greenfield, from Manila, and sailed for Liverpool; 11, Fleetwing, Roberts, from Manila, and sailed, 11, for London.

Off ST. HELENA.—Feb. 3, The Murray, from Shanghai, for New York; 8, Maibit, from Batavia, for Amsterdam.

At TABLE BAY.—Jan. 27, Bonnie Dunkeld, Toms, from Batavia; 28, Landwurster, Becker, from Hong Kong.

At ALGOA BAY.—Jan. 27, Trio, Westerfield, from Hong Kong.

THE P. and O. steamer Poonah will proceed to the building yard of Mr. Laing, Sunderland, for the purpose of being lengthened and receiving a general refit. The steamer Khiva, lately purchased, will be commanded by Capt. Gaby, and leave Southampton on the 19th for Calcutta, via S.C. She is now loading in Victoria London Docks.

MESSRS. SCOTT and Co., of Greenock, have launched for the British India Steam Navigation Company the screw-steamer Malwa, of about 2,000 tons. She is sister ship to the Madura, now being completed by the same builders.

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ALEXANDRIA... ADEN ... ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... ... JAPAN	Thursday, March 12 & 26, at 2 P.M., and every alternate Thursday.	Friday morning, March 20 & April 3, and every alternate Friday.	Monday, March 23 & April 6, at 5 A.M., and every alternate Monday.
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Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

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For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

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Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

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LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

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J. THOMSON, Chairman.

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HEAD OFFICE—Rotterdam.

Incorporated by Royal Charter.

Responsible Capital, £833,000.

Paid-up Capital, £741,000.

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Reserve Fund, $1,000,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
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RESERVED FUNDS, £500,000.

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RESULT OF THE LAST CAMBRIDGE LOCAL EXAMINATIONS.

The following names are copied from the Class Lists published by the University on the 18th ult., from which it will be gathered that, out of sixty-seven candidates entered by the Albert College for these examinations, fifty-three have been successful, and no fewer than twenty-one have obtained honours; of whom

FIVE are placed in FIRST CLASS HONOURS

SIX „ SECOND „

TEN „ THIRD „ And

FOURTEEN are mentioned as being distinguished in one or more subjects. It will also be seen, from the Lists referred to above, that the Albert College stands FIRST in all England, in point of numbers passed and also of honours gained, when compared with upwards of 300 other schools in the country which have sent up candidates for these examinations.

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Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables; 12 × 6, from £4 10s.

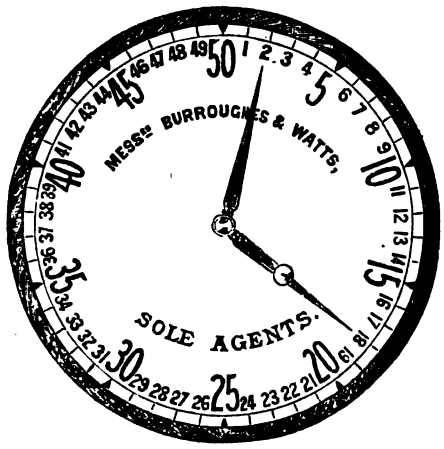
COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



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—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

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JAPAN AND CHINA.

Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

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San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

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The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

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ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS, via Suez Canal:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Taitsing	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Coulnakyle...	A1 13 yr.	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

YOKOHAMA AND HIOGO DIRECT.—The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Tigre	... March 15	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone	... March 29		
Ava ...	... April 12		
Iraouaddy	... April 26		
Peiho	... May 10		
Mei Kong	... May 24		

The Steamers of the 15th March, 12th April, and 10th May connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 29th March, 26th April, and 24th May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

S. S. VANCOUVER, DIRECT FOR SINGAPORE, HONG KONG, and YOKOHAMA.—This fine, powerful, Clyde-built steamer, classed 100 A1 at Lloyd's, 2,000 tons gross register, 580-h.p. nominal, 2,650-h.p.e., is the second steamer of the CHINA TRANSPACIFIC STEAMSHIP COMPANY (Limited), and is fitted most luxuriously for a large number of first-class passengers, with ladies' saloon, smoking saloon, and general saloon on deck; carries surgeon and stewardess. Owing to this vessel's immense power, a very rapid passage is expected. Last shipping day in the Victoria London Docks, 20th March.

For plans and particulars as to rate of freight or passage apply to GELLATLY, HANKEY, SEWELL, and Co., 63, King-street, Manchester; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

FOR SHANGHAI, the well-known clipper ship LEUCADIA, *A1, 896 tons register; ANDREW MEARNS, Commander; South West India Docks.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR HONG KONG, the well-known clipper ship MELBREK, A1 15 years, 870 tons register; CHARLES BEECHING, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

The new "Eastern Trade" form of bills of lading requir.d.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glenearn, s.s... ...	2,120	McGregor, Gow, & Co.	Mar. 21
Japan, s.s.	1,865	Norris & Joyner...	Mar. 23
Andromeda	355	Wright Bros. & Co.	Mar. 28
LIVERPOOL.			
Achilles, s.s... ...	1,550	Alfred Holt ...	Mar. 18
Nestor	1,414	„ ...	Mar. 20

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CHINA AND JAPAN.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Shanghai ...	Eliza Shaw ..	A1 17 yr.	E.I.D.	With des.
Shanghai ..	Lothair	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on the advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	March 21
Glenlyon	100 A1	2,119	275	April 2
Glenroy	100 A1	2,121	250	April 20
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New ship

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India avenue, London.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shipper's risk, last shipping day, 23rd March, the favourite full-powered screw steamer JAPAN, 100 A1, 1,865 tons register, 250-horse power nominal, HENRY DE SMIDT, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to GOSMAN and SMITH, 144, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Singapore (and-or) Hong Kong (last shipping day, 2nd April), the favourite full-powered Clyde-built screw steamer ESTEPONA, 100 A1, 1,049 tons gross, 676 net register: 120-horse power nominal, 700 effective; L. B. HUBBUCK, Commander; South West India Docks. This fine steamer was built in 1873 by Messrs. Inglis, of Glasgow, and from her great power is expected to make a rapid passage. Has good accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

JAPAN.

Agent for the *London and China Express.*

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 551.] LONDON, MONDAY, MARCH 23, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 19.
JAPAN—Yokohama	Dec. 5	Jan. 26	Feb. 3
Yedo			
Osaka and Hiogo	—	—	Jan. 24
Hakodadi			
Nagasaki	—	—	,, 26
CHINA—Peking	—	—	,, 21
Tien-tsin	—	—	,, 23
Chefoo	—	—	,, 24
New-chwang	—	—	,, 28
Hankow	—	—	,, 30
Kiu-kiang	—	—	,, 31
Chin-kiang	—	—	,, 19
Shanghai	,, 12	,, 30	Feb. 6
Ningpo	—	—	,, 1
Foochow	,, 12	,, 31	,, 8
Formosa			
Amoy	—	—	,, 9
Swatow	—	—	,, 10
Hong Kong	,, 26	Feb. 4	,, 13
Canton	—	—	,, 10
Macao	—	—	,, 11
PHILIPPINES—			
Manila	,, 19	,, 1	,, 7
COCHIN-CHINA			
Saigon	Jan. 2	,, 10	,, 16
SIAM — Bangkok	—	—	,, 14
BORNEO—			
Labuan	—	—	,, 9
Sarawak	—	—	,, 11
JAVA — Batavia	,, 9	,, 13	,, 15
Samarang	—	—	,, 10
Sourabaya	—	—	,, 12
MALACCA STRAITS—			
Singapore	,, 16	,, 18	,, 20
Penang			
CEYLON—			
Galle	,, 30	,, 24	,, 25
Colombo	—	—	,, 23

THE MAILS, &c.,

The French mail, bringing advices as above, was delivered, *via* Marseilles, on the 19th inst., four days in advance of its due date. The next inward (P. and O.) mail, with dates Yokohama, 10th; Shanghai, 13th; Hong Kong, 19th; Singapore, 26th Feb., is due, *via* Brindisi, on Monday next, the 30th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived March 17.—From Yokohama: Messrs. Goltre, Sironet. From Shanghai: Messrs. Sharp, Potter, Rousteshell, Ostolopoff, Miss Desgray. From Hong Kong: Messrs. Reimers, Janssen, Barracho, Mr. and Mrs. Lemarchand, Miss Perrin; twenty artisans from the Chinese Arsenal at Foochow. From Batavia: Messrs. Canters, Romè, Mr. and Mrs. Kerval, Mr. and Mrs. Hutchler, Mr. and Mrs. Halelcyn. From Singapore: Messrs. Sturrenegger, Pranck, Lapena, D'Ortegos, Kurr, Gomez, Soenze, Zanora. From Galle: Messrs. Anderson, Young, Kase, Mortimer, Mr. and Mrs. Iles, Mr. and Mrs. Dyer, Mr. and Mrs. Bosanquet. To Naples, from Saigon: Mr. G. Hale; from Singapore: Mr. and Mrs. Campbell.

By last mail to Brindisi, per P. and O. steamer *Sumatra*, arrived March 13.—From Yokohama: Mr. Maltby. From Shanghai: Mr. Littlefield. From Singapore: Mr. J. C. Hensiler. To Venice, from Galle: Mr. Forbes.—To Southampton, per P. and O. steamer *Venetia*, expected to arrive March 23.—From Yokohama: Mr. Cross. From Shanghai: Mr. G. Ribbeck. From Hong Kong: Mr. Thompson, Mr. Moffit. From Galle: Mrs. Scheene and child, Mr. Buckman, Major Sharer, R.E., and two second-class passengers. To Malta, from Galle: Mrs. Sharer. To Gibraltar, from Singapore: Mr. F. Herrara, Mr. T. Garrido.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nizam*, from Southampton, March 12.—To Yokohama: Mr. C. H. Reynders, Mr. J. Watson, Miss Bennett. To Hong Kong: Capt. Howard, Mr. Laidlaw, Mr. Creyk. To Shanghai: Mr. S. C. Hopkins, Mr. J. R. Coulthard, Mr. E. J. Andrews. To Singapore: Mr. E. H. French, Lieut.-Colonel Barlow, Mrs. and Miss Willans, Mr. A. B. Smith.

Per P. and O. steamer *Sumatra*, from Venice, March 20.—To Shanghai: Mr. and Mrs. Adkins, Mr. J. M. Ringer, Mr. J. H. Evans, Hon. H. Edwardes, Mr. A. Hickling.

Per P. and O. steamer *Sumatra*, from Brindisi, March 23.—To Yokohama: Mr. and Mrs. Vean, Miss A. Cowan, Mr. H. Scharbon. To Hong Kong: Mr. Galton.

Per P. and O. steamer *Tanjore*, from Southampton, March 26. — To Yokohama: Miss J. Sym. To Penang: Mr. and Mrs. Jackson. To Singapore (for Australia): Sir Geo. Walker. To Ceylon: Mr. J. G. Innes, Mr. E. H. Cameron, Mr. and Mrs. Templer, Mrs. Tatham.

Per P. and O. steamer *Ceylon*, from Venice, April 3.—To Singapore: Mr. H. Morgan, Mr. and Mrs. H. de Satge.

Per P. and O. steamer *Ceylon*, from Brindisi, April 6.—To Hong Kong: Mr. W. T. Phipps, Mr. H. G. Phipps, Mr. Worthey. To Singapore: Mr. F. Amhurst. To Ceylon: Mr. G. G. Anderson.

Per P. and O. steamer from Southampton, April 9.—To Yokohama: Mr. W. Sharp, Mr. W. M. Smith. To Hong Kong: Mr. G. Young. To Ceylon: Mr. J. B. Cull.

Per P. and O. steamer from Southampton, April 2.—To Yokohama: Mrs. Bryant.

Per P. and O. steamer from Venice, April 10.—To Singapore: Mr. R. Booth.

Per P. and O. steamer from Brindisi, April 12.—To Penang: Mr. H. Krauss.

Per French steamer *Amazone*, March 29 (booked from London).—To Yokohama: Mr. Schnell. To Shanghai: Mr. De Vos, Mr. Steenackers, Mr. W. H. Anderson, Mr. H. S. Morris, Mr. Manson, Mr. Lucas. To Singapore: Mr. and Mrs. J. Sloan. To Hong Kong: Mr. and Mrs. Latham, Mr. Sanderson, Mr. Hales, Mr. Huyser. To Batavia: Mr. and Mrs. Bouffaer and two children, Mr. and Mrs. O. Furst, Mr. Boisseram, Mrs. and Miss Couperus, Mr. and Mrs. Van Hoogerhuize and child. To Galle: Mr. A. Thompson.

Per French steamer *Ava*, from Marseilles, April 12 (booked from London).—To Shanghai: Mr. J. H. Cheverton. To Singapore: Mr. Bannermann.

Per steamer *Vancouver*, for Singapore, Hong Kong, and Yokohama, March 21.—Mr. and Mrs. Fyson, Mr. C. F. J. Birch, Mr. Ono, Mr. and Mrs. Judge Phillipo, Mr. and Mrs. Kelsey, Mr. and Mrs. Goddard, Mr. Dunbar, Mr. and Mrs. C. R. Hardman, Miss Marples, Mrs. Klasen and four children, Miss Johnstone, Mr. Hadley.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from this port by the present mail extend to the 3rd Feb.; the French mail from London Dec. 5 arrived out on the 26th Jan. The *Japan Herald* contains the following items of news:—

A meeting of the Asiatic Society of Japan was held at the Grand Hotel on the 14th of January, the President, J. C. Hepburn, Esq., M.D., taking the chair. After the nomination of some new members had been proceeded with, Captain Bridgford read his paper on "Yezo, a Description of the Isbi Rari River and the new Capital Satsporo," for which a vote of thanks was returned by the society. Sir Harry Parkes said that he believed Captain Bridgford's paper was the first account that had been published of the centre of Yezo.

Cheques have been drawn and paid for, $125,000 each, in favour of England, France, and Holland, as an instalment of the Shimonoseki Indemnity money. The share of America is in abeyance for the present.

There is a rumour current to the effect that a former high official has been called upon by the Government to pay some $300,000, alleged to be due from him. This demand is said in some way to be connected with the sale of Government rice, made under the auspices of the ex-official referred to. A mercantile partner of his, in an extensive way of business at Osaka, is said to have committed suicide in consequence of the inability of the firm to meet the large sum the Government requires. In default of payment (which is apprehended), it is said stringent measures will be resorted to by the Government. A term of ten years' imprisonment has been mentioned as having been threatened.

We have lately seen a good deal of surveying going on at the Bund, and also in the harbour, and on enquiry we are led to believe that the Government intends to make a pier running out from the coal depot of the P.M.S.S. Co., about one mile along, and in such a way that large vessels could lie alongside. This is a most desirable undertaking, if properly carried out, and will be a real boon to the shipping interest.

The statement of passenger and goods traffic by the Imperial Government Railways, for the week ending Sunday, 25th of January, 1874:—Passengers, 30,600, $8,049,00. Goods, parcels, &c., $538.61. Total, $8.587.61. Average per mile per week, $477.09. Corresponding week, 1873: Number of passengers, 24,321; amount, $7.483.90.

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It is affirmed that the road from Hakodadi to Sapura (the new capital of the Kaitakushi) has cost the sum of $600,000. Its length is about 70 ris.

By a proclamation of the 20th, the Mikado gives up 36,000, *yen* of his annual income toward army expenses.

The agents of the China Trans-Pacific Steam-Ship-Company, Messrs. Hudson, Malcolm and Co., entertained a number of the residents of Yokohama recently on board the *Vasco de Gama* the first vessel of the Company's line despatched from this port to San Francisco.

After luncheon Sir Harry Parkes called upon the company to drink success to the new line. Much, he said, as we were indebted to the great company which had hitherto held the monopoly of the trade between China, Japan and the Western Coast of America, there was still room for enterprise in the same direction, and the establishment of the new line would do no more than stimulate that healthy competition by which the public welfare is promoted.

Mr. Hudson returned thanks. He said that it was not in the spirit of opposition that the company which he represented was formed. The friendly rivalry of legitimate enterprise was the origin of the company's endeavour, and he felt sure that there was ample room for it; he proposed the health of Captain Rice, of the *Vasco da Gama*, the pioneer vessel of the line; and Captain Rice replied, expressing a hope that he might sooner or later see all those who were assembled as his passengers, or those of the other ships of the company.

Much satisfaction was expressed at the arrangements for the accommodation of passengers, and the past and probable performances of the ship between this and San Francisco were freely canvassed.

The Empress has received the families of the Foreign Ministers; Lady Parkes, Mrs. and the Misses Bingham, and Madame de Groote were presented. The Empress expressed pleasure at seeing them, and received their congratulations on the new year and wishes for her Majesty's health and happiness. The Mikado was present, and added a few words of welcome.

It is now in contemplation by the authorities of the Mombusho to erect new and improved buildings for the use of the Kai Sei Gakko (Polytechnic School), and to devote the present edifice to the use of the Guai Koku Gakko (Foreign Language School). The old sheds occupied by the latter are in a state of advanced dilapidation, and cannot longer suffice for the accommodation of the pupils. The new Polytechnic School will be erected within the grounds of the Kaga yashiki, in Hongo, in the north of the city. The new buildings will be separate from each other. This arrangement will afford greater security against fire. They will be of a more durable material, and will be built in finer style than those now in use.

Contrary to the expectations of his friends in Japan, Mr. C. O. Shepard, late U.S. Consul here, prior to his reaching Washington, resigned his appointment. Mr. Wayne, of Georgia, succeeds him, and may arrive by the next American steamer.

One of the samurai of Kochi Ken, captured on suspicion of being concerned in the attack on Iwakura, has confessed his guilt; but he has refused to name, or give any clue to the discovery of, his companions.

The Paper Hunt for the cup presented by R. H. Brunton, Esq., was one of the most successful we have had, although unfortunately we have to record two accidents. Tempted by the beauty of the weather, there was a very large meet, many ladies gracing the scene with their presence.

CHINA.

—o—

SHANGHAI.

The present mail brings advices from this port to the 6th Feb.; no later mail from London had arrived out. The following items of news are from the *North China Herald*:—

A meeting of the shareholders of the Shanghai and Pootung Foundry and Engineering Company has been held. A resolution was passed that in view of the unsatisfactory result of the working of the business the company should be forthwith wound up and dissolved. The directors were accordingly authorised to effect a sale of the plant, stock, buildings, land, &c., belonging to the company, on the most advantageous terms they can obtain. The company have since sold their property and plant, &c., to Messrs. Boyd and Co., at a price which, after paying off all liabilities, will yield a return to shareholders of fifty taels per share, equal to fifty per cent.

After a short preliminary trip on the river last Sunday, with the view, probably, of testing her engines and general preparedness for a longer excursion, H.I.C.M.'s No. 5 frigate went outside on the 4th Feb., on a trial trip as far as Gutzlaff. She is entirely worked by Chinese. It is likely that, instead of returning to a state of masterly inactivity off the Arsenal, the frigate will lie at Woosung till ready for a longer cruise up the Yangtsze, or northward for inspection by Li Hung-chang, as we mentioned a few months since.

A sham fight has been held between the Volunteer Corps and a naval brigade from the British ships of war in port. It attracted, as usual, a large concourse of spectators, and appeared to excite much interest, both among them and the men engaged. The mystery is, why so many men who can afford time to march out alongside the volunteers, and to look on at the combat from the top of grave mounds, feel diffidence in joining the ranks. The fact of so many spectators assembling proves that interest is felt in the corps, and we could wish that the interest took the more practical form of enlistment.

The annual meeting of shareholders in the Racket Club has been held. The report and accounts, shewing a satisfactory account of the year's working, were passed. Messrs. Cooper, Cumine, Gundry, Jones, Maitland, Scott, Turnbull, Vickers and Wheelock were elected a committee for the ensuing year. The committee were instructed to repair the floors of the courts at an expense not to exceed Tls. 750. A new bye-law was passed limiting the number of shares to be acquired by any individual member to seven.

At a meeting of the Mih-ho-loong Fire Brigade the following officers were elected:—E. W. Rice, Foreman; F. A. Groom, 1st Assistant Foreman; E. Tobin, 2nd ditto; M. Hawtrey, Hon. Secretary; E. Henderson, M.D., Surgeon. Messrs. Low, Thorn and Little form the committee for the ensuing year.

A Masonic Ball has been given at the Club, and proved a great success. It is difficult to estimate the number present, but it may be taken roundly at 200, including sixty ladies. The rooms were tastefully decorated, and the supper was worthy of the Club caterer's renown.

We hear that Mr. Mayers has declined the appointment of Secretary to the Municipal Council, which had been informally offered to him.

The foundations of the mortuary chapel are reported to be unsafe. Instead of being built in the first instance on raised earthwork, or a solid foundation, the chapel was, from motives of economy, erected on piles standing some five feet out of the ground, the enclosure underneath being left hollow, and a mud bank raised only externally. Inspection has now shown that the piles are rotten, and will have to be removed and replaced by a concrete foundation.

We learn from Peking that the weather so far this winter has been, with the exception of a couple of days, very mild. No snow has fallen since the Emperor and the Imperial Princes prayed for snow on the 9th Jan. Nothing of interest has occurred in the diplomatic world during the last week, if we except the fact that the Peruvian Mission are reported to be busily engaged with their Treaty. The race committee has held a meeting, and drawn up the programme of the races for the spring of 1874. Much sickness prevails, owing to the unusually dry and mild winter. There has been no fall of moisture for months, except a very slight attempt at snow on the 2nd January. The Peruvian Minister has been laid up with a severe attack of fever, but is recovering. The French Minister has also been ailing from the same complaint. It is reported that the Government are selecting a large body of Mongol troops now assembled at Kalgan, to march against the Mahomedans in Uliasutai.

Our Hankow correspondent writes:—Business is dull in the extreme, and the weather is very unpleasant, cold and wet.—On the 21st January the English and Russian gunboats in port were tastefully decorated with flags, and the latter fired a salute of 21 guns in honour of the marriage of the Duke of Edinburgh to the Russian Princess.—Meetings are all the rage just now—Race Club, Recreation Ground, Ice Club, and the Church-going community.—Our church having now been handed over to the community, on condition that no further expense be entailed upon the British Government, I hear that steps will shortly be taken to obtain a clergyman from home, to conduct the services regularly, which will be, I hope, a great improvement upon the present method of procedure. Our next theatrical performance is fixed for the 5th February, and rehearsals are now in full swing.

Newchwang letters report the sudden occurrence of extreme cold, and the fall of the thermometer to 4 below zero. The cold has caused great distress among natives, and many have been frozen to death.

HONG KONG.

Our advices by the present mail extend to the 11th February; no later mail from London had arrived out. The *Daily Press* supplies the following items of intelligence:—

The public examination at the Government schools took place on the 10th February, in the presence of the Governor, Hon. Mr. Austin, Hon. C. Smith, Hon. P. Ryrie, Mr. Romano (Portuguese Vice Consul), &c. After his Excellency the Governor had distributed the prizes he addressed the scholars, encouraging them to persevere in their studies.

We understand that Lady Kennedy and Miss Kennedy will leave for England before the hot weather sets in.

The business of the Harbour-Master's Office will on and after the 16th Feb. be conducted at the new offices, near the Pacific Mail Company's office.

The *Gazette* announces that the Ordinances abolishing the Court of Summary Jurisdiction, reconstructing the Supreme Court, and introducing the new Code and Procedure, have been approved.

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The returns of the criminal cases at the Supreme Court during the past year show that there were seventy-one persons tried, of whom fifty were convicted and twenty-one acquitted. The larger proportion of the charges tried were for larceny and theft. There was only one trial for murder, and in it the prisoner was convicted.

An extensive fire occurred at Canton on the evening of the 6th, which burnt down the *Kung-suh* house of the old Co. Hong, and a large number of shops in the neighbourhood. A considerable amount of property was lost, and it was feared some lives had also been sacrificed, as two explosions were heard at the commencement of the fire.

As was to be expected, the rejection of the Japanese Yen by the Chamber of Commerce as a medium of currency has been the subject of some comment in the Japan papers, but we are glad to observe that the motives which led the mercantile men of this place to adopt that course have not been misunderstood. The speakers at the meeting were especially careful to avoid saying anything which might appear to be distrustful of the Japanese; and fully recognised that they were entitled to every courtesy as well as to a feeling of sympathy in the efforts which they are making, and in most directions successfully, towards progress.

We alluded the other day to the desirability of conceding municipal rights to the people of Hong Kong, and the importance of the question for consideration at least is a good excuse for again returning to it. We do not at all mean to impute that generally public affairs are mismanaged in the colony, but now and again instances crop up of actions which, under the present system of Government, display an amount of red-tapeism which is more apparent than agreeable. The Executive Council are not, perhaps, so much to blame for this as at first might be imagined.

The weather has taken a somewhat extraordinary turn for the time of year. A few days since there was a smart thunderstorm, and the wind blew in powerful gusts, veering round to different quarters. The harbour became so rough as to cause considerable damage among the sampans, and the barometer fell in the space of an hour, between 2.30 and 3.30, from 29·98 to 29·84. At about four the weather became calm again. During one of the squalls a Yow-mah-tee fishing junk capsized, whilst endeavouring to make for that place from Syingpoon; and a cargo-boat also capsized, coming athwart the chain of the American ship *Sumatra*.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The advices by the present mail extend to the 20th Feb.; the outward French mail from London Jan. 16 arrived on the 18th Feb. The following items are from the *Straits Times*:—

H.E. the Governor has temporarily appointed Mr. J. G. Davidson as Commissioner with Tunku dia Oodin, and after the conclusion of the piracy case Mr. Davidson will have to visit the Linghy river, close to Malacca, to discharge other duties before his return to Singapore.

A considerable quantity of pepper, belonging to a Singapore trader, was stolen from an island in the Straits under the Dutch rule, and on the 11th a boat was seized in Singapore river, containing twenty-two bags of the stolen produce, the bags having the owner's mark on them. The Chinese boatmen, two in number, were arrested on a charge of fraudulent possession. The case is still under investigation here, but the prisoners will most likely have to be handed over to the Dutch authorities.

The great facilities now afforded for going over to Johore, while no doubt a blessing in most ways, nevertheless afford unwonted facilities to fraudulent debtors, who have only to go over there to elude payment, and defy our writs; and unless Government takes immediate action, and enters into some arrangement with the liberal and enlightened ruler of that country to give up all debtors from this on application from our Court, the evil must increase to a distressing extent. A case in point may be cited to prove the threatened danger of the convenient refuge so near at hand. A Javanese trader owing some $700 to a European here, and in sufficently good circumstances to pay, with a writ out against him, very deliberately blinds the bailiff's subordinates, goes over to Johore, settles there, and sends for his family to join him, knowing that our law cannot touch him there. Therefore, the sooner such a state of things is mended the better for the community at large.

Owing to the exceptionally high price of gambier and black pepper many fresh plantations are being opened up on the Johore territory. Almost daily applications are being made by Chinese for grants of land, and they do not scruple to take it in localities at distances from water communication hitherto deemed impracticable and unprofitable. Although the soil of Johore is capable of producing other articles of commerce than gambier and pepper, yet, with a few exceptions, these are the only articles raised for exportation in any considerable quantity.

The *Government Gazette* contains notifications to the following effect:—

Her Majesty has confirmed the Ordinance for the transfer of Courts deposits.

A corrected notification announces that Mr. C. B. Waller is appointed Acting Superintendent of Prisons at Singapore.

Her Majesty has directed the issue of Letters Patent under the Great Seal of the Colony, appointing Francis Snowden, Esq., Senior Puisne Judge, and George Phillips, Esq., Junior Puisne Judge, of the Supreme Court.

Lieut. T. A. Fox, Harbour Master at Penang, is appointed Assistant Postmaster at that Settlement.

Capt. J. H. Satterthwaite is appointed a member of the Fire Commission, v. J. W. Fuller, Esq., resigned.

The average note circulation of the following banks during January was:—

Oriental Bank Corporation	$278,200
Chartered Bank of India, Australia, and China	630,220
Chartered Mercantile Bank (Penang)	272,297

With respect to the trial of the nine pirates on board H.M. ship *Thalia*, we understand that the prisoners have since been landed, and will be tried in customary form by the native court on shore; the *Thalia*, however, will continue to lie off the village to afford security to Tunku dia Oodin and the Court against surprise or interference. We learn by the *Rinaldo* since the above was written that the trial of the pirates at Qualla Jugra was concluded on the 15th instant, and that they were all sentenced to death except one, who is a mere boy. The execution was carried out on the following day, the men being krissed on the beach.

The steamer *Pulai*, belonging to H.H. the Maharajah of Johore, has returned from the usual monthly visit to the rivers on the west coast of the Johore territory. The places touched at were all quiet, and showing signs of progress.

Under none of the forms of government through which it has pleased Providence that the Settlement should pass in its maturer years has its police ever come in for any share of commendation. Indeed, its defects and its asserted incompetence have been a never-failing theme for the censure of our public writers. It is true that the police is not a particularly popular institution in most countries, but we question if in any other place of like size to this the force is viewed with such hopeless want of confidence. What sensible man ever leaves his godowns or his residence to the protecting care of the police? Who that places any value upon his time thinks of reporting a loss or a theft to the police? Who in any altercation with hack-gharry men or similar infliction ever dreams of appealing to the police? We may safely affirm of those who do so that they are very new colonists, and that they have a painful experience before them.

The directors of the Tanjong Pagar have issued their report, and are able to declare a dividend of ten per cent. After allowance for all necessary payments, there remains on the working of the half year the sum of $30,914.18, which, added to $3,839.93 brought forward, makes $34,754.11.

Commercial Report.

(For dates see first page.)

IMPORTS.

TIENTSIN.—The markets were quiet and prices unchanged.

HANKOW.—Advices are conflicting. While some shippers received favourable reports and satisfactory sales, others were advised of an "absence of demand for all imports, and prices nominally unchanged."

SHANGHAI.—Piece Goods: The Chinese new year, by its proximity, was exercising its customary influence upon markets. Business had not yet wholly ceased, but it was becoming smaller, and a week would probably see it closed for the holidays.

FOOCHOW.—Sales had been:—Grey Shirtings, 8¼ lbs., 2,200 pieces at $2.72; do. 7 lbs., 2,500 pieces at $2.25 to 2.30; T-Cloths, 8 lbs., 400 pieces at $2.97; do. 7 lbs., 2,100 pieces at $1.92 to 2.22; do. fine 7 lbs., 750 pieces at $2.62 per piece; lead, 720 pigs at $8.75 per picul.

MANILA.—The market for Plain Staples had continued quiet during the fortnight, and there was little alteration to note in values. After the commencement of the Chinese new year buyers were expected to enter the market more freely. Coloured goods of suitable styles and assortments continued in demand.

BATAVIA.—The market continued very quiet, the Chinese dealers being busy preparing for their New Year festivals, and as this would last at least a fortnight, it was not expected that much business would be doing for a month to come. For the coming season, however, a good business was expected, as the coffee crop will, it is expected, prove a very fair average, while the Paddy fields promise a very plentiful harvest.

EXPORTS.

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TEA.

SHANGHAI.—The following settlements of Green Tea comprised the whole business of the week. Prices continued firm for all grades. Fychows, Moyunes, &c., 1,733 half-chests at Tls. 24 to 43; Pingsueys, 250 half-chests at Tls. 43 to 43; Shanghai packed, 1,543 half-chests at Tls. 23 to 24; total, 3,526 half-chests. Stock, 11,552 half-chests. The export to Great Britain (lost cargoes included) had been as follows:—

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	1873-1874.		1872-1873.
Black	63,129,458 lbs.	against	64,062,246 lbs.
Green	8,512,685 „	„	10,572,075 „
	71,642,143 „	„	75,634,321 „

FOOCHOW.—No business had been done in Congous, and the only transactions reported during the interval had been the settlement of the remaining Souchongs, *i.e.*, 200 half-chests and about 100 chests, at full prices considering the quality. The S.S. Priam for London, the Sarah Nicholson for New York, and the Lady Belmore for the Colonies, were shortly expected, and these vessels would complete the season's export.

NEW YORK MARKET REPORT.

—o—

COFFEE.—There is a fair demand for Brazil Coffee, and sales were made of 4,502 bags Rio, cargo Juno, at 25½c. In mild Coffee there is a firm tone, though business is rather inactive. We quote as follows:—Java (Government bags) 30c. to 31c.; Java (mats) 28c. to 31c.

CORDAGE.—Prices are as follows:—Manila Cordage, sizes above 12-thread, 16½c.; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 17½c.; do. 12-thread, ⅜ in. diam., 17c.; do. Hay Rope, 17c.; do. Cordage, Bolt Rope Yarns, 18½c.; do. 6-thread and 9-thread, 19½c.; Tarred Manila, 16c.; Fine Tarred Manila Lath Yarn, 17½c.

HEMP.—A large stock of Manila has arrived, but the better class goods are still scarce. The current price for Manila is 9½c. (gold).

INDIGO.—The demand is very limited. Sales of Manila have taken place at 65c. to 80c. currency, and Madras at 85c. to 90c.

RICE.—The market is steady, with a fair demand.

SUGAR.—The stock of Raw Sugar is about double what it was this time last year. The business is, however, moderate. Refined is in rather better request.

SPICES.—After considerable business the market is quieter, but prices are generally steady. We quote as follows:—Mace, $1.28 to 1.30; Nutmegs, $1.15 to 1.20; China Cassia, 25c. to 25½c., and Batavia, 24c. to 26c.

TIN.—Straits Tin is quoted 26⅞c. to 27c., and Banca 28½c.

TEA.—Oolong and Green are weak, and holders are more willing to make concessions to induce sales. Japan is steady and firm, and in limited supply, especially the low grades. The line trade is without activity of note. By auction 1,280 half chests Japan sold at 27½c. to 64½c., and 100 do. Japan 40c., cash.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1873, to Feb. 4, 1874 ...	—	70357459	50491656	361183	15343795	135644123	40514
From June 1, 1872, to Feb. 4, 1873 ...	—	74184609	51669463	104023	20646884	146604979	54275

Shipments since last report, and included in above total:—

Jan. 15 per Endymion	From Foochow	...	891,855	
— 22 ... Lombardy (str.)	... Shanghai	...	26,517	314
— 28 ... Menelaus (str.)	... Shanghai, &c.	...	453,198	25
— 29 ... Amazone (str.)	... Do.	...	276,333	121

TO THE CONTINENT.

		Bales.
From June 1, 1873, to Feb. 4, 1874	8335092	23045
Do. do. 1872, to Feb. 4, 1873	—	21772

Shipments since last report, and included in above total:—

Jan. 22 per Lombardy (str.)	From Shanghai, &c.	...	—	88
— 29 ... Amazone (str.)	... Canton	...	9,000	457

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1873, to Feb. 4, 1874	41340718	4495
Do. do. 1872, to Feb. 4, 1873	57673208	8075

Shipments since last report, and included in above total:—

Jan. 13 per New York (str.)	From Shanghai	...	222,452	
— 16 ... Horatio	... Foochow	...	416,466	
— 17 ... Doune Castle	... Shanghai	...	984,224	
— 20 ... Glamorganshire	... Canton	...	224,912	
— 20 ... Menelaus (str.)	... Shanghai, &c.	...	133,445	
— 21 ... Vasco de Gama (str.)	... Yokohama	...	437,639	
— 22 ... Lombardy	... Shanghai, &c.	...	—	62
— 29 ... Amazone	... Do.	...	—	19

TO AUSTRALIA.

From June 1, 1873, to Feb. 4, 1874	...14,456,563
Do. do. 1872, to Feb. 4, 1873	...16,115,953

Shipments since last report, and included in above total:—

Jan 23 per Tokatea	From Canton	...	16,200

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,355	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	86,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3⅞d.	4s. 4d.	4s. 4¼d.
Shanghai „	5s. 10⅛d.	5s. 10⅜d.	5s. 10⅛d. to 5s. 11d.
Canton „ ...	4s. 3⅛d.	4s. 3⅜d.	4s. 3⅝d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3⅜d.	4s. 4d.	4s. 4¼d.
Manila „	4s. 1½d.	4s. 2d. to 4s. 2½d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 303	221
„ Hong Kong	26½ to 26⅝ dis.	—
Bar silver	Tls. 111.3.5	9 prem.
Mexican dollars	„ 73.4.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 40 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 27 per cent. discount.
China Traders' Insurance Company, $1,900 premium.
Hotel Shares, 58 per cent. discount.
Hong Kong and Macao Steamboat Company, 17 per cent. premium.
Hong Kong Fire Insurance Company, $360 premium.
Union Insurance Society (new shares). $550 per share.
China and Japan Marine Insurance Company, Tls. 93 per share.
China Fire Insurance Company, $31 premium.
Victoria Fire Insurance Company, $20 premium
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 7 per cent. prem.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divd.
Shanghai Dock Company ...	500 ...	500 ...	195 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	139 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	107 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	65 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$560 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	40 ...	
Union S.N. Company	100 ...	100 ...	76 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	680 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,950	$250.p.sh
Hong Kong and China Gas Co.	£10 ...	£10 ...	£65 ...	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.95 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$119 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	119 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls.120 ...	12 p.c

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Jan. 29, Flying Spur; March 18, Merse; from San Francisco, March 15, Vasco de Gama (str.).

At SHANGHAI.—From London, Feb. 3, Egeria (str.); March 19, Cawdor Castle (str.); from New York, March 19, Ada.

At HONG KONG and CANTON.—None.

At MANILA.—None.

At SINGAPORE.—From London, Feb. 18, Galatea (str.); from Liverpool, 14, Patroclus (str.); 17, Buena Ventura; from Sunderland, 15, Cyrene, Schleswig Bride; from London, &c., previous to March 17, Diomed (str.), Capehorn, Zentai.

At SAIGON.—From Bordeaux, Feb. 12, Suzanne.

At PENANG.—From London, &c., previous to March 18, Diomed (str.), Cassandria (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For Montreal, Feb. 1, Palestine.

From HONG KONG and CANTON.—None.

From MANILA.—For London, Jan. 24, Sonora; 26, Annie, Mr. Small; 25, Albert Victor (str.); for Channel, f.o., 27, Dauphin; for New York, 29, Gamecock.

From SINGAPORE.—For London, Feb. 14, Patroclus (str.); for Hamburg, 14, Diana; for New York, 18, Atalanta (str.); for Cadiz, 12, Leon.

From PENANG.—For London, previous to March 18, Cheviot, Antenor (str.).

VESSELS PASSED STRAITS OF SUNDA.

Feb. 22, Windhover, Hiogo to Falmouth.

A DEPUTATION has waited upon the Premier to urge the desirability of appointing a Minister of Commerce such Minister to have a seat in the Cabinet. Mr. Disraeli promised that the subject should receive attention.

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SUNDRIES PER "JOHN R. WORCESTER," FROM NEW YORK FOR SHANGHAI.—FEB. 25, 1874.

LANMAN and KEMP.
750 bxs. perfumery

B. BENINGER.
14 pkgs. carriage materials
92 do. stoves
13 do. hardware
100 cs. milk
100 kegs nails 10,000 lbs.
10 cs. lobsters
1 do. brooms
5 do. bitters
50 brls. rosin

L. B. LAMBERT.
30 stoves and fixtures
1 bale furniture webbing 24pcs.
1 brl. glue 98 lbs.

JNO. CASWELL and Co.
1000 bales domestics 638,600 yds.

E. PAVENSTEDT and Co.
2 bxs. washers and wringers

C. CUTLER.
6 cs. books
1 do. clothing
1 do. looking-glass

HAGEMEYER and BRUN.
26 pkgs. pots, kettles, &c.
16 bxs. axes
7 do. agricultural implements

ORDER.
37 pkgs. clocks
10 kits beef
31 cs. scales
20 kits fish
10 cs. shield irons
10 do. stove polish
7 cks. lanterns
100 oars
5 brls. bright varnish 223 gals.
10 do. black varnish 450 gals.
1 bale hose
25 cs. condensed milk
50 do. turpentine 500 gals.

C. D. BROOKS and Co.
16 do. baking powder 43 doz.

ASKELL, TUFTS and Co.
50 cs. condensed milk 200 doz.

G. A. POTTER.
50 kegs nails 5,000 lbs.
1 parcel stove material
15 bxs. scales
2 brls. chandlery
2500 cs. oil 25,000 gals.

MASON and HAMLIN.
1 cs. cabinet organ 148 lbs.

WETMORE, CRYDER, and Co.
11360 cs. oil 113,600 gals.
221 tons anthracite coal
133 pkgs. glassware
640 cs. oil 6,400 gals.

CARY and Co.
2 do. books 12 lbs.

T. A LEFAVOUR.
10 kits tongues and sounds
50 do. mackerel
25 cs. lemonade 50 doz.
18 do. canned fish 48 doz.
23 do. vegetables & fruit 52 doz.

SALTER and LIVERMORE.
2 bxs. missionary goods
67 do. do.
2 do. machinery
15 brls. butter
2 cs. brooms
5 do. varnish
50 bales oakum 2,500 lbs.
70 bxs. soap 2,800 lbs.
1 do. brushes
15 cs. candles
95 do. canned goods
9 bdls. sails
1 do. twine 50 lbs.

JOS. FOULKES and SONS.
100 cs. spts. turpentine 1,000gals.

SUNDRIES PER "NEW REPUBLIC," FROM NEW YORK, FOR HONG KONG AND YOKOHAMA.—MARCH 4, 1874.

FOR HONG KONG.

SALTER and LIVERMORE.
5 cs. missionary goods
30 do. bitters
23 bls. duck 7,726 yds.
1 brl. crockery
19 pkgs. missionary goods
11 do. do.

LANMAN and KEMP.
750 bxs. perfumery
72 do. medicine
1 do. inks
1 ½-brl. printers' ink
2 kegs do.

GOSSLER and Co.
1 bale wick 305 lbs.
30 cs. milk 120 doz.
1 cs. brooms 12 doz.
50 brls. rosin 16,182 lbs.
6 cs. stove fixtures
132 oars 1,956 ft.
100 bls. navy oakum 5,000 lbs.
46 do. domestics 14,603½yds.

W. GRAY and Co.
10 pkgs. clocks

WESTRAY and GIBBES.
1 cs. surgical instruments

C. CUTLER.
6 bxs. books
4 do. stoves
1 do. bedding
2 brls. flour
2 bxs. marble
1 box plated-ware

GEO. A. POTTER.
209 sticks lignum-vitæ 13,440lbs.
5 brls. rosin 2,001 lbs.
1 ½-cask whisky 16 gals.
5 cooking ranges and fixtures
1 cs. carriages
5 tcs. beef 1,610 lbs.
300 oars 4,850 ft.

YOUNGS and Co.
250 brls. pork 50,000 lbs.

YOUNGS and Co.—*continued.*
12 cs. scale beams, &c. 60 beams
2 cs. containing one ram
12 jack screws and handles

FOR YOKOHAMA.

JNO. MIDDLETON and Co.
800 cs. gasolene 7,200 gals.

WEAVER and STERRY.
2 cks. ginseng 566 lbs.

E. W. CORLIES.
16 bxs. scales
1 tea table
4 bxs. merchandise
1 refrigerator
1 meat stove
1 stove
2 brls. pipes

H. KOOP and Co.
10000 cs. oil 100,000 gals.
47 bls. duck 6,150 yds.
6 brls. twine 489 lbs.
3 bxs. tacks
3 brls. lamp black 205 lbs.
14 bxs. hardware
25 cs. condensed milk
5 do. lobsters
50 kits mackerel
7 pkgs. merchandise
2 carriages
9 bdls. hoops

SALTER and LIVERMORE.
14 pkgs. missionary goods
104 do. roofing materials
100 cs. chalk
2 do. machinery
2 brls. shoe pegs
12 cks. glassware
28 pkgs. hardware
196 cs. slates
49 do. chalk crayons
503 brls. glassware
7 hhds. do.

LATEST TELEGRAMS.

THE ATCHIN WAR.

THE HAGUE, MARCH 19.—A despatch from Buitenzorg (Java) of yesterday's date announces that the steamer *Metalen Kruis* has succeeded in obtaining recognition of the sovereignty of the Netherlands in five ports on the Western Coast of Sumatra.

PENANG, MARCH 20.—Advices received here announce that the Dutch were fortifying themselves in Atchin and storing provisions. General van Swieten would proceed to Batavia about the 20th inst., leaving General Verspyck in command with 2,000 men. A third Dutch expedition will commence operations in Atchin in October unless peace is concluded before that time.

THE THREATENED OUTBREAK AT TIENTSIN.

SHANGHAI, MARCH 16.—According to the latest advices all is quiet at Tientsin.

SHANGHAI, MARCH 17.—There is no longer any apprehension of disturbance at Tientsin. The alarm which was recently felt appears to have been groundless.

MARKET REPORT.—CHINA.

SHANGHAI, MARCH 19.—Grey Shirtings, 8¼ lbs., best Eagle Chop, Tls. 2.0.1; ditto, second quality, Tls. 1.9.1; 7 lbs., best Eagle Chop, Tls. 1.6.8; T-Cloths, Dewhursts M. T. Mexicans, Tls. 1.5.0; C.P.H. Scarlet Camlets, Tls. 14.9.0. Lead L.B. large pigs, Tls. 5.9.0; Nail Rod Iron, Dawe's best, Tls. 3.5.0. Stocks: Grey Shirtings, 790,000 pieces; T-Cloths, 1,120,000 pieces; Drills (all kinds), 440,000 pieces; English Camlets, 20,000 pieces; Long Ells, 15,000 pieces; White Shirtings, 65,000 pieces. Silk: Tsatlee No. 4, Red Peacock, Tls. 355; total export from this port 1st June to date 51,000 bales: stock 2,000 bales.

SHANGHAI, MARCH 20.—Cotton Piece Goods and Woollens dull, and little business doing; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 2.0.1; T-Cloths, 6 lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.5.2. Cottón: Fair medium China, Tls. 8½. Silk: Market active; Tsatlee, No. 3 Koonfoongsings, Tls. 430 to 445; No. 4, Tls. 395 to 415; Red Peacock, Tls. 355; Blue Elephant, Tls. 370; total settlements from 1st June to date, 53,375 bales. Tea season nearly closed. Exchange on London: Bank bills, six m.s., 5s. 11½d.; Mexican Dollars, Tls. 73.5.0.

STRAITS SETTLEMENTS.

SINGAPORE, MARCH 17.—Cotton Yarn, 40's, $120; Grey Shirtings, 39-in., 8¼lbs., $2.42½; 7 lbs., $2.2½; T-Cloths, 6 lbs., ordinary, $1.50. Gambier, $5.10. Pepper: Black (Singapore), $13½; White (Rhio), $16. Tin (Malacca), $25.50. Coffee (Bonthyne), $27. Exchange on London: Bank bills, six m.s., 4s. 4d.

PENANG, MARCH 18.—Tin, $25. Pepper: Black, (nominal); White, $21. Sugar, No. 1, $6.45; No. 2, $3.90; No. 1 basket $2.75. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.42½; T-Cloths, 6lbs., $1.55. Exchange on London: Bank bills, six m.s., 4s. 4d.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, MARCH 17.—The Messageries Maritimes Company's steamer Ava, with the inward French mails from China and Japan, arrived here to-day at 5 P.M. She brings 85 passengers and a general cargo, including 511 bales of silk, 15,886 packages of tea, 586 packages of gall nuts, 220 packages of straw plaits, and 146 sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 28th inst.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, MARCH 18.—The P. and O. steamer Venetia, from Alexandria 9th inst., leaves at 4 P.M. to-day for Southampton, where she may be expected about Monday, the 23rd inst. She experienced heavy weather. All well. Specie, £280,000.

INWARD MAIL DUE APRIL 6.—GALLE, MARCH 12.—The Messageries Maritimes steamer Irawaddy, with the French mails from China and Japan, left here to-day for Aden.

INWARD MAIL DUE APRIL 13.—GALLE, MARCH 19.—The P. and O. steamer Delhi, from China, arrived to-day, and the Mongolia leaves for Suez to-morrow.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, MARCH 18.—The Peninsular and Oriental Company's steamer Nizam, from Southampton on the 12th inst., arrived here at 5 P.M. yesterday, and left at 10 A.M. for Alexandria. She experienced terrific weather from St. Vincent. All well.

OUTWARD MAIL OF MARCH 6.—SUEZ, MARCH 13.—The P. and O. steamers Gwalior and Bokhara left at 1 P.M. for Bombay and Calcutta respectively with the outward India and China mail of 26th February —6th March.

OUTWARD MAIL OF FEB. 13.—GALLE, MARCH 11.—The Messageries Maritimes steamer Anadyr, from Marseilles Feb. 15, with the mails for China and Japan, left here to-day for Singapore. SINGAPORE, MARCH 17. The French mail from London Feb. 13 arrived here to-day.

OUTWARD MAIL OF JANUARY 30.—HONG KONG, MARCH 13.—The French mail from London Jan. 30 arrived here to-day.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—At Falmouth, from Samarang, Justitia; off Liverpool, from Manila, Archos; off Queenstown, from Zebu, Sharperton; March 19, off Dungeness, from Batavia, for Amsterdam, Maria Adolfina; 20, at Falmouth, from Sourabaya, Maggie Dixon; 20, off the Lizard, from Penang, Mary Nelson; 21, at Falmouth, from Saigon, Aracan.

DEPARTURES.—March 19, from London, for Colombo, &c., Othello (str.); 20, from London, for Singapore, China, &c., Glenearn (str.); 19, from Cardiff, for Singapore, Adelphoi, Alblasserdam; for Hong Kong, Frank M. Thayer; from the Clyde, for Singapore, Ambota (str.); for Batavia, County of Sutherland (str.).

MISCELLANEOUS.—Advices from Rotterdam, March 19, state that the leak in the Samarang, Swan, from Samarang to this port, which put into Table Bay, 31st Jan., was discovered when she had discharged her between decks cargo, which was not much damaged At Port Said, 19, Mazeppa (str.), from London, for Colombo; Gordon Castle, from London, for Singapore and China.

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Naval and Military.

The death of Quartermaster H. Mayne, of the 49th Regiment, is announced. He served with the regiment throughout the whole of the operations in China, including the storm and capture of the heights above Canton, the attack on and capture of Amoy, the second capture of Chusan, the attack on and capture of heights of the Chinhali, the occupation of Ningpo, and the repulse of the night attack on Ningpo.

Lieut.-Colonel the Hon. J. C. Dormer has been appointed Assistant-Adjutant and Quartermaster-General at Dover. Colonel Dormer was Assistant-Adjutant-General to the Expeditionary Force to China in 1860, and was present at the operations of that campaign, including the capture of the Taku forts, the advance and entry into Peking, for which he was promoted to an attached majority, and received the medal with two clasps.

Captain Leyne, who served with the 59th Regiment in the operations before and capture of Canton in 1857, for which he received the medal with clasp, has been selected for the majority of the 14th Regiment.

The Audacious has been floated into the repairing basin at Chatham Dockyard, to be fitted out as the flagship for the China station.

Miscellaneous.

INSURANCE.

The following rates of insurance have been agreed upon by the leading London insurance companies :—

	Mail steamers.	Other steamers.
TEA.—From Hankow ...	... 55s. ...	... 70s.
„ Shanghai ...	... 45s. ...	... 60s.
„ Canton Waters	... 35s. ...	... 50s.
SILK.—With average and produce f.p.a.		
From Shanghai ...	... 30s. ...	... 45s.
„ Canton ...	... 25s. ...	... 40s.
Outward f.p.a. by ordinary steamers.		
Singapore and Penang ...	... ...	... 25s.
Hong Kong	... ...	... 30s.
Shanghai... ...	... ...	... 35s.
Japan	... ...	... 40s.

RUNNING DOWN BY A P. AND O. STEAMER AT GRAVESEND.—On the 17th instant, the *Princess Somiwatty*, of 1,000 tons, was sunk off Gravesend by the P. and O. screw steamer *Indus*. The barque was at anchor off the Ship and Lobster, just below Gravesend; and at about a quarter-past nine o'clock, the morning being quite clear, the *Indus* steamed up the Reach. When a short distance below the barque the steamer had to alter her course, and come over to the southward, to get astern of a billy-boy schooner. The tide was running up pretty strong at the time, and before the steamer could get round into her proper course again she ran into the barque, striking her on the port bow. The force of the collision was so great that the steamer made a large gash right into the hull of the barque, and the latter sank within ten minutes of the occurrence. The crew on board the barque numbered about twenty, with a passenger; they were taken out of the rigging by watermen. All escaped without hurt except one sailor, who, being sick and in his berth at the time, was jammed amongst the splinters, and received some injuries, though not of a serious character. The existing law clears the owners of the *Indus* from all liability in the matter, as the vessel was in charge of an authorised pilot. Should the collision, however, prove to have been the result of any carelessness on the part of the pilot, he is liable to a fine not exceeding £100.

THE sketches made for the *Illustrated London News* by Mr. Simpson have been placed on exhibition at the Burlington Gallery, Piccadilly. The collection is fitly called by the title of "Round the World," for it embraces drawings of the most varied scenes from Rome to Abyssinia, and from Sedan to Circassia. Among the more interesting of the drawings are "New Breakwater at Alexandria," "Suez," representing the new docks and entrance to the Canal, all formed on a sand-bank, and, a few years since, a mile or so out of sea, "Temple of Heaven, Peking," and "The Great Wall of China."

AT the next meeting of the Royal Geograpical Society a paper will be read "On a Journey in the Island of Yedo and on the Progress of Geography in Japan," by Mr. R. G. Watson (late Charge d'Affaires in Japan).

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BLEWETT—On the 15th Feb., at Singapore, the wife of Jasper Blewett, of a daughter.
BOWRING—On the 15th March, at Torquay, the wife of L. B. Bowring, C.S.I., of a daughter, stillborn.
BRENT—On the 15th March, at Yokohama, the wife of Arthur Brent, of a son.
BROWN—On the 11th Jan., at Chefoo, the wife of William Brown, M.B., of a daughter.
GOTTE—On the 10th Feb., at Bangkok, the wife of R. Gotte, of a son.
LEVESON—On the 14th March, at Cluny, Sydenham-hill, the wife of Edward J. Leveson, of a son.
SEVERS—On the 20th March, at Kenton House, Surbiton-hill, the wife of Albert Severs, of a son.
ZACHARIAE—On the 29th Jan., the wife of V. Zachariae, M.D., of a son, stillborn.

DEATHS.

ATKINSON—On the 20th Jan., at Kobe, May, daughter of the Rev. and Mrs. J. L. Atkinson, aged three years and five months.
CAINE—On the 31st Jan., at Shanghai, George Whittingham Caine, son of the late Colonel Caine, aged 41.
CAMPBELL—On the — March, at Shanghai, Archibald Campbell, formerly of Messrs. Fletcher and Co.
HARKER—On the 17th March, at The Limes, Southwood-lane, Highgate, Henry Robert Harker, aged 64 years.
SCHEIBLER—On the 14th March, at Crefeld House, Grove Park, Camberwell, George Henry Scheibler, aged 37 years.

THE ATCHIN WAR.

VERY little further news has come to hand during the past week as to the progress of the War in Atchin, but we observe in the columns of a contemporary another long letter from their special correspondent, written at Batavia. This last circumstance tends to confirm our previous conjecture, that the careful Dutchmen relegate all mere journalists to a safe distance from the real scene of operations. They probably argue that whenever they are successful they can blow their own trumpets for themselves, and should reverses overtake them it is as well not to let the facts get abroad. The letter, for all that, is interesting, and confirms, to a remarkable extent, the opinions we hazarded in our preceding articles. Thus, even in Batavia, the complaint goes round that the "Government reports, short as "they are, sometimes contradict each other, and are con-"tradicted again right and left by those in possession of "private information." It appears, too, that the Atchinese on the 14th January broke through the Dutch lines in front of the Kraton, and actually reached one of the hospitals in the rear, where they killed six, and wounded eleven, of the patients. Besides all this, in the confused *melée* which took place when the troops came up in the dark, one of the Dutch officers was shot atand killed by his own men. We do not praise these barbarities on the part of the Malays; our object in quoting the passage is because it shows us that the Dutch at the time must either have been very weak numerically, or else very careless in their dispositions. Now, also, we get some acquaintance with the circumstances under which the Kraton fell, "a result considered (on the 27th January) as deciding the war." It turns out that the Atchinese had cleared away before the Dutch entered the stronghold, and that their artillery and ammunition had been gradually withdrawn. "Gradual" is the *term* most applicable to all the incidents of this very leisurely war. The Dutch were very gradual in making their approaches, and the Malays were gradual in retreating. General VAN SWIETEN is gradually strengthening himself in his present positions, and still more gradually pushing aggressive operations; meanwhile—if we are to credit the telegrams—the Netherlands cruisers are gradually inducing the chiefs along the coast to recognise the Dutch supremacy. It is now nearly two months since we heard of the "result considered as deciding the war," but that end has not yet been accomplished. The Atchinese are fortifying themselves inland, their leaders remain unapproachable, and refuse all overtures of peace. In the interim sickness is at work among the European regiments and among the Malays; the resources of Atchin are being wasted; the non-combatant population are compelled still to endure all the miseries of a protracted war, while on the Dutch themselves financial burdens must press with increasing heaviness. If there must needs be war let it be sharp, sudden, and decisive, like our own campaign in Ashantee. "If 'twere done, then 'twere well when 'tis done 'twere done quickly." For our own part we wish that the Dutch would take this saying to heart, and if they are not content with what they have already accomplished, then let them shake off their national torpor, try something more adventurous than planting their own colours in a fort already abandoned, and should they be really determined to annihilate the independence of Atchin then let them destroy it mercifully by a swift, stout, blow, and not devote it to the slow tortures of a lingering death.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 17.

During the whole of the past week the German Parliament has been engaged in the consideration of two very important Ministerial Bills, the first of which was the definite re-organisation of the army. In one of my former letters I informed your readers that the Government proposed to fix the numerical strength of the active force in time of psace at 401,659 men, and, secondly, to allow this new law to remain in force till repealed. The debate on the first reading showed that a great divergence of opinion existed, which made it the more difficult to cause the different fractions in the House to combine their forces and offer a direct opposition. The principal stumbling-block was the fixation of the above-mentioned figure. The Conservative opposition and the Progressionist party proposed to reduce the number to 385,000, but the motion made by Count Bethusy Huc was lost; several other amendments were also dismissed by great majorities, and the National Liberals requested the Government to reconsider the subject and inform the House when the second reading came on whether

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they would not be content with 360,000 men. The second part of the question, relating to the duration of the law, involves a great financial, and even constitutional, principle, for if Parliament accepts the indefinite period proposed, it voluntarily sacrifices and gives up one of its most jealously guarded privileges—the right of control over the largest item of expenditure of the national Budget. On the other hand, the Government argues, and very justly, that if the most important element of strength for the safety and defence of the country is dependent on annual votes for the army, and the goodwill or caprice of Parliament, they may refuse the grant just when the efficiency of the army is most urgently required, and if not able to take the field at the right moment, it is impossible to foresee the consequences, or to what degree of danger and difficulty the country may be exposed. Self-preservation is undoubtedly admitted by all writers on international law from the time of Vattell down to the present day to be the first law of nature, and the experience of the last two wars—first with Austria and then with France—shows the importance of being the first in the field and carrying hostilities into the enemy's territory, instead of being unprepared and suffering the country to be invaded. The Bill was read the first time, and the second reading will be placed on the order of the day some time this week.

Then the Compulsory Vaccination Bill was read and finally passed, but so great was the opposition, and so closely were the numbers balanced, that it was only carried by a majority of one, the ayes having 141 and the noes 140, the opposition being principally composed of the Ultramontanes, the Alsatians, the Poles, and the Social-Democrats, who had all combined to oppose the Bill. Only one clause (the 14th), relating to compulsory re-vaccination, was struck out; but, on the other hand, a resolution moved by Dr. Loewe, for establishing a Central Board of Health for the whole Empire, was carried by a large majority.

The Norddeutsche Bank at Hamburg last week held its seventeenth annual ordinary general meeting, to receive the report of the directors, which was deemed satisfactory, considering the financial panics and commercial distress of last year. A dividend of 10½ per cent. was proposed and adopted (in 1872 it was 13 per cent.), and then the needful elections took place, when Mr. Edgar Ross, of the firm of Ross, Vidal and Co., was chosen one of the directors by 1,752 votes, whilst Senator Gustave Godeffroy was re-elected President and Herr Robert Kayser as Vice-President of the Court of Administration. The shares of the bank command a premium of 46 per cent., and are a favourite investment here, as offering undoubted security and a good interest on capital.

I have to express my great regret that in my last letter, through inadvertence in copying my MS., the International was included among the banks which had to be liquidated, owing to losses. I am happy to say that the International is in a very satisfactory condition, and for the last year declared a dividend of 7½ per cent.

We learn from Berlin the interesting fact that last week a young Japanese of the name of Tsusy was baptised in the church of St. George, by the Rev. Pastor Dahms, and was christened by the name of Ernest. A numerous congregation had assembled to witness such an unusal event, the ceremony lasting altogether two hours, as previous to the act of baptism the youthful neophyte had to undergo a searching examination as to his knowledge of the Bible and the principles of Christianity, which he passed in a most creditable manner. The young Christian has selected the profession of arms as his future career, and has obtained permission to enter the Military School at Berlin as a Gentleman Cadet.

Herr Eduard Julius Erdmann is appointed German Consul at Samarang, vice Fr. von Laer, resigned.

Arrivals from the Far East:—Mr. Consul Troup, family, and attendants, from Japan; A. H. Maertens, L. P. Müller, and — Ferlin, from Shanghai; Mr. and Mrs. O. Fürst, E. Rose, and — Maack, from Batavia; J. Alabor, from Hong Kong; C. Rasch, from Hiogo; Rehling, from Calcutta; and Kiesulf, from China.

COMMERCIAL.

The whole disposable stock of Cassia Lignea (36,000 chests) in the hands of importers has been taken out of the market at the reduced price of 71 marks to 74 marks. Tea continues firm, and the sales by importers comprised 876/4 chests and 3,540/8 do. Congou, 639/8 do. and 149/4 do. Souchong, and 100/4 do. Pekoe—all per Jylland, from Foochow. Rice also firm; stock so much reduced that no extensive purchases could be made except for forward delivery. Pepper is lower, and difficult to sell; Singapore nominally 67-68, Penang 66. Oil of Star Annis also lower, with every appearance of a further decline.

SHIPPING.

ARRIVAL.—Psyche, from Hong Kong.

SAILED.—Leonore, to Nicolayefsk; Joachim Christian, to Hong Kong; Iphigenia, to Singapore.

That unfortunate steamer from Calcutta, Queen Elizabeth, that has been recently lost in the Mediterranean, with 1,700 chests of indigo on board, was largely insured here, and the Hamburg underwriters are heavy losers,—it is said to the amount of a million marks.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MARCH 18.

After a six days' debate the Fortress Bill passed the Second Chamber by sixty against six votes, and if our Lords are not obstinate we may forthwith begin with an improvement in our means of defence. It is to be hoped that none of our neighbours will attack us within the coming eight years, because so much time will be required, besides thirty-two millions of florins, to complete our new fortresses. I need not say that the very large majority was unexpected, the more so because there was great diversity of opinion with respect to the Bill. Some of the members (notably Storm van'sGravesande, Nierstrass, and Insinger) were of opinion that the matter was one not to be settled by the Chamber. Others shrunk from the proposed measure, because they considered that a Minister who was only temporarily in office should not be charged with its execution. Others again thought that the Bill went too far, and asked too much, while, on the other hand, Messrs. Stieltjes and Storm regretted that the provinces of Groningen and Friesland were not to be included, but would be left entirely at the mercy of an enemy, and Mr. Saaymans Vader protested against the dismantling of the fortresses of Veere and Flushing. Mr. Dam declared that he would vote against the Bill if one stone remained of the fortress of Zutfen. The strongholds on the Scheldt were made the ground of complaint by other Members. Messrs. de Roo and Stieltjes urged that it would be a national calamity if the Yssel-line were given up. The period of eight years was quite enough to induce Mr. Bredius to vote against the Bill—and indeed I can assure you that if the Chamber had determined to reject the measures, there were a hundred reasons available. The Chamber will now deal with the proposed reorganisation of our Consular staff abroad, of which merchants have made much complaint of late years.

The consequences of the rejection of the Monetary Bill are still unknown. It is positively asserted that Mr. Van Delden wished to resign, and that he only remained in office at the persuasion of his co-Ministers. When the King returns from his seat *het Loo* we may perhaps hear about some decisive step being taken, and probably the Cabinet will determine upon dissolving the Chamber. General discontent prevails throughout the country because the Second Chamber wastes so much of the national time; but on the other side it must be acknowledged that the Liberal Cabinets which have succeeded each other have done very little for the nation. If the Chamber is dissolved it is highly probable that the Cabinet of Mr. Fransen van de Putte will share the fate of that of Mr. Gladstone.

The last Reuter's telegram about our war with Atchin has made a very painful impression, and the Ministerial papers can only express a hope that it may be proved to be incorrect. I need scarcely say that your article, "The War in Atchin," was not received here with much favour, and is represented as being manufactured simply to annoy the Dutch nation. The expression of hope that Lord Derby might see his way to some sort of mediation to stay the waste of lives has especially created indignation. Several papers ask the Minister of the Colonial Department to telegraph the names of the soldiers as well as those of the officers who are killed, but Mr. Fransen van de Putte declines.

Some time ago a Commission was appointed by the Society for the Welfare of the Javanese to report what could be done to promote the education of the natives, and a report, drawn up by Mr. Neurdenburg, has been published. The Commission proposes—first, to introduce a simple method of elementary instruction for the children of all classes of natives; secondly, a system of instruction, which is adapted for young men's schools, on a small scale, to be established throughout the country, to give instruction in agriculture, the use of European tools, drawing, &c. This important report is the first step towards improving education in our colonies, which is of the greatest urgency.

A meeting has been held by our Protestant clericals in support of the plan for establishing a seminary at Batavia or Banda. The necessary funds are not yet fully subscribed, a sum of f.100,000 being wanted—say 400 subscribers of f.250 each. A gentleman of the Hague—Baron v. L. v. S.—has given a donation of f.2,500. If the undertaking had a less orthodox colour perhaps it would meet with better success. The moderate Protestants now abstain from participation.

In a former letter I mentioned that rather large sums are being contributed by our Roman Catholics in aid of the persecuted bishops in Germany. Henceforth every week a day will be specially named on which to ask for the mediation of Heaven.

Our Money Market offers nothing to report. Business is very quiet, and, although money is abundant, a general distrust prevails, which checks transactions.

PRODUCE MARKETS.

COFFEE.—In waiting for the Trading Company's auction, when 84,015 bs. will be put up for sale, and which will take place to-day, only a few transactions have taken place. The brokers' valuations for the auction are based on 64½c. for good ordinary Java.

SUGAR.—The market is unaltered; about 6,000 mats have been sold at the prices of last week.

TEA.—There is a brisk demand for the lots of Java, which were brought under the hammer in the last public sale, and an advance has been paid. On the 26th instant will be put up for sale 3,384/4, 1,522/12 and 54/16 chests China ex Lord of the Isles from FOOCHOW, which are valued as follows: Congou 50c., to 150c., Souchong 80c. to 170c., Pekoe 110c. to 200c.

RICE.—A lot of 7,200 bs. uncleaned Java ex County of Sutherland changed hands.

SPICES.—Quiet, but prices very firm.

JAVA TOBACCO.—Several parcels of sundry marks have been sold at prices that did not transpire. The stock includes 9,133 bales Java, and 308 bs. Sumatra.

COTTON.—The market is somewhat firmer, and prices are higher, in consequence of the decreased imports from America.

HIDES.—Business in East India sorts has been large, but as the brokers decline to give the prices the reports are limited to the enumeration of the parcels sold.

DRUGS.—Very limited business.

RATTANS.—100 piculs ex Lydia and 130 piculs ex Aneta Garibaldi changed hands.

CACAO.—24 bs. Java found buyers.

INDIGO.—About 100 chests Java sold at prices that did not transpire.

MANILA SAPANWOOD.—A lot of about 50,000 kilo. sold for export at a very high price.

TIN.—The market is very quiet, at lower quotations. The price of Banca has declined from f.62 to f.58½. Billiton is nominally worth f.56½ to f.57.

COCOA-NUT OIL.—Prime Cochin is quoted f.24½, and prime Ceylon f.22½.

JAPAN SILK.—A lot of 32 bales, bought in at the last auction, found buyers at very low prices. The market for this article is very dull.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, MARCH 23, 1874.

THE TREATY WITH PERAK AND LAROOT.

THE new Treaty concluded with the Malay chiefs who have been struggling for supremacy in Perak and Laroot is drawn up in such clear terms that to readers at all familiar with the Straits it will almost explain itself. The preamble sets out the reasons why British intervention has become necessary, and then calls attention to the existence of previous treaties (notably that of 1825), by which we are bound to assist Perak if the Sultan of that Kingdom desires our aid. Then the different positions to be occupied hereafter by the rival claimants to the throne, and the Governor of Laroot are determined; a British official is to reside at Perak, another subordinate officer at Laroot, and the advice of these political agents is to regulate the collection of the revenues and the general administration of the Kingdom. Two small pieces of territory are ceded to Great Britain. This is perhaps the only portion of the Treaty which is likely to be misapprehended. In the one case, that of the Krean river, the latter has hitherto formed the boundary of Province Wellesley, but there has of late been much robbery and violence in Laroot, and in order more effectually to keep down freebooters, and to prevent smuggling craft from sheltering themselves just outside British territory in the watercourses that feed the Krean river, it has been found essential to bring the water system of the Krean, as a whole, henceforth under the control of our police.

The same remark applies to Pulo Dinding and Pulo Pangkor. These islets never were any real good to us, but the reason why we secured them originally is because, if left to Malay Rajahs, they sooner or later shelter pirates. We most of us know what used to go on up and down the Indo-Chinese Coast. The pirates lurk in some island off a sea-port or the mouth of a river. The Governor on shore declares his inability to expel them, for he has no forces except on the mainland, and these pirates are outside his jurisdiction. Meantime he privately receives a share of their booty, and privately furthers their ends in return. Now this sort of thing must by some means or other be stopped, and the best plan has been found to be the making the islands at any rate British territory. The pirate prows are then afraid to hide themselves there, and if they do we can deal with them. In the case of Pulo Dinding recent occurrences have shown that in order to keep the Straits really clear we must get control of the sea-coast opposite as well, and this end we have therefore secured by the eleventh article of the new Treaty.

The cost of the two political residents, with their establishments, is to fall on the revenues of Perak, while the expenses incurred in consequence of our recent intervention will be paid by the Governor of Laroot, in whose principality the disturbances occurred, and who is responsible for the chief share of what has happened. The State of Perak was formerly tributary to Siam; but Captain BURNEY, in 1827, made a treaty with the Court at Bangkok, by which, amongst other things, the complete independence of Perak was secured. This independence made it easy for us to intervene. Many of the other Malay States—Tringanu for example—still owe allegiance to the Siamese, and of course in such instances we could not do more than insist that the King of SIAM should restore order and peace to the dominions of his tributary. We are not complaining against this circumstance; we think that the Siamese have in late years become quite strong enough to quell Chinese rioters, exterminate pirates, and repress disturbance; but we mention the point because we observe at least one of our contemporaries hinting that Sir ANDREW CLARKE will probably ere long have to deal with the affairs of other Malay chiefs as he has dealt with the Rajah of PERAK; and it ought to be carefully borne in mind that our Treaty relations with these potentates in each case vary considerably, and that a uniform policy in our negotiations with them would therefore be out of the question. We cannot help remarking here that, if our opinion is correct and the Governor of Laroot has been saddled with the whole expense by the intervention, on the ground that the party responsible for the difficulties should pay the costs of settling them, then Sir HARRY ORD ought surely to have been made jointly liable for at all events a share of these charges, inasmuch as by a proclamation "of questionable legality," as some called it, or "clearly illegal," as it has been described by others, he allowed arms to be supplied to the Governor of Laroot, and thus intensified the fury of the struggle.

We do not regard the Perak Treaty as anything more than a sensible arrangement for restoring order and fostering commerce in that petty State. Its influences and operation will be local. It has lately been described as "the introduction of the seeds of civilised Government into the Malay Peninsula, destined seemingly to change the face of that country;" but the author of such a phrase must have worked his brain up to concert-pitch, else he would not have sounded so high a note. For all that, however, we must give Sir ANDREW CLARKE credit for his promptness, his good sense, and his moderation. Looking at the general equity of such a question as this it must, we think, be clear that we were not going an inch beyond our duties in acting as we have now done. It was by our direct action that Perak was erected into a completely independent kingdom, and the power of Siam to control the succession to the throne, and to keep down disorder, was taken away. *Hinc illæ lacrymæ;* when the throne became vacant pretenders started up, and even had there been no internal strife of this sort, yet what power of his own has this Rajah—an autocrat of our creation—to keep down robbers, to chastise pirates, or to hold rude clans of riotous Chinese miners in check, that is, at least, unless we aid him in these undertakings, which are obviously among the first duties of a monarch? His own real subjects, his Malay people, the Rajah could probably at all times manage, but since the days when we set him up to taste the sweets of uncontrolled authority, and to make experience of its attendant duties and cares, a new set of inhabitants, we refer, of course, to the Chinese, have invaded his domains. These are a class whom he has not the material force, even if he possessed the spirit, to compel to obedience to his laws. How can he administer justice to them, or how enforce his decrees? Thus in the interest of the Rajah and his officers, in that of his people, for the sake of the property of British subjects, who own tin mines or land in Perak and Laroot, and, finally, because the paths of commerce must, at all hazards, be kept free from pirates, we were bound to intervene to secure the tranquillity of Perak. This being our duty, we have limited our action to the mildest measures which the due attainment of our ends will admit of. We leave the Rajah his territory (with two small and indispensable reservations); we leave him, too, full power to deal with questions touching Malay religion and custom. We secure him an income out of his revenues sufficient for his requirements; we take nothing except the cost of our Political Agents for ourselves; and we think that such a course is much more commendable than the plan of annexing Perak, as the Dutch would have done, burning the chief town, as we have done in Ashantee, or, lastly, leaving matters alone, as non-interventionalists would probably have advised.

THE rumour which we referred to some time since, as to the discharge of the foreign *employés* at the Arsenal at Foochow, it appears—by advices by the last mail—was well-founded, and a considerable number of French artizans have arrived at Marseilles. We believe that all the works connected with the Arsenal are to be abandoned.

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SHOULD THE STATE IN TIMES OF SCARCITY PROHIBIT THE EXPORTATION OF RICE?

THE above is a question to which public attention in India has lately been drawn, and one which has a peculiar interest for many of our readers who have had experience of the grain-trade in the Far East. Lord NORTHBROOK was recently advised by the Government of Bengal to stop the export of rice from the Indian dominions to foreign countries, and we know that on two occasions the Government of Siam, when their harvests failed, forbade any exportation of grain. The Viceroy of INDIA decided against such a proposition, and he has just published in a somewhat elaborate minute the reasons which led him to this conclusion. We think he was right in his view, but we cannot help adding that his arguments are in one or two points incomplete. He begins by reducing the case down to the practical question whether the export of common rice from Bengal (which has never exceeded 446,000 tons in the most favourable years) ought to be stopped. To prohibit growers to export the best or "table" rice would be simply to withdraw from them the means they require in order to provide themselves with cheaper kinds of food, and therefore this course must be left out of consideration. We also incline to set aside the food requirements of Ceylon, Mauritius, and the Bengal coolies in the West Indies or elsewhere, to which this exported rice is usually sent; for, though Lord NORTHBROOK lays stress upon the point, these consumers need not starve because the Calcutta supplies are temporarily cut off. But we agree in the view that to stop the export of this comparatively small amount would have but little effect in cheapening food for the 66,000,000 Bengalees who eat 30,000 tons of rice in a day. Lord NORTHBROOK, however, seems to us in error when he makes the admission that the action of Government in prohibiting the export of rice would have considerably lowered its price. Not necessarily so by any means; for unless the authorities were at the same time to seize all the existing stocks of paddy at a regulation price all the natives who hold them now, forewarned of the scarcity, will stick to their hoards and retain them undisposed of till the high famine prices show symptoms of a decline, and then they will sell. For all that we agree that one great safeguard against a famine lies in the diminished consumption which naturally results from the rise in prices due to anticipated dearth; because people then begin to economise their food. Either, therefore, the prohibition would—as we contend—not lower the price of grain, or if it did then Lord NORTHBROOK is right in saying that to lower the price artificially at the commencement of the famine is, by the consequent increase of consumption, to absorb the additional stock which the embargo on the export trade supplies. To these difficulties we have next to add the evils consequent upon the disturbance of the labour market and trade by Government restrictions imposed at what is really a commercial crisis. By disappointing our regular customers we induce them to seek their food supplies in other and more trustworthy quarters, and thus we permanently injure—perhaps destroy—our ordinary export trade in grain. This is not merely a financial disaster. To check the export trade of a commodity is to discourage its production, and hence any measure that would weaken the export trade in rice from a country would also lessen the capacity of that country to meet a future period of scarcity by reducing the average of its annual cultivation. The direct losses entailed upon shippers, merchants, mill-owners, and such like great employers of labour in consequence of a prohibition of this sort are also peculiarly severe; and, besides this, the circulation of capital is checked by the blow struck at commerce, and numbers of people are thus thrown out of work at a period when most of all they need employment. Lord NORTHBROOK is right in insisting—as we have done once before—that what is really wanted to prevent a famine in the East is to have the creeks and roads—the channels for conveying the food—in the most efficient state, so that grain, which can always be collected in abundance at the outports, may be easily, cheaply, and swiftly carried to the spots where the real pressure prevails. To forbid the export of rice is not, therefore, to increase the stock of food in the districts distressed, for the particular rice which is thus stopped at the port where the ships await it does not—cannot—come from the districts where the famine threatens, but from some wholly different regions where the harvests have been good. It will therefore still have to be carried to the actual localities of the dearth before it can be of any service there; and hence if the Government interference with commerce brings so many incidental evils in its train, we ask what advantage there can be for laying an embargo on this particular lot of rice, and taking it up from the outport in preference to some other lot of precisely the same quality which has been imported by the State from abroad?

THE *Gazette* notifies the appointments of Mr. FRANCIS SNOWDEN, the Puisne Judge of the Straits Settlements, to be Puisne Judge of the Supreme Court of Hong Kong; of Mr. GEORGE PHILLIPPO to be Senior, and Mr. THEODORE THOMAS FORD Junior Puisne Judges in the Straits Settlements. The announcement of knighthood having been conferred upon Chief Justice SMALE, of Hong Kong, is also formally gazetted.

IN our Japan news will be found an announcement that the Japanese Government have paid an instalment of the Simonoseki indemnity. As this indemnity has been allowed to stand over indefinitely the payment indicates a flourishing condition of the finances, as well as the determination to ask no favours of foreign powers.

WE understand that the Chevalier DE SCHAEFFER, at present Consul-General in London, has been appointed to succeed Baron CALICE as Austro-Hungarian Minister in China and Japan. Baron CALICE has been transferred to Bucharest, and Baron SCHREINER will be transferred from Egypt to London.

WE are glad to find by this mail's advices that Mr. MAYERS has not accepted the post of Secretary to the Municipal Council, Shanghai, but retains his post as Chinese Secretary to the Legation at Peking.

THE King of ITALY has nominated Rajah BROOKE, of Sarawak, to be Commendatore of the Order of the Crown of Italy.

MESSRS. NAPIER, of Greenock, have contracted for the building of a light vessel for the Japanese Government.

THE DESTRUCTION OF THE SUMMER PALACE AT PEKING.

The following passage is from a book now very difficult to procure, "The Story of the Chinese Expedition, as Compiled from French Official Documents." After stating that the Summer Palace was the favourite residence of the Emperor of China, who only repaired to the Peking Palace when he had to take part in official ceremonies, the writer continues:—"This palace consists of a series of buildings separated from each other by lakes, bridges, and artificial hillocks. Many of them are constructed of gilt cedar-wood, while the varnished tiles, some blue, others green or yellow, combined with the trees in blossom, blend their colours in a very effective manner. As is the custom in the East, close to the part of the palace in which the Emperor resided were buildings filled with silks, furs, provisions, and all the accessories of the household, which numbered ten thousand persons. The Emperor could not have left the palace three hours before the arrival of the French troops. When the latter entered they must have imagined themselves rather in a museum than an Imperial residence, for ornaments of gold, silver, and precious stones were arranged on shelves all along the rooms as if for an exhibition. The first feeling was one of wonder, and for some time nothing was touched, but, the charm once broken, the whole was divided among the troops, each man receiving a certain quantity according to his rank, and as laid down by the Royal decree of the 2nd of May, 1832, concerning the distribution of prize-money. It seems certain that the sum of 800,000 francs in gold and silver ingots, also divided among the troops, had been brought to the palace for the current expenses of the Imperial household." Such being the case, it is impossible to argue that "la perfide Albion" instigated the loot of the Summer Palace.

An "Eye Witness" writes to *The Times*:—Those who were present when the English Ambassador and the French General met will long remember the courteous formalities at the threshold of that Palace of which we had all heard so much, and the impressive assertion that "nothing in the Palace had been removed or injured." But they will remember, also, the evidence of their own senses. They saw that tents occupied by French officers of all ranks were full of plunder; they saw the smoking ruins of a pavilion which had been looted and burnt; and they saw the empty boxes from which some hundreds of valuable watches had been abstracted. I prefer to say nothing about the "mixed Commission" or the find under the pavilion. The facts were not as General Montauban states them; and the bulk of the English prize money was the proceeds of a sale by auction of the loot surrendered by individual officers in obedience to a general order.

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THE GOVERNMENT.

The following is a list of the chief officials in the several departments of the new Administration :—

The Premier	The Right Hon. Benjamin Disraeli, M.P.
Lord High Chancellor ...	Lord Cairns.
President of the Council ...	The Duke of Richmond.
Lord Privy Seal	The Earl of Malmesbury.
Vice-President of the Council	Viscount Sandon, M.P.
THE FOREIGN OFFICE.	
Secretary of State	The Earl of Derby.
Under Secretary	The Hon. Robert Bourke, M.P.
THE COLONIAL OFFICE.	
Secretary of State	The Earl of Carnarvon.
Under Secretary	Mr. James Lowther, M.P.
THE HOME OFFICE.	
Secretary of State	The Right Hon. R. A. Cross, M.P.
Under Secretary	Sir H. Selwin-Ibbetson, M.P.
THE WAR OFFICE.	
Secretary of State	The Right Hon. Gathorne Hardy, M.P.
Under Secretary	The Earl of Pembroke.
Surveyor General of Ordnance	Lord Eustace Cecil, M.P.
THE TREASURY.	
First Lord	The Right Hon. Benjamin Disraeli, M.P.
Chancellor of the Exchequer	The Right Hon. Sir S. Northcote, M.P.
Chief Commissioner of Works	Lord Henry Lennox, M.P.
Postmaster-General ...	The Right Hon. Lord John Manners, M.P.
Chancellor of the Duchy of Lancaster...	Colonel the Right Hon. T. E. Taylor, M.P.
Judge-Advocate and Paymaster-General	The Right Hon. Stephen Cave, M.P.
Junior Lords	Viscount Mahon, M.P., Sir James Elphinstone, M.P., Mr. Rowland Winn, M.P.
Secretaries	Mr. W. H. Smith, M.P., Mr. William Hart-Dyke, M.P., Mr. R. W. Lingen, C.B. (Permanent).
THE ADMIRALTY.	
First Lord	The Right Hon. George Ward Hunt, M.P.
Other Lords	Admiral Sir A. Milne, Admiral Sir J. Tarleton, Lord Gilford, Sir Massey Lopes, M.P.
Secretary	The Hon. Algernon Egerton, M.P.
THE INDIA OFFICE.	
Secretary of State	The Marquis of Salisbury.
Under Secretary	Lord George Hamilton, M.P.
THE BOARD OF TRADE.	
President	The Rt. Hon. Sir Charles Adderley, M.P
Secretary	Mr. George Cavendish Bentinck, M.P.
THE LOCAL GOVERNMENT BOARD.	
President	The Right Hon. George Sclater-Booth M.P.
Secretary	Mr. Clare S. Read, M.P.
IRELAND.	
Lord Lieutenant	The Duke of Abercorn.
Chief Secretary	Sir M. H. Beach, M.P.
Attorney-General	The Right Hon. J. T. Ball, M.P.
Solicitor-General	Mr. Henry Ormsby, Q.C.
LEGAL.	
Attorney-General	Sir J. B. Karslake, M.P.
Solicitor-General	Sir Richard Baggallay, M.P.
SCOTLAND.	
Lord Advocate	Mr. Edward Strathearn Gordon, Q.C.
Solicitor-General	Mr. John Miller, Q.C.
THE ROYAL HOUSEHOLD.	
Lord Chamberlain	The Marquis of Hertford.
Lord Steward	Earl Beauchamp.
Vice-Chamberlain	Viscount Barrington.
Master of the Horse ...	The Earl of Bradford.
Master of the Buckhounds	The Earl of Hardwicke.
Captain Hon. Corps of Gentlemen-at-Arms	The Marquis of Exeter.
Capt. of Yeomen of the Guard	Lord Skelmersdale.
Treasurer	Earl Percy.
Comptroller...	The Right Hon. Lord Henry Somerset.

Monetary and Commercial.

The annual report of the directors of the Agra Bank (Limited) states that the net profits realised, in addition to the intermediate half-yearly dividend, at the rate of 5 per cent. per annum, paid in October last, enable them to recommend a second half-yearly dividend at the same rate, making 5 per cent. for the year, free of income tax. It is also proposed to add £14,000 to the reserve fund, and to carry forward £1,513.

In anticipation of the annual meeting, the directors of the International Bank of Hamburg and London have issued their report. The net profit for the year amounts to £73,392 18s. 3d. A dividend at the rate of 9 per cent. per annum is recommended, the sum of £15,000 is to be placed to the reserved fund, and £5,742 14s. 3d. to be carried forward to the new account.

The directors of the New York, London, and China Steamship Company have declared an interim dividend of 5 per cent. on the paid up capital.

The warning we gave last year of the utter inadequacy of the current premiums in the India and China trade was not too soon. It is now very clearly demonstrated that risks by steamers, *viâ* Suez Canal, are more hazardous than vessels round the Cape. The loss of the *Woosung* and *Queen Elizabeth*, running into about £1,000,000, has staggered the insurance offices and Lloyd's, and outward risks to India and China at once advanced to 30s. and 35s.—free of particular average. The rates for new season's teas from Hankow are to be 70s. At present it does not seem so much a question as to the class of the steamer as the class of the captain, and we believe if more caution had been shown in the selection for steamers the losses would not have been so great. No person should command a steamer that has not had at least two years' experience as an officer in a steamer. The navigation of a steamer is totally different to a sailing ship, and cannot be learned in a few months on shore.

Mr. Maitland, a director of the London and Provincial Marine Insurance Company, confirms the opinions put forth in the letter addressed to *The Times* signed "C. I.," which appeared in our last issue. Mr. Maitland says that one fertile source of the loss of vessels is the racing of steamers, the object of many masters appearing to be speed in preference to safety. Alluding to the vessels recently lost, Mr. Maitland says, "If we hear of occasional accidents even to the steamers of the P. and O. and Messageries Companies, whose officers know the road well, what must continue to be the result if long, low, fast steamers, laden with most valuable cargoes and still more valuable lives, are to go rushing up the Red Sea heedless of all but making a quick passage!"

The Silk Association of America in their monthly statistics show the imports of Raw Silk at New York and San Francisco for the month of February and the first eight months in the fiscal year ended June 30th to have been as follows : 1867, pkgs. 527, value $388,953 ; 1868, pkgs. 2,864, value $1,552,125 ; 1869, pkgs. 4,331, value, $2,353,867 ; 1870, pkgs. 3,344, value $1,660,808 ; 1871, pkgs, 4,358, value $2,831,602 ; 1872, pkgs. 6,300, value $4,028,098; 1873, pkgs. 8,340, value $5,260,497; 1874, pkgs. 5,212, value $2,990,121. The importations of Manufactured Silk during the same period were : 1867, pkgs. 13,527, value $14,247,481 ; 1868, pkgs. 12,174, value $11,389,682 ; 1869, pkgs. 14,754, value $13,893,335 ; 1870, pkgs. 16,737, value $15,017,057 ; 1871, pkgs. 19,331, value $18,448,314; 1872, pkgs. 25,795, value $24,565,327; 1873, pkgs. 23,912, value $21,737,056 ; 1874, pkgs. 18,532, value $15,351,583.

Negotiations have been current for rates of freight for the new season's teas from Hankow and Foochow, but we believe no distinct settlements have been made. The *Cutty Sark* and *Lammermuir* are said to be fixed to load at Hankow. The P and O. and other steam lines will be fully represented, and the result may probably be the same as last year, that the first will have the lowest freights.

The Eastern Telegraph Company's Vigo-Lisbon cable has been repaired, thus re-establishing direct communication with Egypt, India, and the East.

Captain Hozier, formerly correspondent of *The Times*, has been appointed Secretary at Lloyd's.

There has been a further demand for Bar Silver for India during the week, and the price has improved from 58⅞d. to 59⅛d. per oz. standard, and we quote that price as the nearest. Mexican Dollars by the West India steamer, £35,985 in value, have been sold at 57¼d. per oz., chiefly for refining purposes, and participating in the rise of the Silver Market, these dollars have since been placed at 57⅜d. per oz., showing a further rise of ⅛d. per oz.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for February show a serious falling-off, the total declared value of the exports being £18,228,803, against £20,333,606 in February last year. The amount for the two months is £37,701,270, against £40,632,153 in the corresponding period of 1873, and £37,409,796 in the same period of 1872. The decrease was in all the leading commodities. The declared value of the imports in the month was £31,350,828, against £27,619,517 in February, 1873, and £28,711,649 in February, 1872, but much of the excess was due to larger receipts of cereals and provisions.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 28th February. 1872.	1873.	1874.
China and Hong Kong	lbs.	982,600 ...	505,300 ...	1,040,500
Japan...	,,	1,248,620 ...	937,200 ...	826,400
Straits Settlements ...	,,	66,010 ...	100,400 ...	141,700
Ceylon	,,	9,200 ...	16,900 ...	29,500
		For the Two Months ended 28th February.		
China and Hong Kong	lbs.	1,786,920 ...	1,115,830 ...	2,454,300
Japan...	,,	1,452,720 ...	1,220,810 ...	1,229,600
Straits Settlements ...	,,	222,510 ...	222,010 ...	303,400
Ceylon	,,	19,390 ...	55,800 ...	43,900

COTTON MANUFACTURES.

To		For the Month ended 28th February. 1872.	1873.	1874.
China and Hong Kong	yds.	33,707,700 ...	25,041,500 ...	40,613,800
Japan...	,,	1,381,500 ...	3,270,100 ...	1,126,500
Philippine Islands ...	,,	1,165,900 ...	92,800 ...	955,300
Java	,,	1,713,800 ...	3,218,600 ...	911,300
Straits Settlements ...	,,	5,079,700 ...	5,923,500 ...	9,255,400
Ceylon	,,	4,114,800 ...	2,516,300 ...	5,056,300

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		For the Two Months ended 28th February.		
China and Hong Kong	yds.	66,717,200 ...	60,037,300 ...	90,880,040
Japan	,,	2,105,100 ...	4,644,500 ...	6,766,900
Philippine Islands ...	,,	2,306,800 ...	335,100 ...	1,379,240
Java	,,	4,138,700 ...	3,501,650 ...	3,681,500
Straits Settlements ...	,,	12,021,800 ...	12,032,200 ...	18,133,500
Ceylon	,,	6,528,100 ...	5,642,200 ...	8,347,600

WORSTED STUFFS.

To		For the Month ended 28th February.		
		1872.	1873.	1874.
China and Hong Kong	yds.	1,063,740 ...	887,290 ...	759,350
Japan	,,	119,040 ...	216,790 ...	35,020
		For the Two Months ended 28th February.		
China and Hong Kong	yds.	2,526,720 ...	2,457,050 ...	1,808,590
Japan	,,	145,180 ...	338,160 ...	152,170

WOOLLEN AND WORSTED CLOTHS.

To		1872.	1873.	1874.
		For the Month ended 28th February.		
China and Hong Kong	yds.	205,320 ...	98,540 ...	61,490
Japan	,,	15,850 ...	10,850 ...	9,500
To		For the Two Months ended 28th February.		
China and Hong Kong	yds.	380,440 ...	315,300 ...	147,330
Japan	,,	27,190 ...	40,980 ...	9,500

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	1,576 ...	414 ...	1,599
For the two months ...	,,	3,464 ...	523 ...	2,102

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra	All	7¼ to 7⅝
25	Bank of Egypt	All	44 to 46
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	25 to 26
20	City	10	13¾ to 14¼
100	Colonial	30	55 to 57
500fr.	Comptoir D'Escompte de Paris	All	552.50 fr.
Th.200	Deutsche	All	Th.158
£28½	Hong Kong and Shanghai	All	36 to 38
50	Imperial	15	17 to 18
40	London and County	20	61½ to 62½
50	London Joint-Stock	15	46½ to 47½
100	London and Westminster	20	69½ to 70½
25	Oriental	All	45 to 46
—	Union of London	15	43 to 44
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 8
10	Eastern Telegraph	All	7⅛ to 7⅜
10	Great Northern	All	9½ to 10
25	Indo-European	All	16 to 17
10	Mediterranean Extension	All	4 to 4¼
12	Telegraph Construction Company ...	All	30½ to 31½
20	India-rub., Gutta-perc., & Teleg. Works	All	24 to 26
8	Reuter's	All	11 to 11½
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 4⅝ pm.
20	Globe Marine	4	1½ to 0¾ dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine	2	1½ to 1⅝ pm.
10	Merchants' Marine	2	1½ to 0⅝ dis.
50	North British and Mercantile	6¼	27½ to 28½
25	Ocean Marine	5	7½ to 8½ pm.
20	Thames and Mersey	2	4 to 4½ pm.
20	Thetis Marine	5	5½ to 4½ dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine	5	4 to 4½ pm.
	TEA COMPANIES.		
50	Assam	20	37 to 39
20	British Indian	All	5½ to 6½
20	Darjeeling	All	18 to 20
10	Eastern Assam	All	
20	Iorehaut, Limited	All	40 to 45
20	Do.	14	14 to 15 par
10	Lelong	All	10 to 10½
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
30	Do.	10	4½ to 3⅝ dis.
20	Do.	5	2⅝ to 2½ dis.
50	Colonial	20	7 to 5 dis.
5	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount	7½	¼ dis. to ½ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2⅜ to 2½ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	542.50 fr.
£50	P. and O. Steam	All	56 to 58
50	Do. Do. 1867	10	¼ dis. to ¼ pm.
100	Royal Mail Steam	60	89 to 91
400fr.	Suez Canal	—	420 fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
92½	Do. 7 per cent.	All	95 to 97

ARTICLES OF IMPORT.

The general aspect of the Produce Markets has been one of unusual dulness, and the movements in prices have been mostly of an unfavourable character. The relapse in several articles from the previous speculative activity and enhanced value has become severe, Coffee having suffered a rapid decline of about 15s. per cwt., making a total of 20s. to 25s. from the highest point; Pepper has further importantly declined, and Black is now 1½d., and White 2½d. per lb. lower than on the 1st of January; during the same period Manila Hemp has receded fully £5 per ton, and Tin as much as £22. The demand for Sugar shows no improvement, and prices are again cheaper. Rice has fluctuated, but closes firmly for floating cargoes.

TEA.

There is no improvement in the tone of the market, but prices with few exceptions show no change, as importers continue firm holders. The export trade for the Continent shows no signs of revival, and to New York and Canada has been smaller than for some time past.

Black.—Red-leaf: Old siftings sell at 5d. to 5½d., new at 7d. to 8d. per lb. Amoy kinds slow of sale at 10½d. to 11½d. Flavoury kinds with leaf at 11d. to 1s.; good flavoury, Sayune, and Kaisow kinds at 1s. 0½d. to 1s. 4d. per lb. show no change. Medium Kaisow at 1s. 5d. to 1s. 7d., and fine and finest at 1s. 9d. to 2s.; transactions have been on a small scale. Pakling: No change. Tayshan leaf: Dealers hold full stocks, and sales have been less frequent. Black leaf: The grades good common to fair at 11d. to 1s. 1d. have sold a shade lower; the higher grades are held firmly, and the limited transactions establish no important change in values. Souchong and Oolong: No change. Scented Tea: The cargo ex Lothair has been on offer the past few days; the quality as a whole is not satisfactory; a few parcels olive coloured, both of Orange Pekoe and Caper, have been taken at extreme prices, but the bulk of the cargo remains unsold, glazed kinds being still out of favour. Foochow Orange Pekoe: Good to medium quality has been sold at 1d. per lb. decline, as supplies of late have been somewhat heavy. *Green.*—The market is cleared of fine Moyune. At auction on the 17th inst. old season's Teen Kai and Ping Suey kinds sold irregularly, in some cases at 3d. to 4d. per lb. reduction. Ping Sueys do not go freely into consumption, and consequently stocks accumulate. Japan kinds: Olive leaf of late imports leave favourable results.

SILK.

The improvement in the market has developed into active enquiry for China Silk, and a considerable business has been done, and prices have stiffened until they now show a full shilling advance from the lowest point, and the market, although rather quieter towards the close, still maintains the same firm tone. Canton Silk, without being in much demand, has nevertheless benefited by the movement in North Chinas, and is firm at 13s. 6d. for good market Tsatlees. Japans are also better, although the enquiry is not general. Deliveries are good; being from 1st to 18th March: China 2,134, Canton 427, Japan 399, Bengal 214; Total 3,174 bales.

CAMPHOR.—The market has continued dull; no transactions have been entered into in *China*, and 500 tubs *Japan* offered were retired.

COCOA-NUT OIL has moved off but slowly, Cochin at £38 to £40 according to quality; Ceylon in pipes at £35 15s. to £35, and in hogsheads at £36 10s., also 50 tons January sailing at £36; by auction 78 casks Ceylon sold at £36.

COIR GOODS.—A larger supply of *Yarn* has been offered at the public sales, viz., 1,904 bales 142 tons; there was a good demand, and the whole was disposed of at 10s. to 20s. above the previous quotations. *Fibre* has sold at firmer prices; 93 tons Ceylon *Yarn* sold, ordinary coarse to good ordinary at £26 5s. to £28 15s., low middling £29 15s., medium to good medium at £31 5s. to £34, good £36 10s. to £37 5s.; 2,025 ballots (5½ tons) Ceylon *Fibre* sold at £17 5s., 130 ballots (16 cwt.) Ceylon Brush at £36 15s., also 147 cheeses (2½ tons) ditto at £24 to £24 15s. *Straw Plait:* At auction, of 91 bales China, 40 bales damaged sold at £6 to £7 per bale. *Kitool Fibre:* 2 tons Ceylon sold at 6d. to 7d. per lb.

CUTCH has been quiet at last quoted prices.

CUBEBS.—Market firm at last quotations.

COPRA is scarce and in demand.

COLOMBO ROOT continues in demand, but supply is large; 400 bags sold at 12s. to 12s. 6d. for good part wormy, and 7s. 6d. low, being previous value.

DRAGON'S-BLOOD.—Market quiet; 5 cases Reed sold at £9 15s. for good but mouldy; and of 11 cases lump offered 4 sold; superior bright at £11 10s. to £12 10s., damp £8 2s. 6d. per cwt.

ESSENTIAL OILS.—*Aniseed* very dull; small private sales at 8s. 9d. to 9s. *Cassia* very dull; small sales at 4s. 7d. *Nutmeg* very quiet, and 8 cases retired. *Cinnamon* scarce, and 31 cases bitter sold at 8d. to 10d. per oz.; 33 cases leaf fair sold at 3d. to 3¼d. *Citronelle* steady. *Lemon Grass* firmly held, 17 cases sold at 3d.

EBONY.—Market quiet; of 70 tons Ceylon placed on offer half sold at £13. 7s. 6d. to £18 per ton.

GALLS.—Prices of China have slightly given way, owing to further arrivals; of 950 cases offered, one-third sold at 54s. per cwt., and a small proportion at 53s. 6d. privately. At auction Thursday 200 boxes China were chiefly sold at 53s. to 53s. 6d., being again easier.

GUMS.—*Benjamin:* Siam scarce; a single case brought £23 5s. for fine. Sumatra steady, and fine scarce; of 20 cases, half sold at £8 to £8 7s. 6d. for fair 2nds. *Copal* dull; 537 cases at auction retired. *Damar* very firmly held. *Gamboge* quiet; 5 cases retired.

GALANGAL ROOT.—Market quiet.

GAMBIER.—Prices are easier; 450 tons sold privately at 24s. 9d. ex ship, and about 24s. 6d. ex warehouse. Small sales since ex quay and ex warehouse at 24s. 10½d. to 25s. About 1,000 bags Cubes have been placed at 38s. to 39s. for fine, and at auction 216 mats were retired.

GUTTA-PERCHA.—The auctions have embraced 236 baskets, 251 blocks, and 4 tons, of which a small portion only sold at 11d. to 1s. 3d.; privately there has been less doing.

HEMP.—The market for Manila has been quiet, with small private trade at slightly easier rates.

HIDES.—At the public sales Thursday there was an improved demand for East India, and light weights of good quality realised full prices to ¼d. per lb. advance. Heavy weights sold rather irregularly, but without material change on the average; the tendency was, however, in sellers' favour. Ordinary and common qualities met with active competition, and may be quoted fully ¼d. to ½d. per lb. dearer. Buffalo, of good to prime quality, realised full prices, whilst fair to ordinary

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were in limited demand at barely former rates. Of 6,088 Singapore and Penang Buffalo offered, 2,484 sold, slaughtered, 1st heavy, average 24 lb., 7⅞d.; 1st heavy, average 32⅝ to 38¼ lb., 6⅞d. to 7⅛d.; seconds 5d. to 5½d.; fair to good, 1st heavy and light, average 9 to 36½ lb., 5⅜d. to 6¼d.; small. average 7⅝ lb., 6½d.; seconds 5⅝d.; ordinary 1st heavy, average 29½ to 32⅝ lb., 5d. to 5⅛d.; light and small, average 6⅛ to 15⅛ lb., 5½d.; seconds 4½d. to 4⅝d. Of 1,156 Batavia 771 sold, unshaved, 1st heavy, average 23⅝ to 27¼ lb., 6⅝d. to 7⅛d.; 1st light and small average 4 to 10⅛ lb., 8⅝d.; seconds and sea-damaged, 5½d. to 5⅝d.

INDIA-RUBBER.—The market has continued very quiet, and there are still sellers of Borneo at 1s. 6d. per lb.

ISINGLASS.—Without alteration.

JAPAN WAX has been quiet; of 315 cases offered, about half has been sold at £3 to £3 1s. per cwt. for fine quality.

MUSK.—The sales have embraced 18 caddies Tonquin Pod, mostly sold at 41s. 6d. to 42s. per oz. for good well selected, and 20s. rough and bulby; 6 tins Yunan and 2 tins Nepaul retired, and of 6 tins grain 3 sold at 50s.

PLUMBAGO.—The market for Ceylon has been quieter; of 1,517 barrels at auction one-fourth sold, lump good at 23s., middling to fair 16s. to 20s., chips, ordinary to fair, 10s. 9d. to 13s., dust 10s. 3d. to 11s. per cwt.

PEPPER.—*Black* has continued extremely dull, and of 2,745 bags brought to the hammer, only 300 bags found buyers at fully ½d. per lb. decline; Penang at 5⅞d. to 6d. per lb., with buyers at the former, and sellers at the latter figure at the close. For Singapore 6½d. was bid, but without effect, holders requiring 6½d. *White* has declined fully ⅜ per lb. on the average. Of 1,220 bags offered, over 700 found buyers; last week fair at 9d. per lb.; this week fine Singapore at 8⅜d. to 8⅞d.; fair at 8⅛d. to 8½d.; Penang, good, at 8d. Afloat nothing whatever has been done in either Black or White.

RHUBARB.—But little business has been done in China. At auction, of 130 cases offered, over half sold at 1s. 1d. to 1s. 5d. for fair; 6d. to 9½d. ordinary and middling; and 3d. inferior.

RICE.—In the absence of important demand on the spot, operations have again been chiefly confined to floating cargoes, most on speculative account, prices of which have fluctuated, a decline of 6d. per cwt. having since been recovered; business was effected in Rangoon at 11s., and at the close at 11s. 6d. In Bengal business has been done afloat at easier rates, and Madras is also cheaper. On the spot prices of soft kinds are 3d. lower, and Japan, of which large arrivals have taken place, have declined about 1s. per cwt. Several large parcels offered by auction went off as follows:—14,505 bags and mats Japan per Gordon Castle chiefly bought in at 12s. 3d. for fair to 13s. for good, about 7,000 bags being sold, sound of fair quality at 11s. 6d., first-class sea-damaged at 11s.; 1,087 bags white Bengal bought in at 13s. 6d. to 14s. 6d., and 2,728 bags Ballam at 13s. Of 1,137 mats Madagascar the sound was bought in at 14s., also 4,806 mats ditto Paddy at 10s., excepting 500 mats first-class sea-damaged, which sold at 7s. 3d. to 7s. 6d.; 3,634 bags damaged Rangoon bought in at 11s. 6d. for first-class. On the spot privately 10,000 tons Bassein have been sold at 10s. 7½d. to 11s., 7,300 bags Necransie at 11s. 1½d., 3,400 bags ditto, damaged, at 10s. 1½d. for first-class, and 4,000 mats Japan at 12s. For arrival about 10,000 tons new Rangoon, March-April shipment, from 11s. to 11s. 6d. open charter, and a cargo of about 500 tons new Necransie now landing at 11s. open charter.

RATTANS.—Market quiet, except for fine, which are scarce; 7,260 bundles sold; Singapore at 4s. 7d. to 4s. 9d. per 100 canes.

SAGO.—The market has been very dull. Public sales have embraced 1,451 bags, of which a small proportion only sold; small fair at 14s. 6d. to 15s. *Flour* firmer; 1,500 bags Singapore sold privately at up to 14s. 9d.; and at auction, of 638 bags, part sold previously privately; and about 40 bags in the sale at 14s. 9d. per cwt.

SHELLS.—The monthly sales were held on the 17th inst. *Mother o' Pearl:* The sales included 168 cases Manila, which were all retired; there being no demand except at 10s. per cwt. under last sales prices. *Tortoise:* The auctions embraced ten cases Manila and Singapore, three of which only found buyers at 24s. 6d. per lb. for good and fine mottle shell; small to large in sorts; 20s. 6d. ditto thinner and part dull and dark; and 17s. 6d. chicken to medium; being about the former value.

SAPANWOOD.—*Ceylon* is very firm and scarce; 3 tons offered were sold at £13 per ton. *Manila* and *Siam* are also very scarce, and are in active request.

STAR ANISEEDS have continued quiet; small private sales have been effected at £6, and of 63 cases at auction a portion sold at £5 2s. 6d. for mouldy and £4 12s. 6d. for damaged.

STICKLAC.—Siam has been quiet on the spot, but afloat about 1,000 boxes have changed hands at £8 per cwt.

SOY.—No business reported; 50 hogsheads and 100 cases Japan offered at public sales were retired.

SPICES.—*Cinnamon:* The market has been very quiet, demand having been restricted since the last quarterly sales. *Cassia Lignea:* About 6,000 cases have been sold here, and 37,000 cases in Hamburgh at reduced prices, which have not transpired. 363 cases offered at auction were retired. Buds quiet; 50 cases retired at £6, without a bid. *Cloves:* Quite neglected, 17 cases Penang retired; of 5 casks Amboyna, part sold at 1s. 4½d. Present quotations nominal. *Mace:* Prices rather lower, and of 60 cases offered, barely half sold at 3s. 5d. to 3s. 8d. for very good to fine bold reddish to pale; 3s. 1d. fair, and 2s. 4d. to 2s. 7d. broken dull. *Nutmegs:* A large business has been done, chiefly for American orders, at 1d. and 2d. per lb. advance on the small sizes, medium and large maintaining the previous value; 162 cases were brought to public sale, and about half sold; 83's to 81's at 3s. 3d. to 3s. 4d.; limed at 3s. 2d.; 109's at 3s. 1d. to 3s. 2d. for fair; and 116's at 3s. 2d. to 3s. 3d. for fine.

TAPIOCA.—The market for Flake has been steady; and of 1,250 bags offered over half was sold; Penang fine white at 2½d. (1 lot 2⅝d.); Singapore fine but small at 2⅜d.; good 2¼d. (1 lot 2⅜d.); fair 2d. to 2⅛d. *Pearl* has been in better request, and last week 150 bags were sold at 22s. 6d. to 23s. for good bright medium; this week 340 bags were retired, and there was little demand. *Flour* is much wanted at 2½d. per lb. for good.

TIN.—The market is steadier, Straits being firm at last week's quotation, £94 per ton on the spot and afloat. Banca is quoted £102, Billiton £96, showing a further decline.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £9 5s. to £10. Bars, £11 to £11 10s. Staffordshire Best: Bars, £12 5s. to £13 15s.; Nail Rods, £12; Hoop, £14 to £14 10s.; Sheets, £15 10s. to £16; Scotch Pig, No. 1, £4 15s. to £5; Swedes, Bars, Hammered, £19 10s. to £20; Swedes, Steel in kegs, ½ and ⅝ in., £21 to £22.

YELLOW METAL.—Sheets, 4 by 4 ft., 8d.; Sheathing and Rods, 8½d. per lb.

TIN.—English Refined, £99. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 29s. to 37s.

LEAD.—WB, £24 10s.; do., other brands, £22; Spanish soft, ex ship, £21; Sheet, £23 10s.; Shot (kegs extra), £26; White do., £29; Red do., £25.

SPELTER.—Silesian, £24.

QUICKSILVER.—In bottles of 75 lbs. each, £19 15s. to £20. Messrs. French and Smith's Circular says:—There is no improvement to notice in the Metal Market. Iron continues dull. Copper: The charters from Chili for the first fortnight in February amount to 2,800 tons, since the announcement of which the market for Bars has been easier. Lead quiet. Spelter quiet. Quicksilver firm.

MANCHESTER GOODS.

The market has been quiet, but a steadier feeling is prevalent, due chiefly to increased activity in the Liverpool Cotton Market. The inquiry is more general, and buyers have operated on a larger scale, apparently with greater confidence. Quotations show no noticeable change, but producers show greater firmness, and for good makes of Grey Shirtings purchases have increased sufficiently to place production under engagement extending over some considerable time forward. The commoner makes meet with little favour, at current rates. Yarns are without alteration, but the position at the moment is scarcely so strong as that held by Goods.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width	39 in.	...	...	...	...	...	38 in.	39 in.
Quality	No. 4.	6	9	13	15	16	17	19
Weight	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 9d. —	6s. 4½d. 6s. 6d.	7s. 0d. —	7s. 4½d. 7s. 6d.	7s. 9d. —	8s. 0d. —	8s. 6d. —	8s. 10½d. —

Width	39 in.	...	...	...	...	...	44/45 in.	...
Quality	No. 21	22	24	26	28	28	31	34
Weight	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count	16×15	16×15	16×16	16×18	17×17	19×19	12×8	13×13
Price	9s. 4½d. —	9s. 6d. —	10s. 6d. —	11s. 0d. —	10s. 4½d. —	11s. 9d. —	6s. 6d. —	7s. 6d. —

Width	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality	35	36	40	45	46	49	56	59
Weight	7 0	8 0	9 0	1 0	9 0	10 0	11 0	12 0
Count	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price	7s. 7½d. —	8s. 6d. —	10s. 1½d. 10s. 4½d.	12s. 3d. —	10s. 1½d. 10s. 3d.	11s. 6d. 11s. 9d.	12s. 9d. —	14s. 6d. —

T-CLOTHS.

Width	... ...	32 in.	...	7 0	...	7 0	36 in	...
Weight	... ...	6 0	6 0	15×15	6 0	18×18	8 0	8 4
Count	... ...	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	... ...	5s. 4½d. 5s. 6d.	5s. 4½d. 5s. 7½d.	6s. 3d. 6s. 6d.	6s. 6d. 7s. 1½d.	7s. 0d. 7s. 6d.	8s. 0d. 8s. 6d.	8s. 3d. 8s. 9d.

	s. d.	s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	9 7½	—
Maddapollams	3 3	—
Long Cloths	9 0	—
White Spot Shirtings (nominal)	10 9	—
,, Brocade do.	10 10½	—
,, Damasks do.	19 3	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½	to 1 0½
,, do. Nos. 28-32	1 0½	to 1 1½
,, do. No. 40 (mock)	1 0½	to 1 2½
,, (Mule Twist), No. 40	1 0½	to 1 2½
,, do. No. 30	0 11½	to 1 0½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 11	Tivoli	Greig	Maulmain	Rochester
16	Elizabeth	Dannenberg	Batavia, for Hamburg	Cuxhaven
12	Warden Law	Johnson	Java	Falmouth
13	Tenasserim (s.)	Waugh	Rangoon	Liverpool
13	Menelaus (s.)	Marsh	China, Singapore, &c.	London
17	Niord	Hansen	Bassein, for Hamburg	Cuxhaven
14	Haamstede	Nolet	Batavia	Zierikzee
13	Fairy	Johnson	Zebu	Liverpool
13	Madras	Hamilton	Java	Greenock
11	Amelia	Magiolo	Samarang	Texel
9	Freya	Jensen	Rangoon	Terneuse
8	Lepanto	Bussolini	Cheribon	Genoa
14	Laurel	Davis	Shanghai	London
11	Celebes (s.)	Bakker	Java	Marseilles
Feb. 24	Corona	—	Canton	Demerara
Mar 16	Meaca	Forrest	Nagasaki	London
16	Reichstag	Hansechild	Samarang	Texel
15	Maarten van Rossem	Thiesen	Batavia	Brouwershaven
16	Choice	Scicluna	Do.	Falmouth
15	Mary	Davis	Java	Bristol
16	Assunta	Vivalidi	Do.	Greenock
Mar. 3	Galatea	Windlad	Batavia	New York
15	Friedrich Hartwig	Kuhlmann	Rangoon	Cuxhaven
Feb. 3	Misti	Bertin	Saigon	Buenos Ayres
Mar 19	Zanga	—	China	Falmouth

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar12	Ionia (s.)	Dowsett	Singapore and Java	London
11	Sea Star	—	Do.	Cardiff
11	Union	Jeffroy	Do.	Shields
12	Meteor	—	Do.	Newcastle
11	Joachim Christian	Reimer	Hong Kong	Hamburg
16	Morning Light	Chaston	Cardiff & Hong Kong.	London
16	Esperanza	Smith	Singapore	West Hartlepool
13	Leonore	Friedrichs	Nicolajefsk	Hamburg
Feb.25	Almatis	Rollins	Shanghai	San Francisco
Mar. 4	New Republic	Reynolds	Hg. Kg., & Yokohama.	New York
17	Europa	Nyberg	Singapore	Newport
16	William and Anne	Hertz	Do.	Sunderland

(See Shipping Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Yokohama, Hiogo, and Nagasaki: Estepona. For Colombo, &c.: Scindia, Bertha. For Singapore, Hong Kong, and Shanghai: Glenlyon. For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Vancouver. For Penang, Singapore, Hong Kong, and Shanghai: Japan.

SAILING VESSELS.—For Yokohama and Hiogo: Remus, Coulnakyle, Suffolk. For Shanghai: Leucadia, Eliza Shaw, Lothair. For Hong Kong: Taitsing, Melbrek. For Penang and Singapore: Andromeda. For Singapore: Aurora Australis. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Cathaya, Jessica, John Milton. For Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Sarpedon (str.), Ajax (str.), Deucalion (str.). For Singapore and Manila: Yrurac Bat (str.). For Singapore: Cameo, Robert Kerr.

At GLASGOW.—For Manila: Legaspi (str.). For Singapore: Princess Louise. For Colombo, &c.; Marchioness of Londonderry. For Ilo Ilo: Cosmopolyta.

SPOKEN.

M.C.P.D. (Justitia of Rostock), Samg. to Falmouth, Feb. 13, 6 N., 24 W

UNDERWRITER, Java to Rotterdam, Feb. 15, 10 N., 29 W.

SAMARANG, Buenos Ayres to Batavia, 3 S., 93 E., 55 days out.

FORNESA (?), Canton to New York, Jan. 24, 30 S., 84 E.

DORICA (Span. barq.), Saigon to Havana, Jan. 24, 32 S., 31 E.

EUROPA (Dutch ship), Sourabaya to Rotterdam, Feb. 11, 19 S., 2 E.

VOLTU (Ital. barq.), Sourabaya to Falmouth, Feb. 13, 26 S., 6 E.

TWO Italian barques, Cardiff to Singapore, over 5 months out.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are unaltered since our last report, and rates rule as quoted below. Coal freights to Singapore and Colombo are somewhat lower.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 70s. meast. To Nagasaki: 70s. meast. To Shanghai: 55s. 6d. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. 6d. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 55s. 6d. weight, 40s. to 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): — weight, — meast. To Batavia: 60s. weight or meast. To Batavia (direct): — weight or meast. To Padang: 80s. meast. To Cheribon (direct): — weight, — meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. to 50s. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 42s. 6d. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight or meast. To Colombo: — weight, — meast. To Penang: 30s. weight, 32s. 6d. meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: —. To Singapore (f.c.): £34. To Singapore: £33. To Penang: £34 f.c. To Macassar, per ton: —. To Batavia: 27s. 6d. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: —. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 40s. to 45s. To Shanghai: —. To Hong Kong: 32s. 6d. To Manila: —. To Macassar: —. To Java: —. To Batavia: 27s. 6d. To Padang: —. To Amboyna: —. To Ternate: —. To Singapore: 30s. To Galle: 30s. To Trincomalee: —. To Colombo: 30s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: —. To Manila: —. To Singapore: 28s. To Penang: —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

MISCELLANEOUS.

Off ASCENSION.—Feb. 16, L.J.F.H. (German barque), from Sourabaya, for Rotterdam.

Off ST. HELENA.—Feb. 12, Marmion, from Colombo; 20, Orienten, from Sourabaya, for Falmouth; Caranjah, from Canton, for Hamburg.

At ST. HELENA.—Feb. 13, Marys, Thompson, from Cheribon, and sailed, 14, for Falmouth; 14, Kitty, Mulder, from Batavia, and sailed, 15, for Amsterdam; Kearsage, Field, from Batavia, and sailed for Amsterdam; Samuel, Owen, from Colombo, and sailed for New York; 16 Toowoomba, Bolt, from Zebu, and sailed for New York.

Advices from Cape Town, Feb. 3, state that the Bonnie Dunkeld, Toms, which arrived there Jan. 27, from Batavia, reports that on the 14th, in lat. 30 S., lon. 43 E., she received medical assistance from The Murray, Coole, nearly all hands on board the former vessel being sick with Java fever, and one death having occurred. The Bonnie Dunkeld proceeded for Falmouth, Feb. 3.

At ST. THOMAS.'—Feb. 19, Marshal Pellissier, Ferguson, from Singapore (in distress).

MESSRS. WM. DENNY AND BROTHERS launched from their building-yard at Dumbarton the Ettore, an iron-screw-steamship of 1,948 tons gross measurement, for the Austrian Lloyd's Steam Navigation Company, Trieste. The Ettore is the sixteenth steamer Messrs. Denny have built for the Austrian Lloyd's Company, and is a duplicate of the Achille, launched by them a month ago.

THE screw steamer Europe, 814 tons, class 90, A1, length 210 feet, beam 27 feet, depth 20 feet, spar deck, engines 120-horse power, built in 1873 at Port Glasgow, has been purchased by Messrs. Matheson and Co., and will proceed to Shanghai under the command of Captain Bolton, for local employ in the Chinese service.

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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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Recognised by the International Convention of 30th April, 1862.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

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new composition of Glycerine and Bismuth.

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A liquid compound of refreshing flowers.

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A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

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INVISIBLE AND ADHERENT
For giving whiteness, velvety softness, and freshness to the skin.

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(The basis being Glycerine and Bismuth.)
Freshness, velvety softness, and youthful brightness of complexion.
This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

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GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, March 12 & 26, at 2 P.M., and every alternate Thursday.	Friday morning, March 20 & April 3, and every alternate Friday.	Monday, March 23 & April 6, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, March 12, at 2 P.M., and every fourth Thursday.	Friday morning, March 20, and every fourth Friday.	Monday, March 23, at 5 A.M., and every fourth Monday.

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Amazone ...	March 29	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava	April 12		
Iraouaddy ...	April 26		
Peiho ...	May 10		
Mei Kong ...	May 24		
Sindh ...	June 7		

The Steamers of the 12th April, 10th May, and 7th June connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 29th March, 26th April, and 24th May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,,

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

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ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS, via Suez Canal:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong, Yokohama & Hiogo	Taitsing	A1 14 yr.	S.W.I.D.	With des.
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The favourite China clipper COULNAKYLE, having the greater portion of her cargo engaged, will have prompt despatch.

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To sail 31st March.

FOR SHANGHAI, the well-

known clipper ship LEUCADIA, *A1, 896 tons register; ANDREW MEARNS, Commander; South West India Docks.

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With despatch.

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The following VESSELS are now on the berth in LONDON.

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Japan, s.s.	1,865	Norris & Joyner...	Mar. 25
Andromeda	355	Wright Bros. & Co.	Mar. 28
Glenlyon, s.s. ...	2,119	McGregor, Gow, & Co.	April 2
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	April —
LIVERPOOL.			
Sarpedon, s.s. ...	1,519	Alfred Holt ...	Apr. 2

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Steam via the Suez Canal.

TO YOKOHAMA, HIOGO, and NAGASAKI, with

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Glenfinlas	100 A1	2,120	330	May 30
Glenartney	100 A1	2,106	330	June 20
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CAMBRIDGE LOCAL EXAMINATIONS.—

It will be seen from the lists just published by the University, that fifty-three out of sixty-seven candidates from the

ALBERT COLLEGE,
FRAMLINGHAM,

were successful, and that the College stands first in all England, both in point of numbers passed, and also of honours gained.

Inclusive terms, from £30 to £37 10s. a year. For information apply to Rev. W. W. Bird, M.A., Albert Memorial College, Framlingham, Suffolk.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA BRINDISI.] [WITH SUPPLEMENT.

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 552.] LONDON, MONDAY, MARCH 30, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 30.
JAPAN—Yokohama	Dec. 12	Feb. 2	Feb. 10
Yedo			
Osaka and Hiogo	—	—	Jan. 30
Hakodadi			
Nagasaki	—	—	Feb. 7
CHINA—Peking	—	—	„ 2
Tien-tsin	—	—	„ 4
Chefoo	—	—	„ 6
New-chwang			
Hankow	„ 12	„ 4	„ 8
Kiu-kiang	—	—	„ 8
Chin-kiang	—	—	Jan. 25
Shanghai	„ 26	„ 11	Feb. 13
Ningpo	—	—	„ 11
Foochow	„ 19	„ 6	„ 15
Formosa			
Amoy	—	—	„ 14
Swatow	—	—	„ 10
Hong Kong	Jan. 9	„ 18	„ 19
Canton	—	—	„ 17
Macao	—	—	„ 18
PHILIPPINES—			
Manila	Dec. 19	„ 1	„ 7
COCHIN-CHINA			
Saigon	Jan. 2	„ 10	„ 16
SIAM — Bangkok	—	—	„ 19
BORNEO			
Labuan	—	—	„ 18
Sarawak			
JAVA — Batavia	„ 9	„ 13	„ 21
Samarang	—	—	„ 10
Sourabaya	—	—	„ 12
MALACCA STRAITS—			
Singapore	„ 16	„ 18	„ 26
Penang	„ 23	„ 24	„ 28
CEYLON—			
Galle	—	—	Mar. 7
Colombo	—	—	„ 5

THE MAILS, &c.,

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama, 17th; Shanghai, 20th; Hong Kong, 26th Feb.; Singapore, 6th March, which is due, *via* Marseilles, on Monday next, the 6th proximo, reached Suez on the 25th inst., two days early, and may be expected on Friday or Saturday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Ceylon*, arrived March 27.—From Ceylon: Mrs. Nutmer, Mr. and Mrs. Wright. To Venice, from Shanghai: Mr. Harvey, Major Russell, Capt. G. T. Henry.

To Southampton, per P. and O. steamer *Australia*, expected to arrive April 6.—From Yokohama: Mr. Caster. From Singapore: Two second-class passengers. From Ceylon: Mr. De Sarum, Capt. and Mrs. Staples and five children, Surg.-Major and Mrs. Goodwin and three children, and two second-class passengers. From Hong Kong: Mr. Greig.

PASSENGERS OUTWARD.

Per French steamer *Amazone*, March 29 (booked from London).—To Yokohama: Mr. Schnell. To Shanghai: Mr. De Vos, Mr. Steensackers, Mr. W. H. Anderson, Mr. H. S. Morris, Mr. Manson, Mr. Lucas, Mr. Skinner, Mr. Wilson, Mr. Tindley. To Singapore: Mr. and Mrs. J. Sloan. To Hong Kong: Capt. Sands, Mr. and Mrs. Latham, Mr. Sanderson, Mr. Hales, Mr. Huyser. To Batavia: Mr. and Mrs. Bouffaer and two children, Mr. and Mrs. O. Furst, Mr. Boisseram, Mrs. and Miss Couperus Mr. and Mrs. Van Hoogerhuize and child, Mr. Huyser, Mr. Weiss. To Galle: Mr. A. Thompson.

Per French steamer *Aca*, from Marseilles, April 12 (booked from London).—To Shanghai: Mr. J. H. Cheverton. To Singapore: Mr. Bannermann. To Batavia: Mrs. Philipsen. To Saigon: Mr. Dewatre.

Per French steamer *Iraouaddy*, April 26 (booked from London).—To Yokohama: Mr. Sikemeyer.

Per P. and O. steamer *Tanjore*, from Southampton, March 26. — To Yokohama: Miss J. Sym. To Penang: Mr. and Mrs. Jackson. To Singapore (for Australia): Sir Geo. Walker. To Singapore: Lieut. Hinseman. To Ceylon: Mr. J. G. Innes, Mr. E. H. Cameron, Mr. and Mrs. Templer, Mrs. Tatham, Surg.-Major T. Rudd.

Per P. and O. steamer *Ceylon*, from Venice, April 3.—To Singapore: Mr, H. Morgan, Mr. and Mrs. H. de Satge.

Per P. and O. steamer *Ceylon*, from Brindisi, April 6.—To Shanghai: Mr. C. Rees To Hong Kong: Mr. W. T. Phipps, Mr. H. G. Phipps, Mr. Worthey. To Singapore: Mr. F. Amhurst. To Ceylon: Mr. G. G. Anderson.

Per P. and O. steamer *Indus*, from Southampton, April 2.—To Yokohama: Mrs. Bryant.

Per P. and O. steamer *Venetia*, from Southampton, April 9.—To Yokohama: Mr. W. Sharp, Mr, and Mrs. G. L. Hodges, Mr. W. M. Smith. To Hong Kong: Mr. G. Young. To Ceylon: Mr. J. B. Cull.

Per P. and O. steamer *Simla*, from Venice, April 17.—To Singapore: Mr. R. Booth.

Per P. and O. steamer *Simla*, from Brindisi, April 20.—To Penang: Mr. H. Krauss. To Shanghai: Mr. W. Hamilton.

Per P. and O. steamer *Cathay*, from Southampton, April 23.—To Singapore: Mr. C. Stringer.

Per steamer *Japan*, to leave March 30.—For Shanghai: Dr. G. R. Barton.

Summary of News from the Far East.

CHINA.

TIENTSIN.

A correspondent writes:—His Excellency the Viceroy is spending his winter at Pow-ting-foo. Very severe winter in the North of China; plains around Tientsin entirely frozen over, and H.M.S. *Elk*, French *Conleune*, and Russian *Morges*, frozen in the river. It is said in reliable quarters that the Emperor would never grant another audience to the Foreign Ministers, and no Minister has ever applied for one, although as regards British interests in China many important questions might be urged. As delivery of grain is to be taken at Tungchow, fifteen miles from Peking, there are some hopes of the Chinese Government being induced to allow steam launches to run between Tientsin and Tungchow (one hundred and twenty miles), a great boon to every one; it will be for the China Merchants' Steam Navigation Company to urge it, as they have to deliver the grain. The Chinese will celebrate their New Year's festivities on the 17th February. The river is not expected to be opened much before the 5th or 6th of March. The winter trade here is in a most depressed state.

SHANGHAI.

The present mail brings advices from this port to the 13th Feb.; the French mail from London Dec. 19 arrived out on the 6th Feb., and the following P. and O. mail of 26th Dec. on the 11th Feb. The following items of news are from the *North China Herald*:—

We publish among our law reports an interesting and important decision lately delivered by Sir Edmund Hornby on a special case submitted to him—under the clause of the rules of the Supreme Court regulating the submission and decision of questions of law without formal suit—between the Municipal Council and the Oriental Bank Corporation. The Municipal Council, in accordance with the land regulations, and a resolution passed at the last ratepayers' meeting for a general reassessment, assessed the Bank's premises at a rental of Tls. 8,000 per annum. The Bank appealed against this as excessive, but the Court of Appeal confirmed the assessment of the Council. The Bank still maintaining the assessment to be too high, it was agreed to submit to the Chief Judge for his opinion whether the decision of the Court of Appeal was final. His Lordship is of opinion that it is final, and supports his judgment with a lucid and interesting chain of reasoning, which clearly establishes the status of our local self-government.

We understand that Messrs. Leroy, Aymeri, Mackintosh and Wheelock have resigned their seats on the French Munsipal Council—in consequence, we believe, of some divergence of opinion between themselves and the Consul-General as to the validity of the last elections.

At a meeting of the Mi-ho-loong Rifle Company it was resolved to accept an offer by Captain Whyte, H.M.S. *Cadmus*, to provide a drill sergeant for the company—and to insist on attendance at drill. The funds of the corps were shown to be in

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a satisfactory condition. It was resolved to hold the Mi-ho-loong ball as usual, and Messrs. Rice, Mackenzie, Groom, Clarke, Dent, Dunman and Tobin were elected a ball committee.

An unusual case. arising out of a change of masters on board the British ship *Alhambra*, has been decided at the Supreme Court, before Mr. Mowat. The main facts have already been disclosed in a prosecution against the chief officer for refusing to obey the orders of the new captain. The case arose from the new captain, W. G. Beadle, having taken out a summons calling upon the superseded captain, C. H. Nelson, to show cause why he should not deliver up all documents relating to the ship in his possession or under his control. His Honour having enquired into facts as to the ownership and agency of the vessel, decided against defendant. He said that if defendant thought he had been wrongfully discharged, his remedy lay in an action against those who had removed him, not in withholding papers relating to the ship or its owners.

A memorial from the native merchants of Shanghai has been presented to the Taoutai, and subsequently published as an advertisement in the *Shunpao*. It complains that the weight of taxation in this province is crushing trade, and prays for the abolition of certain local imposts and the reduction of barrier dues to the rate prevailing in Chekeang.

Our Hankow correspondent writes :—The annual meeting of landrenters and taxpayers has been held. The leading feature was the upset of the retiring Council's bund scheme, and the adoption of a new one. The lighting of the Settlement, and the police force, were also subjects of discussion, and no doubt the new Council will give attention to these subjects at their future meeting. We have had a big fire in the city, somewhere about 300 houses burnt. Business completely collapsed, and will probably remain so until after China new year.

A Tientsin correspondent writes that the ice broke up on the 23rd Jan., and the river off the British Settlement was quite open on the morning of that day.

FOOCHOW.

(FROM A CORRESPONDENT.)

On the 16th of February the great ship-building yard at Foochow will cease to be under European direction, the Chinese thinking they are sufficiently advanced in naval architecture to carry on the work themselves. This yard during its existence has launched fourteen magnificent ships, thirteen of which are about 900 to 1,000 tons, and one of 2,000. There is also another nearly built, which will be shortly launched, thus making a total of fifteen ships. It has employed some fifty European workmen, chiefly French, together with a European director and staff, all of whom are under an Imperial Commission directly appointed from Peking. No one who has ever walked through its workshops can say aught but praise of the conscientious working of its chief European director, Monsieur Giquel; and all must acknowledge he has done his share in the work of the regeneration of China in taking her out of the groove of her usual style of ship-building, replacing her junk of huge and unwieldy proportions by a ship of fair and symeterical form, which will with credit carry the flag of China through the neighbouring seas. Although ship-building has been the main feature connected with the Foochow dockyard, another branch deserves mention. A certain number of Chinese youths have been instructed in mathematics and navigation, and have gone through the usual curriculum of our naval schools, under the able instruction of Mr. Carroll, and as they were found sufficiently advanced they were drafted off into a training-ship, where the knowledge they had acquired at school was practically put to the test, and after passing through this ship were appointed officers or commanders of the vessels of the fleet. This branch of the dockyard has been productive of the greatest good, for it has turned out a tolerable number of Chinese sailors versed in scientific navigation. The training ship was under the command of Capt. R. Tracey, R.N., whose heart was in his work, and who has given his pupils a real taste of what the sea was by taking them on a voyage to Penang, and cruising for months along the stormy coast of China. The director of the dockyard has, during its brief existence of some seven years, done his best to help to raise China to a level of European nations. He has well succeeded in his naval architecture, for the last two ships built are said to have been wholly constructed by the Chinese, without any European supervision, and if one could come to Foochow, and see the Chinese steam fleet assembled here for the holidays, they would be struck with wonder and astonishment to see how adroitly they are handled. China is not asleep; she may not be making such rapid strides as Japan, but nevertheless the schoolmaster of progress is abroad, and his influence is being felt through the land; and conservative though her policy may be, she will, I am sure, as time rolls on, bear favourable comparison with her more impulsive sister, Japan. In dismissing its European instructors the Chinese Government have behaved most liberally, some £20,000 being granted for distribution among them, independent of a most magnificent cumshaw to the director, M. Giquel. Besides these large monetary presents, a yellow jacket has been conferred upon M. Giquel; orders, medals, and buttons have been granted to the rest with no niggard hand. There is one thing connected with the retrenchment of expenditure connected with this dockyard which must not be lost sight of by our Consuls, and which greatly concerns our prosperity as merchants. We ought in a body to insist upon the taking off of the Lekim Tax imposed upon foreign trade. This tax was first put on in this province to enable the Government to cope successfully with the rebels, and after their defeat continued to provide the means of carrying on the Foochow dockyard in order to enable them to build a fleet to be ready for contingencies in the future. We have patiently borne these imposts on our trade, and have enabled China to accomplish both these ends, and we only now in justice demand that this double tax upon our imports may once and for ever cease to exist. With regard to the revenue that may be required for the future efficient working of this ship-building yard, I would suggest that a sum should be set aside from the Customs revenue for that purpose which the Imperial Government can well afford; and this would away with the necessity of levying that vexatious Lekim Tax which has for years fettered and paralysed our commerce, and which has been levied in direct and violent opposition to the spirit of our treaty.

HONG KONG.

Our advices by the present mail extend to the 19th February; the French mail from London Jan. 9 arrived out on the 15th Feb., and the following P. and O. mail of Jan. 16 on the 18th Feb. The *China Mail* supplies the following items of intelligence :—

A boat accident, by which a large number of persons lost their lives, occurred in Hong Kong harbour. A new steam-launch, named *Wan Loong*, was announced to make her first trip to Canton, and a charge of only fifty cents being made for the journey, a large number of passengers—estimated from 200 to 300—embarked. The vessel was owned partly by Chinese and partly by foreigners, and much interest was felt in her. But few Europeans were on board, and they included Captain Herriot (in command), Mr. M'Bain, and Mr. Scott. The steamer started a little before seven, and soon after she left Burd's wharf she sheared over, from the sudden putting down of the helm to clear another vessel. The passengers on the upper deck thereupon became alarmed, running from one side to the other, and the vessel, after a few heavy rolls, filled and sank. The officers on board the Police Chop seem to have anticipated some mishap, and they went immediately to the rescue. Aid was also sent from the *Princess Charlotte*, the *Hartford*, and several house boats, and by these means many of the passengers were rescued. All the Europeans were saved, and it is not known how many lives were lost—probably not far short of 100. It is said the boat was insured. Several dead bodies have been recovered, and an inquest upon them will be held.

The coal at the naval depot at Kowlong was recently discovered to be on fire. The steam launch was called into requisition, and took over about a hundred coolies, who set to work moving the coal, and meantime the *Princess Charlotte* signalled to the fleet for their assistance. The coal did not blaze, but was smoking, and so hot that the coolies could not stand upon it. Several small fire-engines were procured from the *Princess Charlotte* and other ships, together with two belonging to the Naval Yard. These measures proved successful, and the fire was finally got under.

A fire has occurred on board the ship *Colombia*, bound for San Francisco. The crew had mostly cleared out for shore. Inspector Grimes ordered the small cannon to be fired, and lights to be fixed at the mast to attract attention. There was not a blue light or rocket on board the ship. The water police were communicated with and were soon on the spot, several cargo boats followed, and later the *Fame* steam-tug. Energetic efforts were made to extinguish the fire, but without success. It was found impossible to run the vessel ashore, and she was then scuttled in the after part. She did not, however, sink; and about twelve o'clock the flames burst through the fore deck, and, extending to the rigging and other parts, the ship appeared one mass of fire—a truly magnificent sight.

It is probable that but few people appreciate the rarity of the Cutting Creeper lately presented to the City Hall. We learn that two very handsome offers were made to the late owner if he would part with it, but, as he had already presented it to the museum, he refused to do so. It is said that between one and two hundred dollars was the price offered.

Our local Recreation Club committee when hard up for ideas may take a hint from Labuan. At the last athletic sports fête which took place in that minute colony, horse and canoe races were agreeably varied by pig and buffalo competitions. To see some of our well-known local athletes chasing a buffalo with a greased tail round the race-course would probably attract a large crowd of spectators. The buffalo is evidently a touch ahead of the pig.

We learn that the revenue junks stationed at Cheong Kwan O, a place just outside the precincts of this harbour and within the Ly-ee-moon Pass, have been rather busy lately in their little game of squeezing. The petty officials in charge levied a blackmail on every junk passing there, and on the refusal of one of them to pay, threats of arrest were made, until the interference of the Kyfong brought them to reason; the squeezers, however,

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arrested one of the most prominent members of that body. The immediate result of this was that all the shops closed at once, and would not reopen until an apology had been offered. We learn that the matter has been referred to the Canton authorities.

We are informed that the M.M.S.S. *Ava*, on her way down from Shanghai, narrowly escaped a collision with a P. and O. steamer, which must have been the *Travancore*. The night was foggy, and the P. and O. vessel was going slowly.

The conjuring entertainment at the Garrison Theatre on the 10th was of a very high order. All the old standard tricks of Professor Anderson—of whom the performer was a disciple—were given with great skill and were received with great applause from a densely-packed house. A larger room would suit performances of this kind better, and the performer need have no hesitation in giving a seance in the City Hall. He is exceedingly clever.

A rifle match took place between eight inspectors and eight sergeants of the police force, for a silver cup subscribed amongst themselves, on the 10th, at the Kowloong rifle range. The competitors were Inspectors Batten, Grimes, Cradock, Grey, Gair, Orley, Stroud and O'Brien, with points 28, 12, 33, 25, 25, 36, 32 and 16 respectively, and Sergeants Dodds, Thomson, Youngson, King, MacBeth, Thompson, Wassenius and Cameron, with points 30, 22, 28, 5, 18, 25, 36 and 44 respectively. From the above score Sergeant Cameron was the best shot, and Sergeant King the worst. On the Inspectors' side, Inspector Grimes was the worst shot, but he hit the bull's eye twice, and had he not met with an accident to his hand a day or two ago, he might have stood a good chance of winning the cup. As Inspector Orley had scored 36 points, and as the prize fell to the lot of the Inspectors, he was the lucky winner.

We observe that the new Attorney-General, Mr. Bramston, has arrived by the French mail.

The cricket match between the Hong Kong Cricket Club and the Garrison ended in a defeat for the latter by between fifty and sixty runs.

A letter from Swatow says:—H.I.C.M.S. *Chen-to*, Mr. J. Langelier commanding, arrived from Hong Kong, having a Mandarin junk in tow. General Fang came down to Swatow from Chau-Chau-fuh on the 30th, his principal object being to take measures for the deepening of the various branches of the River Han, in order to afford greater facilities for trade to several large cities, between which and the sea they form the connecting channel. The General visited on the 2nd inst. the American and English Consuls and the Commissioner of Customs. The usual salute of three guns was fired from each of the Consulates on his arrival and departure, and from the Chen-to, as his junk passed her. The Taoutai is also down here for a short time.

The case of Blow *v.* Forbes and others was heard in the Supreme Court, before Chief Justice Smale, on the 12th February. Mr. Hayllar, the Acting Attorney-General, appeared for the plaintiff, and Mr. Kingsmill for the defendants. The plaintiff was Captain Blow, of the steamer *Lord of the Isles*, and he sued the defendants on one or more clauses of a charter party for the charter of a steamer for three months, on a voyage from Hong Kong to San Francisco and back, at $2,500 per month. The jury found a verdict for the plaintiff for the amount claimed, less five days' freight for detention at San Francisco.

At the meeting of shareholders in the China Traders Insurance Company the report of the committee, which appears in another page, was adopted.

At the meeting of the Hong Kong and Shanghai Bank the directors' report was adopted. The Chairman, Mr. S. D. Sassoon, said—The last time he addressed a meeting of shareholders it would be remembered that he alluded to a large sum which had been advanced to the Pier and Godown Company. The directors then considered that the advance was fully covered by the value of the property, it having cost about three lakhs to the company. At the auction, however, no higher bid than $89,000 was made, and it was not sold. Although the directors fully believed that it was worth the money advanced, and that it would yet realise it, they had judged it wise to write off the sum. The other matter which had caused loss was the fraud committed by Stoddard at Shanghai, known as the Lead frauds, whereby the bank had lost $30,000—a matter to be deeply regretted. This, however, had been provided for out of the half-year's earnings.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The advices by the present mail extend to the 26th Feb.; no later mail from London had arrived out. The following items are from the *Straits Times*:—

A serious accident occurred to the Honourable Thomas Scott, M.L.C., as he was going to office. Mr. Scott was driving a pair of horses, one being newly broken, in a light buggy, and the new horse, which had been restive all the way to town, became unmanageable when coming over Cavenagh Bridge, and broke into a run. Rounding the corner sharp, the buggy capsized, and was dragged on its side, with Mr. Scott caught underneath it, till it was brought up opposite Flint-street by collision with a phaeton, which was also upset. Mr. Scott was extricated at once, and taken into Messrs. McAlister and Co.'s, where medical assistance was procured and his wounds dressed. These, though serious, were found to consist only of a very severe flesh wound below the knee, and some bad bruises; luckily, we might say almost miraculously, no bones were broken. Subsequently Mr. Scott and his wife narrowly escaped drowning by the wreck of the *Sun Foo*, bound for Hong Kong.

H. E. the Governor and Admiral Shadwell have visited Salangore and Langkat, to endeavour to put a stop to the piracies that have become so frequent in the rivers and creeks of the native States bordering the Straits of Malacca, and to insist upon the observance of the existing treaty with Salangore to this end. The visit was eminently successful, and resulted in effecting a reconciliation between the Sultan of Salangore and Tunku dia Udin, the ruler of Klang and Salangore, between whom there had been an estrangement. The pirates were tried on board H.M.S. *Thalia*, by a native Court, of which Tunku dia Udin was President, and all but one condemned to death, the sentence being carried out on the beach. Major McNair, the Colonial Engineer, and Mr. J. G. Davidson, who were left as Commissioners to represent H.E. the Governor during the trial, returned to Singapore in the *Thalia* after seeing the sentence carried out. Besides the trial and execution of the pirates, the Sultan also paid an indemnity of 385 piculs of tin as compensation to the relatives of the murdered men, and there can be little doubt that the late proceedings will make a lasting impression. We publish in the present issue the existing treaties with Salangore, Rambow, and Johole, which evidently need revision, and will probably be replaced by better defined engagements when opportunity offers; but in the meantime it is essential to the safety of life and property that the Sultan of Salangore and his sons should be compelled strictly to adhere to the terms of the treaties now in force, instead of constantly violating them with impunity, as they have done for so long.

The Commission that has been sitting at Laroot to settle the claims for compensation arising out of the protracted Chinese faction quarrel there has, we believe, concluded its labours, as two of the commissioners, Captain Dunlop and Mr. Pickering, left Penang yesterday on their return to Singapore. No particulars, however, of the settlement effected have as yet been made public.

The vessels of H.M. squadron are about to leave for their stations. The *Salamis* proceeded homeward after the visit to to Salangore, and the *Rinaldo*, also homeward bound, leaves shortly. The *Iron Duke*, with Admiral Shadwell, leaves for China, and the *Frolic* goes to Manila and China.

The Chinese New Year rejoicings began on the 16th, and as their noise and uproar has been augmented by the natives in their celebration of the Mahomedan Moharrum, the streets of the town have during the past few days been unusually gay. These festivals, are however, nearly over now; the natives will end their masquerade this week, and the Chinese New Year rejoicings will close with a louder uproar than ever on the 3rd proximo, after which matters will settle down in their usual groove, and we trust general business will be resumed with renewed activity.

A letter from Malacca says:—The Chin Chin tin mines, regarding which I wrote you about six months ago, have turned out very successfully, and the shareholders have got the whole of their capital back again, and have since advanced another $3,000. It is said that during the three months the tin mines have been worked they have yielded 160 slabs of tin, and that the metal is of a superior quality to that of any other tin mining district in the Malayan Peninsula. None of the tin has as yet been exported to the Singapore market, owing to the Chinese New Year holidays.

A meeting of the Chamber of Commerce was held at the Exchange Rooms, to give an expression of the views of the Chamber on the recent action of the Government in Perak and Laroot. The object of the meeting was explained in a few remarks by W. H. Read, Esq., the chairman, after which the following resolution was carried unanimously:—

The Chamber of Commerce having taken consideration the engagements lately entered into by the chiefs of Perak in the presence of his Excellency the Governor, desires respectfully to express its entire approval of the measures adopted to put a stop to the piracy and misrule which have so long prevailed in that province; and it sincerely trusts that his Excellency will continue to pursue the just, firm and conciliatory policy thus inaugurated, until the whole of the so-called independent states of the Malayan peninsula shall be brought under similar control.

The Chamber is satisfied that it is by such measures only that a rich and fertile country, which has been too long neglected and allowed to lapse into anarchy, can be brought under British influence and opened to civilisation and commerce, and that they constitute the course of action most worthy of a great nation.

IN reference to the loss of the French mail steamer *Nil*, near Yokohama, we regret to state that the passengers (who are not yet correctly known) were not saved.

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Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The market for Manufactured goods had continued in an unsatisfactory state throughout the interval; prices for all the chief staples were declining and stocks were increasing. But little business had been done either in Cottons or Woollens. In Metals also sales had been small, and arrivals considerable.

CHEFOO.—Messrs. Wilson, Cornabé, and Co. report that during the month under review business in 8¼ lbs. Grey Shirtings has been fairly active, but in other Cotton fabrics there has been nothing done whatever. We look for a continued inquiry for 8¼ lbs. Grey Shirtings, and hope to see an improvement in the demand for T-Cloths after the Chinese New Year. Drills rule very low, and for Fancy Cottons we have no inquiry. Woollens continue dull of sale, and prices are unaltered. Metals: Iron is in good inquiry, flat kind being especially wanted; Lead has slightly improved in value, but the demand is by no means brisk.

HANKOW.—Business had been on a most restricted scale, and no improvement was looked for until after the Chinese holidays.

SHANGHAI.—Considering the near approach of the Chinese New Year holidays a fair amount of business had taken place, but there was no elasticity in the market, and in some cases prices were a shade easier.

FOOCHOW.—The following sales had been reported:—2,000 pieces 7 lbs., T-Cloths at $1.90 per piece, and 500 pieces 8¼ lbs. Grey Shirtings at $2.75 per piece. Lead, 300 pigs at $8.25 per picul.

HONG KONG.—There had been nothing doing, business being suspended in consequence of the Chinese New Year holidays.

BATAVIA.—Business was at a complete standstill owing to the Chinese New Year holidays.

SINGAPORE.—Messrs. Bowstead and Co. report as follows:—During the early part of the fortnight the Chinese New Year holidays interfered with business, and few transactions were reported. Since the market reopened a considerable business has been done, 8¼ lbs. Grey Shirtings have found buyers at $2.40 to 2.42½, and 7 lbs. are in some demand. T-Cloths, light weights, and 6 lbs. have been taken to a fair extent. White Shirtings, both fine and medium qualities, have been active at former rates. A moderate business has been done in 40's Grey Yarn. Sales of 18 to 24's at low prices are reported. Dyed Cottons continue very dull. Woollens are in moderate request.

PENANG.—The Chinese New Year holidays had taken up the greater portion of last fortnight and it was only towards the close that dealers had resumed business, and transactions so far had been very retail. Prices remained unchanged, although the tendency was somewhat in favour of buyers.

EXPORTS.

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TEA.

YOKOHAMA.—There had been another fortnight of comparative inactivity; arrivals had just kept pace with the demand, and settlements of about 2,000 piculs were all that have to be reported. Stocks remained small, and of not very desirable quality; of the grades above fine there were none on offer. Quotations were nominal. The Atalanta, via Suez Canal, with 359,364 lbs., and the Corea, with 477,596 lbs., for New York, had sailed, and it was not likely that there would be any further export except per steamer via San Francisco. Export from 1st June to date, 10,539,817 lbs., against 9,835,881 to corresponding date last year.

HANKOW, KIUKIANG, FOOCHOW, AMOY.—The season was over at these ports.

SHANGHAI.—No business done in Black, and only a small business in Green, the reduced stock of the latter offering but a poor selection.

CANTON.—Market unaltered; only a few small settlements effected.

SILK.

YOKOHAMA.—Dealers had exhibited more disposition to meet buyers and more business had been done in the interval, but at lower prices. Quotations showed a decline of $30 per picul for Oshus, and $20 for Hanks. Settlements to date 10,700 bales (against 9,300 bales to corresponding date last season); stock, 2,300 bales.

SHANGHAI.—During the early part of the fortnight a more current business had been carried on, a decline in values of Tls. 5 to 10 per picul on best chops having been established by a sale of No. 3 Dragon Chop at Tls. 442½, No. 3½ at Tls, 415, and No. 4 at Tls. 375; which, with a somewhat improved tone of the home advices, induced more buyers to come forward. Subsequently there had been much less activity shown, and the Chinese having refused to grant any further concession in price, business had been limited to 500 bales, principally common Tsatlees and Kahinga. Best Red Peacock was still held for Tls. 360, but there are no buyers at this price. Settlements for the past fortnight, Chinas, 1,500 bales. Total settlements since 1st June, 1873, 51,300 bales; against 1872, 52,700 bales; 1871, 46,300 bales. Comparative unsold stock on this market on the 11th Feb. 1874, 3,000 bales; 1873, 1,200 bales; 1872, 1,000 bales.

CANTON.—Scarcely any transactions had been effected, owing to the Native holidays.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th March, 1874, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th March, 1874, 14,969,915 yards; for the twelve months, 117,936,472 yards; for the twelve months, 1873, 77,776,900 yards; for the twelve months, 1872, 103,746,450 yards. Increase for 1874 against 1873, 40,150,572 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1874, 723,556 yards; for the twelve months, 5,443,866 yards; for the twelve months, 1873, 3,010,657 yards; for the twelve months, 1872, 4,275,789 yards. Increase for 1874 against 1873, 2,433,209 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1874, 93,072 yards; for the twelve months, 1,235,287 yards; for the twelve months, 1873, 2,282,421 yards; for the twelve months, 1872, 2,679,146 yards. Decrease for 1874 against 1873, 1,047,134 yards.

COTTON YARN.—Export for the month ended 16th March, 1874, 1,625,536 lbs.; for the twelve months, 11,511,651 lbs.; for the twelve months, 1873, 6,234,720 lbs.; for the twelve months, 1872, 10,051,931 lbs. Increase for 1874 against 1873, 5,276,931 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th March, 1874, 34,583,424 yards; for the twelve months, 263,906,526 yards; for the twelve months 1873, 279,246,586 yards; for the twelve months 1872, 344,860,657 yards. Decrease for 1874 against 1873, 15,340,060 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1874, 2,972,098 yards; for the twelve months, 18,528,041 yards; for the twelve months 1873, 12,868,227 yards; for the twelve months 1872, 8,762,874 yards. Increase for 1874 against 1873, 5,659,814 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1874, 447,526 yards; for the twelve months 6,900,481 yards; for the twelve months 1873, 7,874,239 yards; for the twelve months 1872, 7,270,604 yards. Decrease for 1874 against 1873, 973,758 yards.

COTTON YARN.—Export for the month ended 16th March, 1874, 107,200 lbs.; for the twelve months, 803,917 lbs.; for the twelve months 1873, 1,806,906 lbs.; for the twelve months 1871, 594,656 lbs. Decrease for 1874 against 1873, 1,002,989 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th March, 1874, 3,038,438 yards; for the twelve months, 34,508,045 yards; for the twelve months 1873, 36,275,581 yards; for the twelve months 1872, 32,286,742 yards. Decrease for 1874 against 1873, 1,767,536 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1874, 159,208 yards; for the twelve months, 3,559,598 yards; for the twelve months 1873, 5,476,351 yards; for the twelve months 1872, 2,064,578 yards. Decrease for 1874 against 1873, 1,916,753 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1874, 50,504 yards; for the twelve months, 1,792,799 yards; for the twelve months 1873, 2,384,011 yards; for the twelve months 1872, 1,297,954 yards. Decrease for 1874 against 1873, 591,212 yards.

COTTON YARN.—Export for the month ended 16th March, 1874, 1,167,600 lbs.; for the twelve months, 10,903,567 lbs.; for the twelve months 1873, 13,925,522 lbs.; for the twelve months 1872, 11,539,741 lbs. Decrease for 1874 against 1873, 3,021,955 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th March, 1874, 9,262,611 yards; for the twelve months, 71,653,121 yards; for the twelve months 1873, 66,300,954 yards; for the twelve months 1872, 62,728,684 yards. Increase for 1874 against 1873, 5,352,167 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1874, 340,002 yards; for the twelve months, 4,768,268 yards; for the twelve months 1873, 5,342,124 yards; for the twelve months 1872, 5,690,369 yards. Decrease for 1874 against 1873, 573,856 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1874, 122,864 yards; for the twelve months, 2,569,832 yards; for the twelve months 1873, 3,746,111 yards; for the twelve months 1872, 4,255,365 yards. Decrease for 1874 against 1873, 1,176,279 yards.

COTTON YARN.—Export for the month ended 16th March, 1874, 179,691 lbs.; for the twelve months, 1,957,343 lbs.; for the twelve months 1873, 1,786,592 lbs.; for the twelve months 1872, 2,287,641 lbs. Increase for 1874 against 1873, 170,751 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th March, 1874, 1,876,580 yards; for the twelve months, 21,498,872 yards; for the twelve months, 1873, 23,084,098 yards; for the twelve months, 1872, 19,018,155 yards. Decrease for 1874 against 1873, 1,585,226 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1874, 556,896 yards; for the twelve months, 6,846,780 yards; for the twelve months 1873, 12,307,277 yards; for the twelve months 1872, 10,102,546 yards. Decrease for 1874 against 1873, 5,460,497 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1874, 315,492 yards; for the twelve months, 4,951,468 yards; for the twelve months 1873, 11,482,850 yards; for the twelve months 1872, 12,164,613 yards. Decrease for 1874 against 1873, 6,531,382 yards.

COTTON YARN.—Export for the month ended 16th March, 1874, 23,900 lbs.; for the twelve months, 546,184 lbs.; for the twelve months 1873, 544,865 lbs.; for the twelve months 1872, 676,374 lbs. Increase for 1874 against 1873, 1,319 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th March, 1874, 1,187,492 yards; for the twelve months, 20,563,992 yards; for the twelve months 1873, 13,115,261 yards; for the twelve months 1872, 6,831,468 yards. Increase for 1874 against 1873, 7,448,731 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1874, 1,147,490 yards; for the twelve months, 15,781,606 yards; for the twelve months 1873, 11,618,516 yards; for the twelve months 1872, 8,276,856 yards Increase for 1874 against 1873, 4,163,090 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1874, 166,760 yards; for the twelve months, 2,946,038 yards; for the twelve months 1873, 884,797 yards; for the twelve months 1872, 344,873 yards. Increase for 1874 against 1873, 2,061,241 yards.

COTTON YARN.—Export for the month ended 16th March, 1874,

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44,700 lbs.; for the twelve months, 840,268 lbs.; for the twelve months 1873, 505,080 lbs.; for the twelve months 1872, 373,618 lbs. Increase for 1874, against 1873, 335,188 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th March, 1874, 2,133,108 yards; for the twelve months, 34,131,903 yards; for the twelve months, 1873, 27,661,160 yards; for the twelve months 1872, 26,749,667 yards. Increase for 1874 against 1873, 6,470,743 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1874, 258,557 yards; for the twelve months, 2,276,475 yards; for the twelve months 1873, 1,508,494 yards; for the twelve months, 1872, 2,352,579 yards. Increase for 1874 against 1873, 767,981 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1874, 283,291 yards; for the twelve months, 2,677,210 yards; for the twelve months 1873, 4,233,779 yards; for the twelve months, 1872, 3,094,063 yards. Decrease for 1874 against 1873, 1,556,569 yards.

COTTON YARN.—Export for the month ended 16th March, 1874, 51,680 lbs.; for the twelve months, 222,187 lbs.; for the twelve months 1873, 317,417 lbs.; for the twelve months 1872, 248,627 lbs. Decrease for 1874 against 1873, 95,230 lbs.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3⅝d.	4s. 4d.	4s. 4d.
Shanghai ,, ...	5s. 10½d.	5s. 10½d. to 5s. 11d.	5s. 11d. to 5s. 11¼d.
Canton ,, ...	4s. 3⅝d.	4s. 3⅝d.	4s. 3⅝d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 3⅝d.	4s. 3⅝d.	4s. 3⅝d. to 4s. 4d.
Manila ,, ...	4s. 1½d.	4s. 2d. to 4s. 2¼d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 303	220½ to 221
,, Hong Kong	26⅝ to 27 dis.	—
Bar silver	Tls. 111.3.0	8½ prem.
Mexican dollars	,, 73.5.5	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 40 per cent. premium.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 27 per cent. discount.
China Traders' Insurance Company, $700 premium ex div.
Hotel Shares, 58 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. premium.
Hong Kong Fire Insurance Company, $360 premium.
Union Insurance Society (new shares), $500 per share ex div.
China and Japan Marine Insurance Company, Tls. 93 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $20 premium
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 7 per cent. prem.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Feb. 4, Miako; 7, Canton (str.); from Liverpool, 5, Priam (str.).

At HONG KONG and CANTON.—From London, Feb. 13, Glenartney; from Liverpool, 6, Antenor (str.); from Hamburg, 10, Civiale; from Cardiff, 16, Hydra; March 20, Radama.

At SINGAPORE.—From London, Feb. 21, Lotus (str.); from London, &c., March 24, Glenfalloch (str.); Emiliano (str.), Patroclus (str.), Casandra (str.); Crocus.

At PENANG.—From Shields, Feb. 15, Zoroya; from Liverpool, March 25, Ulysses (str.).

At BATAVIA.—From Holland, Feb. 7, Jason; 13, Nieuwe Waterweg; 15, Pieter Adolf; 17, Jan van Brakel.

DEPARTURES.

From YOKOHAMA.—For New York, Feb. 3, Corea.

From SHANGHAI.—For London, Feb. 10, Priam (str.).

From FOOCHOW.—None.

From HONG KONG and CANTON.—For Callao, Feb. 11, Hong Kong.

From SINGAPORE.—For London, Feb. 24, Naomi, John Clark.

From PENANG.—For London, Vanguard, Holland.

From BATAVIA.—For Holland, Feb. 8, Hampton; 14, Borneo, for U.K., 11, Alardus, 18, Tek-hi.

VESSELS LOADING.

At YOKOHAMA.—For London, Vanguard.

At NAGASAKI.—For London, Shalimar.

At SHANGHAI.—For London, Antenor (str.); for New York, St. Andrew's Castle.

At FOOCHOW.—For London, Priam (str.); for New York, Sarah Nicholson.

At HONG KONG and CANTON.—For London, Lennox Castle, Fontenaye.

At SINGAPORE.—For Liverpool, A. H. Willie; for Hamburg, Anna; for New York, Agate, Eleanor; for Boston, Harwich.

At PENANG.—For London, Cheviot.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 per ton of 50 feet, per steamer £5 per 40 feet; to New York, £3 per ton of 40 feet.

At SHANGHAI.—To London, there is no vessel on the berth; to New York, the rate is £2 10s. per 40 feet.

At FOOCHOW.—To London, £3 per steamer.

At HONG KONG and CANTON.—To London, £3 2s. 6d.; to New York, £3.

At SINGAPORE.—To London, per steamer, £3 15s.; dead weight, £4; measurement, £4 10s., Pepper and Coffee; for New York, the Atalanta (str.) took about 300 tons Tin and Coffee at £2 10s. and £4 15s. respectively.

At PENANG.—To London, bag sugar, £3; pepper, £3 10s.; rattans, £3; hides, £4.

At BATAVIA.—To Channel, f.o. £3 7s. 6d. to £3 15s.; to Holland, f.82½ to f.90 rice; f.85 tea; f.90 coffee; f.60 to f.65 tin; f65. to f.70 sugar.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Feb. 3 ...	Ondite	... Zebu	... Liverpool
,, 6 ...	Lord Ashburton	... Kobe	... Falmouth
,, — ...	Jason	... Rotterdam	... Batavia
,, — ...	Maria Elisa	... Texel	... Samarang
,, 7 ...	Karro	... Liverpool	... Singapore
,, 8 ...	Lingia Madré	... Newcastle	... Do.
,, — ...	Hampton	... Batavia	... Rotterdam
,, — ...	Annie M. Small	... Manila	... London
,, 11 ...	Baijonnaise	... Newcastle	... Order
,, 12 ...	City of Perth	... Singapore	... Marseilles
,, 13 ...	Bengale	... Cardiff	... Singapore
,, 14 ...	Ranavalo	... Ilo Ilo	... Channel
,, — ...	Paradis	... Hong Kong	... London
,, 15 ...	Dorine Castle	... Shanghai	... New York
,, 16 ...	Gazelle	... Rio Janeiro	... Order
,, — ...	Yeavering Bell	... Bangkok	... Marseilles
,, — ...	J. v. Brakel	... Texel	... Macassar
,, — ...	Léonie	... Saigon	... Falmouth
,, — ...	Dauphin	... Manila	... Do.

LATEST TELEGRAMS.

THE SUEZ CANAL DUES.

CONSTANTINOPLE, MARCH 28.—M. de Lesseps has applied for further time before carrying into execution the decision of the International Commission, in order to consult the shareholders. A conference of the Legation is to be held on the subject at the request of the Porte.

THE ATCHIN WAR.

THE HAGUE, MARCH 21.—The Government has received the following official despatch:—"Atchin, March 16.—The political state of affairs is unchanged. It has been reported on three occasions that the enemy had resolved to make a general attack upon our positions. The chiefs, however, held aloof, and the resistance offered to us continued passive. The enemy are strengthening their positions in the interior. Rajah Bandara has offered us his services. The construction of our works at the Kraton is progressing. General Van Swieten considers it expedient to declare Grand Atchin a free port."

THE HAGUE, MARCH 27.—A despatch from Atchin, dated the 24th instant, announces that Gighen has recognised the sovereignty of the Netherlands, and that the submission of other chiefs is probable. They are only prevented from yielding allegiance by the fear that the Dutch will shortly take their departure.

MARKET REPORT.—CHINA.

SHANGHAI, MARCH 25.—Grey Shirtings, 8¼ lbs., best Eagle Chop, Tls. 2.0.0; ditto, second quality, Tls. 1.9.0; 7 lbs., best Eagle Chop, Tls. 1.6.8. Lead L.B. large pigs, Tls. 5.8.0; Nail Rod Iron, Dawe's best, Tls. 3.5.0. Silk: Tsatlee No. 4, Red Peacock, Tls. 355. Exchange on London bank bills six m.s. 6s. 0¼d. Tea: Season almost closed; total export from Shanghai and Yangtaze Ports from 1st June to date to England 32,000 bales; to the Continent 16,000; total of settlements for the season 53,625 bales; stock 1,800 bales.

SHANGHAI, MARCH 26.—Cotton Piece Goods and Woollens dull, and little business doing; common qualities of Grey Shirtings freely offered at low prices; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 1.9.8. to Tls. 2.0.0; T-Cloths, 6 lbs. ordinary, Tls. 1.0.6 to Tls. 1.0.7; 7 lbs. Mexicans, Tls. 1.5.2 to Tls.1.5.3. Cotton: Fair medium China, Tls. 8½. Silk: Market quiet; Tsatlee, No. 3 Koonfoongsings, Tls. 430 to 445; Nos. 4, Tls. 395 to 415; Red Peacock, Tls. 355; Blue Elephant, Tls. 370. Tea season nearly closed. total export from Shanghai and Yangtaze Ports for the season, 63,000,000 lbs. Black, 9,700,000 Green. Exchange on London: Bank bills, six m.s., 6s.; Mexican Dollars, Tls. 73.5.0.

HONG KONG, MARCH 26.—Market for Cotton Piece Goods and for Woollens quiet and weaker; Grey Shirtings, 6½ catties, 8¼ lbs., $2.47½; Cotton Yarn, 16-24, $115; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2.02½. Cotton: Fair medium Bengal, $13. Exchange on London: Bank bills, six m.s., 4s. 4⅛d. Tea: Settlements for the season—at Foochow, 700,000 chests, at Canton, 250,000 boxes; total export (from China and Japan) since commencement of the season, 140,750,000 lbs., against 148,125,000 lbs. to corresponding date last season; freights by steamers, £3 10s. Silk: Total export from China and Japan, for the season, to England, 43,000 bales, against 54,000 bales last season; to the Continent, 24,000 bales, against 23,000 bales last season.

STRAITS SETTLEMENTS.

SINGAPORE, MARCH 24.—Cotton Yarn, 40's, $120; Grey Shirtings, .39-in., 8¼lbs., $2.40; 7 lbs., $2; T-Cloths, 6 lbs., ordinary, $1.50 Gambier, $5. Pepper: Black (Singapore), $12; White (Rhio), $14. Tin (Malacca), $25.50. Coffee (Bonthyne), $22. Exchange on London: Bank bills, six m.s., 4s. 4½d.

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PENANG, MARCH 25.—Tin, $25. Pepper: Black, $13; White, $20.50. Sugar, No. 1, $6.50; No. 2, $3.90; No. 1 basket $2.75. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.42½; T-Cloths, 6lbs., $1.55. Exchange on London: Bank bills, six m.s., 4s. 4½d.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, MARCH 27.—The P. and O. company's steamer Ceylon, with the homeward India and China mail, arrived at 6.30, and the mail left at 9.40 this evening for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, MARCH 24.—The P. and O. company's steamer Australia, with the heavy India and China mail, left at 11 this morning, and may be expected at Southampton about the 6th proximo.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, MARCH 23.—The P. and O. company's steamer Venetia, from Alexandria 9th inst., arrived to-day, with the heavy India, China, and Australian mails, 46 passengers, £315,489 in specie, and 16,846 packages of cargo.

NEXT INWARD MAIL.—SUEZ, MARCH 25.—The Messageries Maritimes steamer Inwaddy, with the inward French mails from China and Japan, arrived here this evening, and will leave to-morrow, the 26th, for Port Said and Marseilles, at which latter port she may be expected on the 2nd of April.

INWARD MAIL, DUE APRIL 20.—GALLE, MARCH 26.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, MARCH 26.—The P. and O. steamer Tanjore sailed to-day for Alexandria, with the heavy India and China mails. The corresponding overland mail will be despatched from London on the 3rd proximo.

OUTWARD MAIL OF MARCH 20.—SUEZ, MARCH 28.—The P. and O. steamers Lombardy and Hydaspes, with the outward India, China, and Australian mails from London March 20, left at 8 P.M. to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF FEB. 27.—GALLE, MARCH 26.—The Messageries Maritimes steamer Hoogly, from Marseilles on the 1st of March, left here to-day for Singapore.

OUTWARD MAIL OF FEB. 20.—SINGAPORE, MARCH 24.—The P. and O. mail from London Feb. 20 arrived here to-day.

OUTWARD MAIL OF FEB. 13.—HONG KONG, MARCH 26.—The French mail from London Feb. 13 arrived here to-day.

OUTWARD MAIL OF FEB. 6.—SHANGHAI, MARCH 26.—The P. and O. mail from London Feb. 6 was received here to-day.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—March 26, at Queenstown, from Batavia, Emilio Rondanino; off Queenstown, from Maulmain, Charmer; at New York, from Hong Kong, Carnarvonshire, Johann Smidt.; off Dungeness, from Java, for Rotterdam, Mina; 27, at London, from Colombo, Star of Devon; at Liverpool, from Rangoon, Huddersfield; 25, at Hamburg, from Macao, Zanga; 21, at Cadiz, from Manila, Leon (s); 28, off Hurst Castle, from Foochow, Andreas; at Falmouth, from Souarbaya, Stelios; from Batavia, Bonnie Dunkeld, Schiedam; at Liverpool, from Manila, Europe; 21, at Glasgow, fsom Java, Mary Goodel; from Ilo Ilo, Vera Cruz; 29, off Deal, from Manila, Fleetwing; at Queenstown, from Ilo Ilo, Condore; 30, at Falmouth, from Maulmain, M. S. Elphinstone; at London, from Rangoon, City of Exeter; from Ceylon, Ann Lucy; off the Wight, from Manila, Wylo.

DEPARTURES.—March 25, from Portsmouth, for Singapore, Eurus; 24, from Cuxhaven, for Hong Kong, Joachim Christian; from New York, for Shanghai, S. D. Carleton; March 28, from London, for Singapore, China, &c., Japan (str.); for Colombo, &c., Scindia (str.).

LAID ON.—At London, for Galle, China, &c., Venetia (str.).

MISCELLANEOUS.—At Suez, March 24, Borneo (str.), from Batavia to Nieuwe Diep. At Port Said, March 27, Achilles (str.), from Liverpool, for Singapore, China, &c.

STEAMER PASSED THE SUEZ CANAL.—March 26 Aurrera, from Liverpool, for Singapore and Manila; 27, Borneo, from Java, for Nieuwe Diep.

SPOKEN.—Maria, Macassar to Amsterdam, March 14, 43 N., 30 W.; J. R. Worcester, New York to Shanghai, Feb. 14, 30 N., 35 W.; Caranjah, from Canton for Hamburg, 50 N., 9 W.; Rebecca (Dutch ship), Sourabaya to Rotterdam, March 21, 46 N., 16 W.

CASUALTY.—A telegram from Manila, dated Singapore, March 27, states that the Moses Day, ship, was totally lost on the 28th of February off the coast of Mindanao; crew took to the boats and were picked up and brought to Manila.

CONSULAR CHAPLAINS.

In a circular addressed to Consuls at places where there are Church establishments receiving grants from the Government Lord Granville says that it certainly could not be incumbent upon Her Majesty's Government to subsidise churches where the British residents were indifferent and the congregation scanty. In the case of communities where the Church establishments were necessary they should be self-supporting, as the reliance upon Government support was often the means of neglect in the matter of endowments, donations, collections, &c. This being the case, the grant to Church establishments for 1874 will be at half rates, and in 1875 will cease altogether. It is intended, however, to make an exception in favour of those places where the churches are maintained to a considerable extent by the masters and mariners frequenting the port. An allowance of £100 will be continued to Marseilles, £150 Trieste, £100 Corfu, £200 Alexandria, and £150 Malaga.

Naval and Military.

A suggestion of Sir Andrew Clarke, that the Straits Settlements, at the present time included in the military district of Major-General Whitfield, in command at Hong Kong, should be made a separate command, is under consideration.

Major-General the Hon. St. George Gerald Foley, C.B., has been appointed Lieutenant-Governor of Guernsey, in succession to Lieutenant-General E. Frome. Major-General Foley served in the Crimean campaign in 1854-56, and served as military secretary to the expeditionary force in China from March, 1857, to February, 1860; was present at the capture of Canton in December, 1857 (brevet of colonel), and other affairs in the neighbourhood; served throughout the campaign as British commissioner at the head quarters of the French army in China from February, 1860, to March, 1861; was present at the storming and capture of the Taku Forts, the actions of the 18th and 21st September (mentioned in French despatches) and subsequent advance on Peking (good service pension, Commander of the Legion of Honour, medal with three clasps).

A series of experiments has just been made at the Royal Arsenal, Woolwich, with a 14 centimetre breechloading rifled built-up steel gun, which is to be despatched forthwith to China, for the purpose of competing with a 15-centimetre steel Krupp gun, for the armament of two frigates now in course of construction in the Chinese naval arsenal near Shanghai, for the Government of that country. Each of these frigates is to carry twelve guns, six upon each broadside, and the weight of the projectiles to be thrown is about sixty pounds. The gun at present under consideration has been manufactured by Messrs. J. Vavasseur and Co., and consists of a tube of steel, tempered in oil, surrounded by a series of coiled steel rings, with the exception of that part of the chase near the muzzle. The breech piece is a solid forging of steel, and the trunnion ring is of the same material. Its dimensions are as follows: Length of tube 101¼ inches, width at thickest part 18½ inches, and calibre to surface of bands 5.5 inches, that to bottom of grooves being 5.55 inches. It is, of course, polygrooved. The projectile, weighing 60 lbs., is surrounded by copper wire. The weight of the gun is three tons, and the charge of gunpowder proposed to be employed 12 lbs. of pebble or "P." The results obtained with this gun during the trial at the Woolwich proof butts were satisfactory in the extreme, and the mean velocity of the projectile was very considerable, amounting with 15½ lbs. of pebble powder to 1,538 feet per second, and with 12 lbs. of pebble powder to 1,413 feet.

The corvette Modeste, Capt. Thomson, arrived at Malta on the 12th inst. from Plymouth and Gibraltar, on her way to China. She will be delayed about ten days to repair damages incurred in a gale off Cape de Gatt, having lost her bowsprit and foretopmast. She also requires some defects to be made good in her engines.

Surgeon-General Sir William Muir, K.C.B., who was principal medical officer of the China Expeditionary Force, under Sir Hope Grant, in 1860, and was mentioned in the despatches, has been appointed Director-General of the Army Medical Department.

The German frigate Elisabeth, Capt. Livonius, arrived at Malta on the 15th inst. from Gibraltar, bound for Yokohama. She will have to remain here some time and be docked, to repair damages received from getting ashore in the Straits of Gibraltar.

Captain Clarke, whose regiment, the 57th, is now serving in Ceylon, is to remain on the staff of Major-General Warre, at Belfast, until February next, when the General's time will expire.

The office of Admiralty Director of Education, which has for some years been held by the Rev. Dr. Woolley at an annual salary of £1,200, is abolished.

Mr. Minney, Paymaster in the Control Department, who served in China from 1857 to 1861, retires on a pension, after twenty years' service.

An Assistant Military Secretary is not, we understand, in future to be allowed the Major-General Commanding in Ceylon.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BLEWETT—On the 15th Feb., at Singapore, the wife of Jasper Blewett, of a daughter.
ELLISSEN—On the 19th March, at 28, Maida-hill West, the wife of A. Ellissen, of a son.
HARMAN—On the 23rd Jan., at Swatow, the wife of G. Harman, H.I.M.C., of a son.
LAMMERT—On the 6th Feb., at Hong Kong, the wife of G. R. Lammert, of a son.
MACCOLL—On the 6th Feb., at Sourabaya, Java, the wife of Archibald MacColl, of a daughter.
MEYER—On the 22nd Jan., at Kochi, the wife of F. A. Meyer, of a daughter.
PEREIRA—On the 8th Feb., at Shanghai, the wife of J. F. Pereira, of a son.

MARRIAGES.

FONSECA—DE SOUZA—On the 7th Feb., at the Roman Catholic Cathedral, Hong Kong, Etelvino Fortunato Fonseca to Filothea Maria da Silva e Souza, only daughter of J. de Souza.
LATHAM—ROGERS.—On the 20th March, at Dublin, O. Latham, of Foochow, China, to Janie R., daughter of H. S. Rogers, C.E., Leinster-road, Rathmines.
PETERSEN—NATSU INOSUKI.—On the 25th Jan., at Nagasaki, by the Rev. Henry Stout, Hans Petersen, of Drewback, Norway, to Natsu Inosuki, of Amakusa.

DEATHS.

DE ALMEIDA—On the 18th Feb., at Singapore, Maria Izabel, widow of Sir José de Almeida, aged 74 years.
MILLS—On the 3rd Feb., at Tung-chow, the wife of the Rev. C. R. Mills.
PYE—On the 16th March, at Amoy, China, Frances, the infant daughter of Randall H. Pye.

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THE INDIAN FAMINE IN RELATION TO THE OPIUM QUESTION.

WE beg to call the attention of our readers to the letters on the above subjects which have appeared in the *Edinburgh Courant*. They are important in view of "British opium policy and its results in India and China," becoming at no distant date one of the leading political questions of the day; in consequence of prizes being offered of two hundred pounds and half that sum, for the two best essays on it, and to be adjudicated by Sir CHARLES E. TREVELYAN, Sir H. BARTLE FRERE, and Sir LOUIS MALET. Both letters approach the consideration of the topic in a serious and temperate manner, commensurate with its gravity and importance at the present juncture. Mr. MCLAREN points out the great extent of land under poppy cultivation in India, which has been more than doubled since the East India Company left the produce of the deleterious drug and the monopoly of its purchase and sale as a doubtful legacy to the Imperial Indian Government. How far these lands might have raised bread-stuffs for the population at the present crisis, so as to alleviate their distress, is the question at issue. The Chairman of the Edinburgh Chamber of Commerce is of opinion that if these poppy plantations had been sown with cereals there would have been probably a good supply of grain and roots to aid materially in feeding the starving population. In reply to this statement the writer, under the signature of "Tirhoot," and who appears to be practically conversant with agriculture in Bengal, states, with logical argument, that the drought would have affected *any crop* within the famine districts, simply from *want of rain in the autumn of* 1873. Be that as it may, there can be no doubt that this vexed opium question should be seriously discussed, under the new phase it has assumed from the dire effects of this famine.

THE causes which induced the American Government to refuse acceptance of their share of the Simonoseki indemnity are founded, we presume, on that purely high-minded principle which gives a "sprat to catch the mackerel," and is akin to the "pleasant policy" pursued by their Minister in negotiations concerning the revision of the Treaty, and other demands of foreigners.

M. CHARLES DE STRUVE, whose appointment as Russian *Charge d'Affaires* at Yedo was noticed in our last, we understand was Political Agent in Turkestan, and decided some important geographical questions at and about Kokan. He was imprisoned at Bokhara several months. His brother, M. OTTO DE STRUVE, is Superintendent of the Pulkowa Observatory.

IN our Holland correspondent's letter will be found an avowal on the part of the Dutch Government, that Atchin must be completely conquered, and, to save further complications, must be annexed. We foreshadowed this some months since.

MR. LEONARD WRAY has given a lecture on the Straits of Malacca, in which he points out the miserable manner in which our Government have deserted the Sultan of ATCHIN. A report will be found in another column.

THE Budget will be introduced on the 16th of April. It is not expected that any alteration will be made in the duty on tea or other such articles. The "Free Breakfast Table" cry is now buried with the old Government.

PARLIAMENTARY papers have been published in connection with the Audience Question, the Macao Coolie Trade, Consular Outfits, and Chaplains, which will be found detailed in our present issue.

WE understand that leave has been granted to Mr. KNOX, H.B.M. Consul-General at Bangkok, and that Mr. NEWMAN will take charge during his absence.

THE P. and O. steamer *Teheran* has been launched at Dundee, and the *Kashgar* has been bought by the directors from Messrs. LAING, Sunderland.

M. CHARLES DILLON will probably leave Marseilles in May, to assume charge of the French Consulate at Tientsin.

THE CIVIL SERVICE ESTIMATES.—CHINA, JAPAN, AND THE FAR EAST.

The Civil Service Estimates for the financial year commencing on the 31st inst., and ending with March, 1875, have been issued. The grand total of these Estimates, inclusive of the amount required for the Post-office Packet and Telegraph Services, is £18,800,661, being a decrease of £549,492 upon those for the year just closing, which amounted to £19,044,117. The decrease occurs on the following votes:—Class I., £96,960; class II., £56,561; class III., £105,126; class V., £89,328; class VI., £19,562; class VII., £42,917. On the other hand there is one vote showing an increase, viz.:—Class IV., £104,418. The votes in the various classes are as follows:—

Class I.—Public Works and Buildings, £1,297,178, against £1,394,138 the previous year.

Class II.—Salaries and Expenses of Public Departments, £1,933,356, against 1,989,917.

Class III.—Law and Justice, £4,332,607, against £4,437,733.

Class IV. — Education, Science, and Art, £2,577,398, against £2,472,980.

Class V.—Colonial, Consular, and other Foreign Services, £586,763, against £676,091.

Class VI.—Superannuation and Retired Allowances, &c., £528,196, against £547,758.

Class VII.—Miscellaneous, Special, and Temporary Objects, £31,480, against £74,397.

Revenue Departments, Packet and Telegraph Service, £7,513,683, against £7,451,103.

Net decrease:—

Civil Service, Classes I. to VII.	£306,036
Revenue Departments, &c.	243,456
Total increase	£549,492

Turning from the general summary of the figures presented to those which specially refer to the Far East, and commencing with the Diplomatic Service, we find votes of £6,000 for Her Majesty's Minister Plenipotentiary in China, of £800 for the Secretary of Legation, of £800 for the Chinese Secretary, of £600 for the Assistant Chinese Secretary (this item appearing in the estimates for the first time), of £440 for the Assistant and Accountant, and of £600 for the Surgeon. The salary of the official holding the office of Assistant and Accountant is £20 above that for last year—£420—in accordance with the regulation which prescribes that he shall receive an annual increase of £20 up to £500. We may here state that a sum of £2,800, being one-third of the net expenditure upon the Diplomatic Service in China, is contributed by the Indian Government and paid into the Exchequer. Another estimated source of revenue is comprised in the Fines, Fees, and other casual receipts connected with the Consular Service, which are calculated at £9,000 for China and Japan. As regards Japan, the figures present totals of £4,000 for the Minister, £800 for the Secretary of Legation, and £700 for the Japanese Secretary. These amounts differ in no respect from those for the past year. The salaries of the assistants, &c., are included under one total for all Legations. We come next to the Consular Services, which, as regards China, figure for the following amounts:—

Canton	£1,600	Newchwang	£900
Shanghai	1,500	Ningpo	900
Foochow	1,300	Amoy	900
Hankow	1,000	Cheefoo	800
Tientsin	900	Swatow	800
		Taiwan	800

The total is £11,400, which is the same as last year. The total required for Vice-Consuls is likewise the same as in the last Estimates, viz., £4,050, the details being Shanghai, Kiukiang, and Whampoa, each £750, Canton £700, Pagoda Island, Foochow, £600, and Taku £500. The remaining charges for the China Consular Service may be thus summed up:—Assistants £6,900—namely, six first-class at £400, a like number of second-class at £350, and eight third-class at £300 each, there being no change under this head. The amount required for Interpreters is also the same, £5,500. Writers and Linguists figure for £2,879, an increase of £5; Student Interpreters for £3,150; Teachers for Student Interpreters for £459, and the Shipping Clerk at Shanghai for £400; the three last-named items standing precisely as in the previous estimates. Passing on we find an estimated amount required for "Wages and allowances to Gaolers, Constables, Watchmen, Boatmen, Porters, Coolies, and others employed in public services" of £4,833, an increase of £31 on the last estimate, which was £4,802.

This section of the Estimates concludes with a number of items which are termed "Incidental Expenses." These are headed by the Consular-office expenses, viz., Canton and Shanghai, £275 each; Swatow, Amoy, Foochow, Ningpo, Hankow, and Tienstin £100 each; Newchang, Chefoo, Kiukiang, and Taiwan, £75 each; Pagoda Island, Whampoa, Tamsui, and Taku, £40 each; total, £1,610. Then follow estimates for Legation Guards and Escorts at Peking, £543 (increase £18); outfit and travelling expenses for Consular Officers and Student Interpreters, £2,800 (decrease £200; printing and stationery, £430 (decrease £50); postages, £600; contributions in aid of Church establishments, £200 (decrease £159; allowances for purchase of coal, £305; Consular Prison expenses, £600 (decrease £150); Medical attendance, £1,300

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(increase £100); and relief of distressed British subjects, £100 (decrease £50). Except where otherwise stated these amounts are the same as those which appeared in the Estimates for 1873-74.

The estimated cost of "Salaries, Allowances, and Wages" for the Japan Consular Service presents a total of £13,307, an increase of £53, the total for the past year having been £13,254. The amount required for Consuls is £3,500, the same as the last estimate; viz., Hiogo £1,000, Nagasaki £900, Hakodadi and Kanagawa each £800. The Vice-Consulate at Yedo is set down at £600, and those at Yedo and Ne-e-gata for corresponding amounts, the total charge for Vice-Consulates being, as for last year, £1,800. The remaining charges on account of the Japan Service are as follows:—First-class Assistants, two at £500, two at £400, total £1,800; Second-class Assistants, four at £300, total £1,200; Interpreter's Allowances to Assistants, £500; Student Interpreter's, £800; Japanese Interpreter and Translator, £500; Medical Officer, £500; Writers and Linguists, £520; Gaolers, Constables, &c., £2,188 (increase £53). We then arrive at the "Incidental Expenses," which include the following items:—Pay of Legation Escort, £849 (decrease £118); Allowances to Consular Officials for outfit and travelling, £1,250 (decrease £250); printing and stationery, £200; postages, £150; contribution towards Church establishments, £400; allowances for office expenses, £650; allowances for coal, £500; prison expenses, £250 (decrease £50); medical attendance, £200; relief of distressed British subjects, £50 (decrease £50). These amounts are the same as taken in the last Estimates, unless it is otherwise stated.

The estimate for the Supreme Court of China and Japan presents a total of £8,126, against £8,101, an increase of £25, the Law Clerk receiving £750 instead of £725. The remaining charges under this head exhibit no variation, being as follows:—Judge, £3,500; Deputy Judge, £1,200; Law Secretary, £750; Chief Clerk, £350; Clerk for Civil Causes, £400; Criminal Clerk and Assistant Clerk, each £306; Chief Usher, £200; Chief Constable, £164, and Messenger, &c., £200.

The special expenditure set down for the Consular Establishment in Siam presents the following items:—Consul-general, £1,200; Interpreter, £500; First Assistant, £400; Second Assistant, £350; Medical Attendant, £300; one Student Interpreter, £200; Writers, £58; and Gaolers, Constables, &c., £417. The total amounts to £3,425, the same as in the last estimates.

The differences existing between the present and the last estimates in the expenditure upon the Consular Services in China, Japan, and Siam, may be readily appreciated from the following recapitulation of the figures of which we have given the details above:—Salaries, Allowances, and Wages are charged £64,570, against £63,236, an increase of £1,334; Outfits and Travelling expenses £4,300, against £4,750, an increase of £450; Legation Guards £2,600, against £2,883, a decrease of £283; Incidental expenses £4,400, against £4,700, a decrease of £300; Printing and stationery £650, against £700, a decrease of £50; Chapels and Chaplains, £600, against £759, a decrease of £159; Prison expenses £950, against £1,200, a decrease of £250; medical attendance £1,500, against £1,400, an increase of £100; and relief of distressed British subjects £150, against £250, a decrease of £100. The only item which figures for the same amounts as in the last estimates is the charge of £800 for postages. The grand total of the Estimates for the Consular Services in the Far East is £80,520, showing a reduction of £158, the total of the last Estimates having been £80,678.

Other places in the Far East, the charges for which are not included in the total given above, figure for the following sums:—Manila Consul, £1,100; Allowance for Rent, Office Expenses, &c., £600; Vice-Consul, Sual, £400; Batavia Consul, £200; Borneo, Consul-General, £300; Allowance, £200. There is no sum allowed for a paid Consul at Saigon, but an amount of £400 appears as an allowance for office expenses, &c., the same as last year. The only alteration in this section of the Estimates is with regard to Manila, where the allowance of £300 for a Vice-Consul is struck out, but an increase of £400 appears in the Estimate for Rent and Office expenses.

The sums required this year, on account of Consular buildings in China and Japan, amount to £33,227, being for building, repairs, contingencies, and office expenses, £25,000; rents of Legation and Consular buildings, £6,366 (£2,237 China, £3,129 Japan) and allowances for house-rent to officers of the Supreme Court at Shanghai and to Linguist at Whampoa at £1,861. This is £133 more than the estimate for 1873-74, which was £33,094.

Appended to the Estimates there appears an account of the pensions and the superannuation allowances which are granted to retired officials who have served at home and abroad. Amongst these we find the subjoined grants for services in the Far East: Sir R. G. Macdonell, Governor of Hong Kong, £1,000; Sir Rutherford Alcock, British Minister in China £1,550; Robert Rienaecher, Colonial Treasurer at Hong Kong, £162; G. A. Trotter, Clerk to the Chief Justice at Hong Kong, £65; H. W. Parr, Harbour-Master at Labuan, £50; the Rev. M. B. Bailey, Chaplain, Yokohama, £68; John Campbell, Medical Officer in Siam, £90; Charles St. George Cleverley, Surveyor General at Hong Kong, £78; W. H. Fittock, Consul at Ningpo, £507; J. B. Goddard, First Assistant in China, £93; Patrick Hague, Vice-Consul at Ningpo, £193; F. Harvey, Consul at Chinkiang, £420; H. F. W. Holt, Interpreter in China £136; F. C. Macgregor, Consul at Canton, £1,200; George Morrison, Consul at Nagasaki, £360; Horace Oakley, First Assistant at Canton, £90; P. B. Walsh, First Assistant in Japan, £85; C. A. Winchester, Consul at Shanghai, £816. The foregoing are pensions and superannuation allowances. The following are compensation grants made on abolition of offices, or reduction of salaries, &c.:—T. R. Colledge, Surgeon at Canton, £400; Rev. J. H. Gray, Chaplain at Canton, £150; Rev. George Hamilton, Chaplain at Foochow, £59; R. B. Jackson, Consul at Foochow, £600; A. R. Johnston, Secretary and Superintending Registrar in China, £600; W. H. Rennie, Auditor of Consular Accounts in China, £200 (suspended while Mr. Rennie continues to hold the post of Lieutenant-Governor of St. Vincent); Ying-Ta-Sing, Messenger at Shanghai, £21; Ma, Gatekeeper at Peking, £10.

There is also appended to the Estimates the usual account of sums expended during the last financial year—1872-73—for special missions and services, also for outfits, passage money, &c. Among the items under these heads appear the following:—Expenses of entertaining the Japanese Embassy, £907; grant to Mr. Watson, Secretary of Legation at Yedo, for outfit, £135; passage of Sir Andrew Clarke to Singapore, £800; passage of Sir Harry Ord from Singapore, £800.

THE AUDIENCE QUESTION AT PEKING.

(THE TIMES.)

To those who are disposed to consider the modern world as exclusively hard, practical, and business-like, wanting in romance and deprived of all the picturesque pretensions which characterise more ancient history, we recommend the perusal of a narrative just issued in the official shape of a Parliamentary paper, and marked as "China. No. 1 (1874)." The story describes the settlement of a question which could only have arisen in one region of the globe, and was strange enough even there. It amounted to this:—Were Great Britain, Russia, France, the United States of America, and Holland to be considered entitled to an audience of the Emperor of China, or was the grandeur of the Celestial Empire so unapproachable that nothing in the nature of equality could be recognised in any other dignities of the world! After describing the ceremony which took place at the Audience, *The Times* goes on to say:—

Of course, it will occur to many of our readers that all this was much ado about nothing; but that is not the opinion of our representative at Peking or of foreign residents in China. They, on the contrary, attach the greatest weight to the concessions thus exacted from the Imperial Court, and are only suspicious that the Chinese officials may have contrived to divest the ceremony of its true import in the eyes of the people. The Emperors of China have now had the experience of a whole generation to teach them their true position in the political world. They have seen their armies defeated by the Powers they pretend to ignore, their cities taken and held to ransom, their capital occupied, and their own palaces destroyed. They have signed treaties of peace dictated by the conquerors, and have, in fact, found themselves as helpless before the arms of Europe as a King of Ashantee. Yet, for all this, the make-believe of unapproachable supremacy is kept up, and Powers which are sometimes credited with the idea of turning the whole Empire into a Protectorate are barely allowed to send their Envoys into the presence of the Emperor. It certainly seems an absurdity, but there is a kind of wisdom at the bottom of the pretension, and the Foreign Ministers at Peking were doubtless right in dealing with the question as they did. The event, however it may impress ourselves, produced, according to Mr. Wade, an immediate and important effect upon the officials and people of China. The Foreign Ministers were thought to have gained a great point, and to have advanced materially their own position and that of all foreign residents in the Empire. Mr. Wade even records with equal satisfaction and surprise that the Grand Secretary, before quitting the capital on a three months' furlough, condescended to a signal and unprecedented piece of civility. He did not, indeed, call at the British Legation to take leave, but he apologised for not doing so, and the proceeding is commemorated as full of significance. We trust these anticipations of our representative may be realised. Our interests in China are very considerable, and if they can be effectually promoted we can well afford to smile at the conditions attached to the process.

Monetary and Commercial.

An increased demand for cotton in Liverpool has served to strengthen the Manchester Market, and there has been a good general inquiry for goods, but an advance asked by producers has checked business, and transactions have been limited in extent. At the close a rather quieter feeling prevails, and buyers show little disposition to give out orders at the full current rates, while at last week's quotations offers are made to a fair extent without finding acceptance.

The Eastern Telegraph Company announce the payment of the usual interim dividend of 2s. 6d. per share for the quarter ending 31st December. The directors of the Eastern Extension, Australasia, and China Telegraph Company (Limited) have resolved to recommend a dividend of 4s. per share, free of income-tax, making, with previous distributions, a total of 6½ per cent. for the year ending December 31, 1873.

The directors of the Globe Telegraph and Trust Company (Limited) have resolved that interim dividends be declared of

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Miscellaneous.

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THE SALANGORE PIRACIES.

The *Morning Post* of Friday gives a description of the visit of Sir Andrew Clarke and the Admiral of the trial and execution of the pirates, and concludes:—It must be admitted that the Sultan afforded the Court of Inquiry every facility in the production of witnesses; amongst those for the defence, his son, Rajah Yacoob, was examined, and his evidence clearly proved his complicity in the piracies, though it was not sufficiently strong to justify his being taken into custody. The guilt of another Malayan chief, the Rajah Mahdie, who was said to be with the Sultan, seems to have been established, and a demand for his arrest was made. It is very doubtful whether the Sultan will fall in with this request, though he has shown a desire to adhere to his promises in other respects, and has given a compensation of $5,000 to the owners of the boat that was carried off, and which, it may be added, was found up the river and towed down to Singapore by the *Rinaldo*. Moreover, as a warning to others of his subjects disposed to follow the men executed in similar evil practices, their bodies have been buried in a prominent position on the river bank near the Quallah, and over the tomb has been erected a post conveying to all persons passing up and down the river information of the crime and the punishment that had been inflicted on the perpetrators of it. A further good deed was done by the *Thalia*, on the request of Tunku Dia Oodin, in the complete destruction of the stockades on the Langkat. These holds of the pirates have all been burnt down and utterly effaced, and the guns found in them rendered useless. The facts which have been recounted above show that a work of great importance has been accomplished by Sir Andrew Clarke's expedition to Salangore. He appears to have succeeded in effecting the measures which he proposed at the outset, and there can be no doubt of the impression which his energy and the influence he has been able to exercise upon the ruler of the country will have on the marauding class of his subjects. It is to be hoped that the cessation of piratical outrages for the future will prove that the course adopted by the Governor of the Straits Settlements has borne good fruit, and we think we are not over sanguine in believing that piracy will be suppressed in Salangore as effectually as it seems to have been in Laroot. Should this be the case, as there is every reason to expect, Sir Andrew Clarke will have deservedly earned the gratitude of the colonists and the approbation of the country.

THE GEOGRAPHICAL SOCIETY.

A meeting of the Royal Geographical Society was held on the 23rd inst., the president, Sir Bartle Frere, in the chair. Among those present were his Excellency Morimichi, Chargé d'Affaires of Japan; Kinzo, secretary of the Japanese Legation; Sir Harry Verney, Sir H. Rawlinson, Sir Rutherford Alcock, Colonel J. A. Grant, Lord Cottesloe, Admiral R. Collinson, Admiral Sir W. Hall, Admiral Richards, Admiral E. Ommanney, Mr. A. B. Mitford, and Dr. J. Rae. The principal business consisted in the reading of a paper "On a Journey in the Island of Yesso and on the Progress of Geography in Japan," by Mr. R. G. Watson (late Chargé d'Affaires in Japan). Mr. Watson, with reference to the first portion of his subject, said that any information which he could impart with reference to the island of Yesso had been to a great extent forestalled by a paper which was read before the Society some time since, giving the account of a journey made by Capt. Blakiston in the island. He, however, went on to describe some of the geographical and mineralogical features of the island, and then referred to the system by which the Japanese Government are endeavouring to increase the number of its inhabitants by a process of colonisation. Although as large as Ireland the population, according to the latest census returns issued by the Japanese Government, is under 200,000. The native inhabitants are far behind the Japanese in civilisation, and the Government were adopting various means to improve their condition in this respect, not the least singular being the education of a number of young Japanese girls—partly under European supervision—with a view to their becoming the wives of the islanders. A considerable number of the aboriginal inhabitants belonged to, the singular hairy race called Ainos. Mr. Watson expressed his belief that although richly wooded and picturesque, abounding in coal and other minerals, with salmon and other fisheries of surprising abundance, the island would have continued in its neglected condition had not the Japanese Government been stimulated to action by the encroachments of the Russians in Saghalien, immediately to the north of it. The climate is cold, and Mr. Watson was glad to sit over a fire even at noon in the dog-days, and to sleep under a thick quilt at night; still the mangolia grows in its forests, and rice and maize are cultivated. He advocated the removal of the capital from Hakodadi to Endermo, the latter place being more central, and having a magnificent harbour. A complete survey of the island is now being carried out by the Japanese Government, who were also directing attention to the improvement of the roads, and to the general development of its resources. Mr. Watson then proceeded to the second portion of his subject, "The Progress of Geography in Japan." He said that only a very few years since utter ignorance prevailed on the subject, but now the whole country had been traversed by Englishmen or Americans, and we possessed nearly as much knowledge of its features as of those of European countries. The rule established by the Japanese Government prohibiting foreigners from travelling beyond certain distances from the Treaty Ports still existed, but it was not now strictly enforced, and in the case of persons travelling in the interests of science it had been altogether relaxed. Mr. Watson then referred to the enormous progress in civilisation made by the Japanese in a short period of time, and the great change effected thereby in the conduct of the people towards foreigners. As an instance of this Mr. Watson stated that shortly after his arrival at Yédo as British Charge d'Affaires he concurred with a proposal made by the Japanese Government to withdraw the guards which had hitherto accompanied any official of the Legation who might have occasion to traverse the city, these guards being answerable with their lives for the safety of those whom they were charged to protect. Since the withdrawal of the guards Mr. Watson had visited every part of the city, both on horseback and on foot, and although he had gone about entirely unarmed, had never once been molested. This was not the case in Yedo only, for in every part of Japan foreigners were now received with courtesy and kindness. European systems of education are everywhere superseding the old native methods, and persons of distinction are already following Western customs in laying aside the symbols of their rank, except on State occasions. Mr. Watson concluded his observations with a few remarks upon the present political situation in Japan, in the course of which he said that he disagreed with those who considered that the changes which had lately been made in the administration of the Government and in the manners and habits of the people had been too rapid to be lasting. He believed that, on the contrary, the progress would be continuous and increasing, and he predicted a great future for a country where such an unprecedented improvement had been effected. At the conclusion of Mr. Watson's remarks, which were listened to with evident attention, the Japanese Chargé d'Affaires and the Secretary of the Legation expressed, through the President, their surprise and gratification at the great interest shown by the large audience in Japan. Mr. A. B. Mitford and Sir Rutherford Alcock also addressed the meeting, and Mr. Watson received the thanks of the President.

In the course of the meeting Sir Bartle Frere stated that from the latest news which had been received regarding the remains of the late distinguished traveller and Fellow, Dr. Livingstone, they had been informed that the remains of the doctor had arrived near to Zanzibar, and that Lieut. Murphy was expected to reach the coast in February. Lieut. Cameron, too, was returning from Unyanyembe to Ujiji, to recover Livingstone's letters.

Among the new Fellows who were elected was Mr. Colborne Baber.

THE BISHOP OF VICTORIA.—The Bishop of Victoria (Hong Kong) was present at a meeting of the British and Foreign Bible Society at Alexandra Hall, Blackheath, on the 24th inst. The meeting was well attended. Mr. Hewlett, from the Society, gave an interesting description of the progress of the Society's operations, which showed a large increase in the distribution of Bibles in foreign lands, especially Russia; and he looked on the Royal alliance just contracted as hopeful for a larger propagation of the Gospel in Russia. He stated that although our Government had not taken much trouble to inform the Shah of Persia of the foundation of England's greatness, yet the Society had presented him and all his suite, numbering nearly 100, with a handsomely bound copy of the Bible. Bishop Burdon then followed, and pointed out that during his twenty years in China he had ample means of knowing the great good effected there by the Bible Society in the distribution of Bibles. He narrated some cases bearing on the point, and explained that he had been engaged at Peking in effecting a more useful translation for the Chinese. He urged the people of England to exert themselves to send more missionaries and stop the opium trade, which was an enormous stumbling-block to their progress.

SOME few of the articles exhibited in the Chinese section of the Vienna Exhibition are now on view, we observe, at the Crystal Palace. They consist only of a few articles, however, among which the most noticeable is a very handsome carved screen and panels, exhibited by Colonel Cooke, of Ningpo, and two or three elaborately carved cabinets. The Ven. Archdeacon Gray's collection has been received, we understand, by the Crystal Palace Company, but, in view of the expected arrival of Mr. Gray in England, the cases are not yet opened, and await his personal superintendence in the difficult matter of suitable and artistic arrangement.

A NEW YORK paper states that a lady in New York city is now trying some Japanese servants imported by her husband, who has recently returned from Japan. They experience considerable difficulty in fulfilling their household duties, and are very proficient at breaking china and falling down stairs. Their altercations with the milkman and baker in the early morning are sufficiently interesting to attract to the windows the majority of the people living in the immediate vicinity, and their comments in native language upon the costume of visitors make the latter very uneasy.

LORD DERBY has received a deputation whose members protested against the circular of Lord Granville, dated July 31, 1873, which would, as they contended, have the effect of withdrawing allowances to British consular chapains under the Act of George IV. The different speakers requested the present Foreign Secretary's favourable intervention in the matter. Lord Derby promised that he would look into the matter, though he did not at the present moment see his way clear to grant the relief in this direction which these gentlemen sought.

THE Committee on the Liquidation of the late Emperor Napoleon's Civil List have decided that the Chinese collection at Fontainebleau and the Armoury at Pierrefondes are the property of the State, and ought not to be restored to the Empress.

ON behalf of the Queen, a levee was held on Thursday at St. James's by the Prince of Wales. The presentations included Mr. Arthur Davenport, H.B M. Vice-Consul at Shanghai, and Mr. Skinner, of the Ceylon Civil Service.

A SUIT of Korean armour will be among the objects from the Far East shown at the forthcoming International Exhibition.

THE fourth and concluding volume of Mr. Thomson's *Illustrations of China and its People* has been issued by Messrs. Sampson Low and Co. The photographic illustrations fully equal, if they do not surpass, in excellence those which were given in the previous volumes, while the letterpress affords a lucid, although terse, explanation of the places and objects depicted. We shall review the work at length in a future issue.

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The London & China Telegraph.

LONDON: MONDAY, MARCH 30, 1874.

YUEN-MING-YUEN.

COUNT PALIKAO'S evidence before the EMPEROR'S Civi List Commission in reference to the looting and destruction of Yuen-Ming-Yuen revives an unpleasant memory. Neither the act itself nor the atrocities which led up to it are agreeable subjects for contemplation. The wholesale destruction of splendid edifices, of art treasures, of books, of gems and of stuffs, has at first sight—and in this case only at first sight—an air of Vandalism about it which is repugnant to the feelings of the times, and the recollection of the treachery by which PARKES and his company were made prisoners, and of the atrocious cruelties which were practised upon them, presents the Chinese national character before us in so hateful a light that we would willingly try to blot it out from our memories. We should not, therefore, have referred again to the subject had not Count PALIKAO made some statements before the Commission which convey an erroneous impression of what really took place on the occasion.

After the battle of Pa-li-kiao, or eight-mile bridge, from which the Count takes his title, the allied armies advanced on Peking, and marched along the east face of the city, intending to attack, if necessary, the walls on the north side, and to gain possession of the EMPEROR'S favourite retreat of Yuen-Ming-Yuen. So far the various correspondents whose letters have recently appeared in *The Times* (*vide* our last number) are agreed. But the subsequent movements of the allied armies have given rise to some controversy, furnishing additional evidence—if any were wanted—of the difficulties in the way of writing a history even of one's own time. The weight of evidence goes to prove, however, that on the 6th October the French, without the knowledge of Sir HOPE GRANT, executed a flank march across our column, and, pushing on to the Summer Palace, occupied it about night fall. General FOLEY, who, it will be remembered, was the English Commissioner at the French headquarters, denies the correctness of this assertion, and says that the French advance on the Summer Palace was in accordance with the arrangement agreed upon between the commanders; but Professor DOUGLAS has pointed out by quotations from Lord ELGIN'S Journal and Sir HOPE GRANT'S Despatches, that nothing was known by the English General of the march of the French *on the 6th of October* to the Summer Palace, and that they shook themselves free of our troops by crossing the rear of our army. At all events this much is certain—that they reached the Palace on the evening of the 6th, that their whereabout was discovered by a detachment of English cavalry on the following morning, and that it was not until one o'clock on that day that the first Englishmen, in the persons of Lord ELGIN, Sir HOPE GRANT, and their staffs, crossed the threshold. At the door they were met by General DE MONTAUBAN, who assured them that nothing had been touched. Their senses, however, told them a very different tale. "They saw," to quote the words of a writer to *The Times*, who describes himself as an "Eye-witness," "that tents occupied by "French officers of all ranks were full of plunder; they "saw the smoking ruins of a pavilion which had been "looted and burnt, and they saw the empty boxes from "which some hundreds of valuable watches had been "abstracted." The instant Sir HOPE GRANT arrived he arranged with the French General that an allied Commission should be appointed to set apart suitable objects to furnish prize-money for the troops, and the rest were given up to indiscriminate plunder. Subsequently, however, an order was issued that everything taken by English officers was to be sold for the general good, and the result was that every private in the English force received about seventeen dollars, and the officers and non-commissioned officers sums in proportion to their rank. Among the French no such equal division was made, and rumour asserts that some members of their head-quarter staff reached Paris laden with spoils of priceless value, and that the reason why the members of the Chamber refused to listen to the EMPEROR'S request that they would grant General DE MONTAUBAN a pension on his return arose from a feeling that he had already sufficiently rewarded himself in a pecuniary sense.

But a still greater calamity was destined to overtake the summer abode of the "Son of Heaven." As one by one and in groups the prisoners who had been treacherously captured at Tungchow were restored to the allied camps, their thinned ranks and piteous condition revealed but too plainly the fact that the Chinese had supplemented an act of gross treachery by a system of atrocious cruelty. Such a base outrage made it necessary to punish in some unmistakable way the rulers of the nation, and after much deliberation it was wisely resolved that no more lasting and effective mode of inflicting chastisement on the EMPEROR as the representative of the governing class could be adopted than by levelling his favourite resort with the ground. On the 17th the remains of the English prisoners whose bodies had been given up were buried in the Russian cemetery, and on the 18th the 1st division of the English army received orders to utterly destroy the Palace with fire. During the whole of the 19th the flames burnt furiously, and "clouds of smoke, driven by the wind, hung like a vast black pall over Peking."

THE AUDIENCE QUESTION.

THE tone of Mr. WADE'S report and subsequent despatches on the subject of the Audience question, which will be found in another column, shows but too plainly in how unsatisfactory a light he is obliged to view the manner in which the right of Audience was at last conceded to himself and his colleagues. He is able to congratulate himself on the fact that "we appeared face to face with "the EMPEROR standing, because we represented Govern- "ments the equal of his own; and in the recognition of "this equality," he adds with truth, "China has com- "menced her retreat from the maintenance of that claim "to be greater and better than her neighbours, which has 'proved, more than any other, a cause of hindrance to her "improvement at home, and, as a consequence, a standing "danger to the security of her relations abroad." And he reports that the knowledge of the ceremony having been performed has had a beneficial effect on the minds of the Pekingese. But beyond this he finds no cause for jubilation. In the first place the terms of the decree in which the Audience was first conceded were open to grave objections, and though the Ministers expostulated against them, no change seems to have been made. Further, the place where the Ministers "appeared face to face with the EMPEROR" was not in the Palace or in the Palace grounds, but was in the hall where the Envoys of Siam and other subordinate nations present their tributary offerings. Thither they repaired at six o'clock in the morning, and there they waited for two hours for the advent of his Imperial Majesty. When introduced into "the presence," the EMPEROR, instead of speaking directly to the Ministers, addressed, or rather appeared to address, for not a word was heard, Prince KUNG, who reported in Chinese what he was good enough to say his Imperial Master had said in Manchu. The audience lasted barely five minutes. Perhaps it is too early yet to judge of the effect the concession is likely to have throughout the Empire, but certainly as yet, if we may judge from disturbances recently reported from Shantung, it has produced no change in the disposition of the people towards foreigners. All credit is due to Mr. WADE and his colleagues for the prudence and patience with which they conducted their negotiations with the Chinese Government; but it is impossible to find any apology for the ungracious way in which the latter conceded to us a right which they have so long and wrongfully denied us.

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3s. per share on the preference shares of the company for the quarter ending 18th April, and of 5s. per share on the ordinary shares, being at the rate of 5 per cent. per annum for the six months ending the same date.

The board of the Anglo-American Telegraph Company have decided upon paying, on the 1st of May next, in respect of the earnings of the first three months of the year, an interim dividend of 1¼ per cent., being at the rate of 5 per cent. per annum.

The directors of the Chartered Bank of India, Australia and China have decided to recommend to the shareholders, at the annual general meeting on the 5th proximo, a dividend for the half-year ended 31st December last, at the rate of 5 per cent. per annum, free of income tax.

At the meeting of the Oriental Bank Corporation on the 23rd proximo, the directors will recommend a dividend at the rate of 12 per cent. per annum for the half-year ended the 31st of December, the same as at the corresponding period of last year.

The transfer books of the Hong Kong and Shanghai Banking Corporation will be closed from the 28th inst. to the 4th prox., for the purpose of paying the dividend up to the 31st December last. The report and statement of accounts will be found in our advertising columns.

The ordinary general meeting of the National Bank of India (Limited) is called for the 22nd proximo, for the declaration of a dividend.

The meeting of the Great Northern Telegraph Company will be held at Copenhagen on the 25th proximo.

The Government drafts to be drawn on India will after the tenders of 1st April be at the rate of £800,000 per month.

The new Indian loan for £3,000,000 will probably be taken up by holders of East India stock, to be paid off in April.

The *Vasco de Gama* arrived at Hong Hong from San Francisco and Yokohama on 24th March, and will sail on 4th April for Yokohama and San Francisco.

The loss is announced of the French mail steamer *Nil* off Cape Idsu, near Yokohama. She had on board the London mail of Jan. 30.

The wreck of the steamer *Sunfoo* has been sold at Hong Kong for $480, and the cargo for $1,040.

The underwriters and crew of the *Princess Somiwatty* have entered actions against the P. and O. Company for losses sustained by the collision with the *Indus*.

Mr. Charles Ryley has been admitted a partner in the firm of of Ed. Z. Holme and Co., which will in future be conducted under the style of Holme, Ryley, and Co., at 17, Gracechurch-street.

At a meeting of the creditors of Messrs. John Kay and Co., of Manchester, merchants and commission agents, an offer of a composition of 10s. in the pound, payable in two instalments—5s. in one month, and 5s. in three months—was accepted.

The suspension of Messrs. J. and R. Swan, shipbuilders, of Dumbarton, is reported. Their liabilities are estimated at about £45,000.

As all existing orders have been supplied, the market for Bar Silver is very quiet, and rates are ruling lower, the nearest quotation we can give being 59¼d. per oz., but there have been no transactions at this figure. The demand for Mexican Dollars has been good, and for a few small parcels that arrived in time to be shipped by the Tanjore yesterday 58d. per oz. was obtained.

The bullion by the P. and O. steamer *Tanjore*, from Southampton March 26, was, in gold, to Galle, £1,100; in silver, to Shanghai, £22,295; to Singapore, £54,000; to Penang, £30,300. Total in gold, £1,100; in silver, £106,695.

ARTICLES OF IMPORT.

TEA.

The very great dulness so long prevalent in the market continues without interruption. The amount of business during the week has been very limited, the trade buying only for immediate pressing wants, whilst exporters are still out of the market. Prices have been rather lower, especially at the public auctions, which, although moderate in quantity, have gone off heavily. The deliveries for the week amount to 2,586,000 lbs., against 2,807,000 lbs. last year.

Congous.—Red-leaf kinds: Siftings sell only slowly at the decline last quoted. Broken-leaf kinds have been steady, especially those with fair quality. Fair to good common have sold rather lower. Common to fair Kaisow kinds sold ½d. per lb. lower in public sale: good to fine are only in limited request at the decline recently established. In finest a few sales have been made at previous prices. Pak Lin kinds show no change. Black-leaf kinds: Common kinds remain dull of sale; fair to good medium only in moderate demand; in good to fine and finest but little has been done, prices showing however no material change. Newmake Canton kinds: Prices at public sale for common to fair kinds went ½d per lb. lower; privately but little has been done. Oolongs remain dull of sale at last week's prices. Souchongs show no material change, but the demand is limited. In Flowery Pekoes and Uncoloured Japans there has been no business. *Scented Teas.*—Canton Capers: Common to fair glazed kinds sell only with difficulty at last week's prices; good to fine, of olive colour, show no change. Foochow kinds remain firm. Canton Orange Pekoes, except the finer kinds, have been heavy of sale. For Foochow kinds the demand has been dull, except for finer kinds, which are scarce. *Green Teas.*—Privately but little has been done. At public sale, common to medium kinds sold irregularly, and generally at lower rates.

The deliveries for the fortnight ending 25th March, 1874, have been, home consumption, 2,652,856 lbs.; exportation, 1,080,409 lbs.; removals, 1,550,928 lbs. Total from 1st January to 25th March, 1874, 35,509,645 lbs.

SILK.

The market continues very firm, at the full quotations of last week, and although business is not quite so active, still there is a good steady demand for both Chinas and Cantons, and a fair business doing. Deliveries are good; being since 1st inst.: China 2,960, Canton 668, Japan 653, Bengal 254; total 4,535 bales.

COFFEE.—A further depression in values has been experienced of at least 3s. per cwt. At public sale plantation Ceylon sold, good middling colourý, 113s. to 114s.; middling, 110s. to 112s.; small to low middling, 104s. to 107s. 6d.; peaberry, 110s. to 112s.; triage, 84s. to 100s. Native Ceylon sold at 90s. for bold, 87s. to 88s. 6d. for good ordinary, and 80s. 6d. for small.

COCOANUT OIL exhibits little activity; Cochin is quoted £38 to £39, Ceylon £35 to £35. 10s. per ton.

PEPPER.—*Black:* A depressed tone still prevails, and at the public sales business has only been effected at a further decline of ¼d. per lb., at which small lots were disposed of. 1,413 bags Singapore withdrawn; Siam was bought in at 6⅝d. to 6½d.; Penang sold at 5⅝d.; Batavia at 5⅜d. Privately 200 bags have been sold, good Penang at 5⅞d. *White:* This market is similarly depressed, and at auction offers were only made at a still further reduction, and the bulk of the supply was withdrawn, only 150 bags Singapore being sold, good at 8d., being ¾d. lower than last week.

RICE.—A more active demand has prevailed for floating cargoes, and an advance of 3d. per cwt. has been established. On the spot the demand has also improved, and prices have slightly recovered, Saigon being sold at 9s. 10½d., including damaged, and Bassein at 11s.; cargoes have been sold for arrival. Rangoon arrived off coast, at 11s. for Bremen. Old Rangoon, December sailing, at 11s. 3d. open charter. Rangoon, March-April, at 11s. 6d., for United Kingdom only. Necransie, ship named, March-April shipment, at 11s. 3d. open charter. One of 1,200 tons Necransie, April to June shipment, at 11s. 3d. open charter.

SUGAR.—A very quiet tone has prevailed, with small sales on the spot at former rates; and floating cargoes at easy prices.

SPICES.—*Cloves:* There is little demand, and in auction 26 bales 80 bags 14 casks Amboyna were all bought in at 1s. 5d.; 26 cases good Penang were sold at 1s. 10d., being 6d. below the recent highest point. *Nutmegs:* At auction 10 casks defective Java sold at 1s. 4d. to 1s. 5d., and 39 cases Singapore Wild at 1⅛d. *Mace:* 39 cases fair Penang bought in at 3s. 9d.

SAGO.—In auction only 320 bags good bright small pearl were offered and sold at about the previous value at 17s.

TAPIOCA continues dull of sale, and of 721 bags Singapore offered only 130 bags sold, fine white at 2¼d., old greyish at 1⅞d., the remainder being bought in at 2d. to 2⅛d. *Pearl:* A large supply of 839 bags has caused a decline of 1s. to 1s. 6d. per cwt., about 550 bags being sold, dull to good medium at 22s. 6d. to 23s. 6d., bullets at 23s.

TIN continues dull. The principal event in the week has been the sale of Banca and Billiton, by the Dutch Trading Company, 19,400 slabs Banca, 3,100 slabs Billiton, the former realising 55.35 guilders, equal to £96 in London; the Billiton 53.50 guilders, equal to £93 in London; but at the close quotations are lower, both Banca and Billiton being obtainable at £3 per ton below the rates realised at the sale. The closing quotation for Straits on the spot is £91, afloat nominal.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar. 9	Justitia	Niejahr	Samarang	Falmouth
20	Archos	Dimelow	Manila	Liverpool
21	Sharperton	Dunn	Zebu	Do.
21	Maria Adolfina	Bakker	Batavia	Texel
20	Maggie Dixon	Mann	Sourabaya	Falmouth
24	Mary Nelson	Corrigall	Penang	London
21	Aracan	Bourdon	Saigon	Falmouth
21	San Pietro	Semidei	Singapore	Liverpool
	Villa Franca	Peterson	Maulmain	Queenstown
	Beaumonde	Hawkins	Do.	Do.
9	Emma	Daniele	Sourabaya	Boston
22	Corsica	McTavish	Manila	Liverpool
21	Alexander	Coderquist	Batavia, Cheribon, &c.	Do.
21	Varazzi	Bollo	Rangoon	Falmouth
21	India	—	Batavia, for Amstrdm.	Off Plymouth
21	President Mabire	Mahe	Rangoon	Falmouth
22	Taffarette	Briand	Manila	Liverpool
23	Bertic	Conteur	Singapore	Do.
23	Maria Guiseppe	Re	Java	Clyde
19	Charles Tottie	Nielsen	Passaroeang	Copenhagen
6	Manfred	Smith	Ilo Ilo for Boston	Shinnecock
23	Sir Jamsetjee Family	Cobb	Manila	London
22	Yeddo	—	Batavia, for Amstrdm.	Plymouth
22	Maria	—	Do.	Do.
22	Underwriter	Isbister	Banjoewangie	Brouwershaven
5	Rosita y Nene (s.)	—	Batavia	Havana
	The Murray	Coole	Shanghai	New York
	John C. Munro	Smith	Amoy	Do.
24	Prinses Amalia	Timmerman	Batavia	Dungeness
24	Wilhelmina and Clara	Herwerden	Do.	Do.
24	Zephir	Baghus	Do.	Do.
22	Zeus	Talbot	Hong Kong	Cuxhaven
23	Formosa	Paulsen	Do.	Do.
3	Alden Besse	Noyes	Manila	San Francisco

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar 19	Othello (s.)	Butler	Colombo, &c.	London
21	Glenearn (s.)	Auld	Singapore, China, &c.	Do.
19	Adelphoi	Gunn	Do.	Cardiff
19	Alblasserdam	Willemse	Do.	Do.
19	Frank M. Thayer	Stowell	Hong Kong	Do.
19	Amboto (s.)	Aumategue	Singapore, via London	Glasgow
19	County of Sutherland	Bain	Java	Do
22	Vancouver (s.)	Shaw	Singapore, China, &c.	London
18	Iphigenia	Quedens	Do.	Hamburg
21	Ionia (s.)	Dowsett	Batavia	London
23	Tynedale	—	Singapore	Do.
21	Columbus	Hulten	Batavia	Cardiff
21	Lathley Rich	Mitchell	Hong Kong	Do.
21	Lichstraal	Jansen	Batavia	Do.
22	Maria Elizabeth	Bonjer	Singapore	Do.
21	Atlantic	Mallin	Hong Kong	Penarth
22	Nestor (s.)	—	Singapore, China, &c.	Liverpool
21	Glendarroch (s.)	Horner	Batavia	Sunderland
24	Roma Capitale	Czilia	Batavia, via Newcastle	London
22	Star of China	Blaker	Hong Kong	Swansea
19	Europe	—	Singapore	Newport
22	Dan	Hallberg	Hong Kong	Hamburg

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
March 21	Hochung	Liverpool	Sing., China, &c.
19	Dahlia	Texel	Batavia
23	Mazeppa	London	Colombo
23	Gordon Castle	Do.	Sing., China, &c.
23	Sylvia	Hamburg	China, &c.
23	Russia	London	Sing., China, &c.
23	Priam	China	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Yokohama, Hiogo, and Nagasaki: Estepona. For Singapore, Macassar, and Penang, Avenir. For Colombo, &c.: Bertha. For Singapore, Hong Kong, and Shanghai: Glenlyon. For Singapore and Macassar: Avenir.

SAILING VESSELS.—For Yokohama and Hiogo: Remus, Coulnakyle, Suffolk, John Milton. For Shanghai: Leucadia, Lothair. For Hong Kong: Taitsing, Melbrek, Sir Harry Parkes. For Penang and Singapore: Andromeda. For Singapore: Aurora Australis, The Sir Jamsetjee Family. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessica. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Ajax (str.), Deucalion (str.). For Singapore and Manila: Yrurac Bat (str.). For Singapore: Cameo, Robert Kerr.

At GLASGOW.—For Manila: Legaspi (str.). For Singapore: Princess Louise. For Colombo, &c.; Marchioness of Londonderry. For Ilo Ilo: Cosmopolyta.

SPOKEN.

MARGARETA (Dutch ship), Macassar to Amsterdam, 43 N., 29 W.
COPERNICUS, Newcastle to Singapore, 48 N., 7 W.
W.G.F.L. (Star of Devon), Colombo to London, March 5, 22 N., 38 W.
JOHN TUCKER, Cardiff to Singapore, Jan. 22, 14 S., 36 W.
ELIZABETH NICHOLSON, London to Yokohama, Dec. 3, 47 S., 23 E.

FREIGHTS AND CHARTERS.

Little or no change has taken place in berth rates of freight to the Eastern ports since our last advices. Coal freights are easier.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 70s. meast. To Nagasaki: 70s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast. To Singapore and Penang: 55s. weight, 40s. to 45s. meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): — weight, — meast. To Batavia: 60s. weight or meast. To Batavia (direct): — weight or meast. To Padang: 80s. meast. To Cheribon (direct): — weight, — meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. to 45s. meast. To Hiogo: 50s. weight, 45s. to 50s. meast. To Nagasaki: — weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 40s. weight, 25s. to 30s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight or meast. To Colombo: — weight, — meast. To Penang: 30s. weight, 32s. 6d. meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: —. To Singapore (f.c.): £34. To Singapore: £32. To Penang: £34 f.c. To Macassar, per ton: —. To Batavia: 27s. 6d. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: £30. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: —. To Hong Kong: 34s. To Manila: —. To Macassar: —. To Java: —. To Batavia: 27s. 6d. To Padang: —. To Amboyna: —. To Ternate: —. To Singapore: 28s. to 30s. To Galle: 27s. 6d. To Trincomalee: —. To Colombo: 30s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: —. To Manila: —. To Singapore: 28s. To Penang: —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

CASUALTIES.

A telegram from Colombo announces that the Antenor (str.), from Shanghai to London, had put in there with shaft broken.

Advices from New York, March 11, state that the Finzel (barque), Deas, which arrived at San Francisco, 2, from Zebu, reported having encountered most severe gales, causing the vessel to strain and leak, damaging the cargo, and blowing away the sails.

MISCELLANEOUS.

A telgram from Hong Kong, March 20, announces that the Sunfoo, from Singapore, ashore on the Gap rocks, had been sold for $490, and the cargo for $1,040.

The Glenearn (str.), of Glasgow, from London to Singapore, &c., was in collision, March 21, in the river with a brig, but sustained no damage.

Advices from Rotterdam, March 19, state that the leak in the Samarang, Swan, from Samarang to this port, which put into Table Bay, 31st Jan., was discovered when she had discharged her between decks cargo, which was not much damaged.

MESSRS. JOHN ELDER AND CO. have launched from their shipbuilding yard at Fairfield, Govan, a screw-steamer, the Princess Amalia, of 3,500 tons gross and 400-horse power nominal, for the Stoomvaart Nederland Company, Amsterdam, constructed for that company's service between Holland and Java via the Suez Canal. The steamer is of the following dimensions:—Length, 383ft.; breadth, 40ft.; depth, 31ft. 6in. She will be fitted up in a very elegant and handsome manner, having accommodation for 76 first-class, 32 second, and a few third-class passengers. The engines, which are being supplied by the same firm, are upon their compound principle, having two inverted cylinders, direct-acting—one of 50, and the other 86 inches diameter; stroke, 3ft. 6in., with steam windlass, winches, and all recent improvements. This is the sixth vessel Messrs. Elder have built for the company, and they have in hand for them two other steamers.

THE P. and O. steamship Nyanza, which was built at the Thames Ironworks in 1864, and purchased last year by the Union Company, has been converted into a screw steamer by Messrs. Gourlay Brothers and Co., of Dundee, and has been taken to Stokes Bay for trial at the measured mile, previous to being placed on the mail line between Southampton and the Cape.

THE Committee of Management of the Bureau Veritas has just published the list of maritime disasters to vessels of all flags reported during the month of February, 1874. This list gives the following statistics:—Sailing vessels lost, 216—100 English, 26 American, 16 French, 15 Greek, 12 German, 10 Norwegian, 8 Austrian, 7 Italian, 4 Dutch, 4 Russian, 3 Swedish, 3 Danish, 2 Spanish, 1 Belgian, 1 Portuguese, and 4 of which the nationality is unknown. In this number are included 15 sailing vessels reported missing. Steamers lost, 15—7 English, 3 American, 2 Italian, 1 German, 1 Spanish, and 1 Russian.

THE steamer Europe, Captain Bolton, described in our last, is now loading coal at Cardiff, and will leave for Shanghai in a few days.

RHEUMATISM AND GOUT

Prevented and cured safely, quickly, and effectually by one box of

STEEL'S GOUT AND RHEUMATIC PILLS.

ESTABLISHED 1835.

The numerous genuine and extraordinary testimonials received by the Proprietor are a convincing proof that these Pills are the greatest boon ever offered to sufferers from these complaints. Sold in boxes, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. Can be obtained of all London houses, and of Mr. Glasse, Hong Kong; Scott, Thompson, and Co., Calcutta, &c. Prepared only by FRANK W. STEEL, M.P.S., 283, Liverpool-road, London, N. N.B. Ask for Steel's Pills.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

CARD.

WM. C. EASTLACKE, D.D.S., from U.S. of America, and late of China and Japan DOCTOR OF DENTAL SURGERY.
104, Koniggrätzer Strasse, Berlin Prussia.

To Passengers to and from China, &c.

MERCHANDISE, Baggage, and Private Effects shipped, cleared through the Custom House, and forwarded.

H. RUSSELL,
Shipping Agent, 63A, Great Tower-street, E.C.

CAMBRIDGE LOCAL EXAMINATIONS.—It will be seen from the lists just published by the University, that fifty-three out of sixty-seven candidates from the

ALBERT COLLEGE,
FRAMLINGHAM,

were successful, and that the College stands first in all England, both in point of numbers passed, and also of honours gained.

Inclusive terms, from £30 to £37 10s. a year. For information apply to Rev. W. W. Bird, M.A., Albert Memorial College, Framlingham, Suffolk.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Ava ...	April 12	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Iraouaddy ...	April 26		
Peiho ...	May 10		
Mei Kong ...	May 24		
Sindh ...	June 7		
Anadyr ...	June 21		

The Steamers of the 12th April, 10th May, and 7th June connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 26th April, 24th May, and 21st June connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras. Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

RUTTER'S TABLES
Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
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4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London: EFFINGHAM WILSON, Royal Exchange.

HONG KONG AND SHANGHAI BANKING CORPORATION.
Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

IMPROVED AND ECONOMIC COOKERY.—Use
LIEBIG COMPANY'S EXTRACT OF MEAT
as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label

HOLLOWAY'S OINTMENT
AND PILLS need only a single trial to make known their capabilities. No outward sore or inward inflammation can long withstand the cooling, purifying, and healing influences exerted by these twin medicaments. Be the mischief recent or chronic, grave or slight, painful or simply annoying, it will succumb before the curative virtues of these noble remedies, which can be rightly applied by any person who will attentively read their accompanying directions, which are propounded in the plainest language, void of technical terms, and printed in the most legible characters. To the man of business confined to his counting-house, and harassed by engagements, these Pills are invaluable; for the man of pleasure addicted to free living, they are priceless.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Hamburg	R. CARL.
Bremen...	G. STEINMEYER.
Holland—Rotterdam...	H. A. KRAMERS.
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Tientsin	JAMES HENDERSON.
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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU
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TABLE GLASS OF ALL KINDS.
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BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.
YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

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AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL,
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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL KRON PRINSEN
HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL EUROPA, VENICE.

ONE of the best Hotels on the Grand Canal. Passengers per P. and O. steamers wil find this a most comfortable House.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

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F. SAUNDERS,
Importer of Havana and Manila Cigars.
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Close to the Landing Place, Depot of
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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

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PHOTOGRAPHERS,
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HONG KONG AND SHANGHAI BANKING CORPORATION.

Incorporated by Special Ordinance of the Legislative Council of Hong Kong, 20th July, 1867, and confirmed by Her Majesty's Government.

CAPITAL $5,000,000, at 4s. 6d. = £1,125,000 (all paid up), in Shares of $125 each = £28 2s. 6d.
RESERVE FUND, $1,000,000 = £225,000.

Court of Directors—Hong Kong.

W. H. FORBES, Esq. (of Messrs. Russell and Co.), Chairman. | Hon. R. ROWETT (of Messrs. Holliday, Wise, and Co.), Deputy-Chairman.

ADOLPH ANDRE, Esq. (of Messrs. Melchers and Co.).
E. R. BELILIOS, Esq., Merchant.
J. F. CORDES, Esq. (of Messrs. Wm. Pustau and Co.)

S. D. SASSOON, Esq. (of Messrs. D. Sassoon, Sons, and Co.)
THOS. PYKE, Esq. (of Messrs. Birley and Co.).
W. LEMANN, Esq. (of Messrs. Gilman and Co.).

Auditors.

Hon. P. RYRIE (of Messrs. Turner and Co.). | F. W. MITCHELL, Esq., Postmaster-General.

CHIEF MANAGER—JAMES GREIG, Hong Kong. | LONDON MANAGER—W. H. VACHER, 32, Lombard-street, E.C.

LONDON BANKERS—The LONDON and COUNTY BANK.

EDINBURGH AGENTS—Messrs. HILL, REID, and DRUMMOND, W.S., 42, Frederick-street.

GLASGOW AGENTS—Messrs. MATHESON and ALSTON, 32, Exchange-square.

BRANCHES AND AGENCIES.

HONG KONG, SHANGHAI, HANKOW, NINGPO, AMOY, SWATOW, FOOCHOW, YOKOHAMA, HIOGO, MANILA, SAIGON, SINGAPORE, BOMBAY, CALCUTTA, AND LONDON.

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America, for the use of travellers.

They open Current Accounts for the convenience of Constituents returning from China, Japan, and India.

They also undertake the Agency of Constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their Shares on the London Register receive their Dividends at the fixed rate of 4s. 6d. per Dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Transfer Deeds, Powers of Attorney, and other Forms may be had at their Office on Application. Office Hours, 10 to 3—Saturdays, 10 to 2.

London, 26th March, 1874. W. H. VACHER, London Manager.

SEVENTEENTH REPORT of the Court of Directors to the Ordinary Yearly General Meeting of Shareholders, held at the CITY HALL, HONG KONG, on MONDAY, the 16th February, 1874.

To the Proprietors of the HONG KONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN,—The Directors have now to submit to you a general Statement of the affairs of the Corporation, and Balance-Sheet for the half-year ending 31st December last.

The net profits for that period, including $36,599.97 brought forward from last account, after paying all charges, and deducting interest paid and due, and making provision for all bad and doubtful debts, amount to $240,321.47, of which, after taking out Rebate on Bills not yet due, and remuneration to Directors, there remains for appropriation $226,290.53.

From this sum the Directors recommend the distribution of a Dividend of $5 per Share, being equivalent to Four per cent. for the half-year, which will absorb $200,000; and the balance, $26,290.53, they propose to carry forward to the credit of new account.

If this appropriation of profits be confirmed by the meeting, the Shareholders will have received as Dividend for the year 1873 the sum of $500,000, or 10 per cent. on the paid-up Capital, leaving $26,290.53 of undivided profits to be carried forward.

The Directors regret that the profits of the six months are unsatisfactory as compared with previous half-years, and can only attribute the falling off to the general dulness and unremunerative nature of trade. When business revives and again becomes generally profitable, the Directors have confidence that previous results will be fully obtained. The prosperity of the Corporation continues, and the Directors congratulate the Shareholders thereon. The deposits have increased $3,100,000 during the year, and the Bank enjoys the full confidence of the public at all points.

AGENCIES.

A new Agency has recently been established at Amoy.

DIRECTORS.

Messrs. H. B. Lemann and A. Joost resigned their seats at the Board on leaving the Colony, and Messrs. Wm. Lemann and J. F. Cordes have been elected to fill the vacancies. Mr. Wm. H. Forbes has been appointed Chairman of the Corporation for the year 1874, *vice* Mr. S. D. Sassoon, whose term of office now expires; and the Hon. R. Rowett has been elected Deputy Chairman.

According to the provisions of the Deed of Settlement, three members of the Court, Messrs. Wm. H. Forbes, E. R. Belilios, and S. D. Sassoon, retire from the Direction, but they are eligible for re-election, and offer themselves accordingly.

AUDITORS.

The accounts have been audited by the Hon. Phineas Ryrie and Mr. F. W. Mitchell, and the Directors have pleasure in recommending the re-election of these gentlemen as Auditors for the year 1874.

Hong Kong, 9th February, 1874. S. D. SASSOON, Chairman.

ABSTRACT of ASSETS and LIABILITIES, HONG KONG and SHANGHAI BANKING CORPORATION, Dec. 31, 1873.

ASSETS.

Cash and bullion	$11,263,076 79
Government Securities	2,818,911 93
Bills discounted, loans, and credits	9,841,010 68
Exchange remittances	26,951,968 53
Bank premises	174,961 87
Dead stock	89,592 62
	$51,139,522 42

LIABILITIES.

Paid-up capital		$5,000,000 00
Reserve fund		1,000,000 00
Notes in circulation	$1,963,197 45	
Deposits	16,804,556 08	
		18,767,753 53
Exchange acceptances		26,131,447 42
Profit and loss account		240,321 47
		$51,139,522 42

PROFIT and LOSS ACCOUNT, HONG KONG and SHANGHAI BANKING CORPORATION, Dec. 31, 1873.

DR.

To amounts written off:		
Remuneration to directors	$10,000 00	
Rebate on bills not due	4,030 94	
		$14,030 94
To dividend account:		
At the rate of 8 per cent. per annum on	$5,000,000 00	
		200,000 00
To balance of undivided profits:		
Carried forward to next half-year		26,290 53
		$240,321 47

CR.

By balance of undivided profits, 30th June, 1873	$36,599 97
By amount of net profits for the six months ending 31st December, 1873, after deducting all expenses and interest paid and due	203,721 50
	$240,321 47

RESERVE FUND.

To balance on 31st December, 1873	$1,000,000 00
By balance on 30th June, 1873	$1,000,000 00

JAMES GREIG, Chief Manager.
H. SMITH, Accountant.

We have compared the above statements with the Books, Vouchers, and Securities at the Head Office, and with the returns received from the various Branches and Agencies, and have found the same to be correct.

Hong Kong, 7th February, 1874. P. RYRIE, F. W. MITCHELL, } Auditors.

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN, that the TRANSFER BOOKS of this Corporation will be CLOSED from the 28th inst. to the 4th April, both days inclusive, for the purpose of payment of the Dividend for the half-year ending 30th December last.

32, Lombard-street, March 26, 1874. W. H. VACHER, Manager.

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THE

CHINA TRADERS' INSURANCE COMPANY (LIMITED).

REPORT OF THE COMMITTEE

Presented at the EIGHTH ORDINARY GENERAL MEETING of SHAREHOLEERS, held at the OFFICE OF THE COMPANY at HONG KONG, on FRIDAY, the 6th February, 1874.

The Committee now have the pleasure of waiting upon the Shareholders with a statement of the working of the Company for the twelve months terminated on the 31st October, 1873.

It will be seen from the Statement of Accounts that the net premia, after deducting Returns and Re-insurances, amount to $314,654.87.

After carrying forward to next year's accounts $20,554.84, the amount of premia on risks accepted before October 31st, but not yet terminated, and the sum of $44,998.78 to Suspense Account to meet estimated claims and losses, and providing for the Directors' and Auditors' fees, there remains a balance of $120,000 to the credit of the Profit and Loss Account, which the Committee propose should be set aside and be available as Dividend for the year.

Should this proposal meet the approval of the Shareholders, the apportionment of this amount, under Clause 133 B. of the Articles of Association will be as follows:—The sum of $40,000, or $200 per share, will be paid the Shareholders as a General Dividend; and the sum of $80,000 will be paid pro rata among all contributors of business.

The total amount of interest received, viz.:—$31,536.38, has, as provided by Clause 133 C. of the Articles of Association, been invested in augmentation of the Reserve Fund, which now represents the sum of $287,524.93.

The Committee much regret the decease of the late Mr. Sage, which has caused a vacancy in their number. Mr. Heaton retires by rotation, and offers himself for re-election.

The Auditors, Mr. R. Deacon and Mr. C. S. Sherwood, who have audited the accounts, being eligible, offer themselves for re-election.

W. KAYE, Chairman.

London Agents—FEARON & CO., 34, Leadenhall-street.

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PRIZE MEDALS, 1851.

BURROUGHES & WATTS,

PRIZE MEDALS, 1862.

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

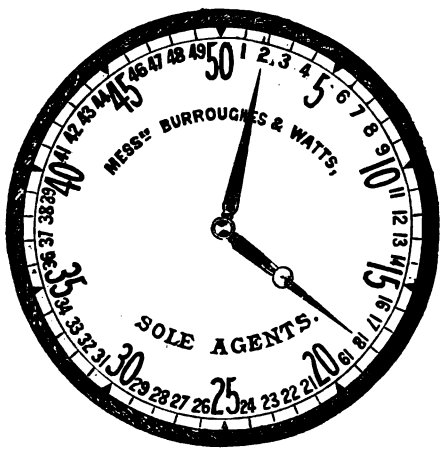
COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



COOK (Champion) and BENNETT (ex-Champion) use B. and W. Tables for their Matches and in their Rooms (twenty always in play).

—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

19, SOHO SQUARE, LONDON, W.C.

OVERLAND ROUTE.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... ... BOMBAY ...	,, ,,	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... ... JAPAN	Thursday, March 12 & 26, at 2 P.M., and every alternate Thursday.	Friday morning, March 20 & April 3, and every alternate Friday.	Monday, March 23 & April 6, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, March 12, at 2 P.M., and every fourth Thursday.	Friday morning, March 20, and every fourth Friday.	Monday, March 23, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

GELLATLY, HANKEY, SEWELL and Co.'s regular line of STEAMERS via Suez Canal, to PENANG, SINGAPORE, CHINA, and JAPAN. The following high-classed screw STEAMSHIPS will be despatched as under:—

Destination.	Name.	Class.	Docks.	To Sail.
Pen., Singap., Hong Kong, Shanghai, Yokohama, and Hiogo..	Bengal ...	100 A1	Vic. L.D.	April 15
China, Japan, &c., Marseilles and Mediterran.	Messageries Co.'s s.s.	Every alternate Satrdy	Vic. L.D. Vic. L.D. Vic. L.D.	April 11 April 25 May 9

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 61, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

To sail 4th April.

FOR SHANGHAI, the well-known clipper ship LEUCADIA, *AA1, 896 tons register; ANDREW MEARNS, Commander; South West India Docks.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR HONG KONG, the well-known clipper ship MELBREK, A1 15 years, 870 tons register; CHARLES BEECHING, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

The new "Eastern Trade" form of bills of lading required.

JAPAN AND CHINA.

Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway transit across the American Continent, and other information, apply to H. STARR and Co., Agents 22 Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 ,, ,,
China... ... in 44 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe, or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

Fares, £200 and upwards.

H. STARR and Co., 22, Moorgate-street, London. Agents, Union and Central Pacific Railway, Pacific Mail S.S. Company, &c.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on the advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	April 2
Glenroy	100 A1	2,121	250	April 20
Glengyle	100 A1	1,676	200	May 9
Glenfinlas	100 A1	2,130	330	May 30
Glenartney	100 A1	2,106	330	June 20
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New ship
Glenearn	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India avenue, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Andromeda	855	Wright Bros. & Co.	April 3
Glenlyon, s.s. ...	2,119	McGregor, Gow, & Co.	April 2
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	April —
LIVERPOOL.			
Sarpedon, s.s. ...	1,519	Alfred Holt ...	April 2
Deucalion, s.s. ...	1,596	,,	April 15

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Steam via the Suez Canal.

TO YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Singapore (and-or) Hong Kong (last shipping day, 10th April), the favourite full-powered Clyde-built screw steamer ESTEPONA, 100 A1, 1,049 tons gross, 676 net register; 120-horse power nominal, 700 effective; L. B. HUBBUCK, Commander; South West India Docks. This fine steamer was built in 1872 by Messrs. Inglis, of Glasgow, and from her great power is expected to make a rapid passage. Has good accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER 126, Bishopsgate street Within, E.C. (corner of Cornhill).

CHINA AND JAPAN.

THE following SPLENDID First-class CLIPPER SHIPS *will* be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Sir Harry Parkes.....	A1 13 yr.	S.W.I.D.	With des.
Singapore ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Shanghai ..	Lothair	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With quick despatch, having the greater portion of her cargo engaged.

FOR HONG KONG DIRECT, the well-known and favourite China clipper TAITSING, A1 14 years, 815 tons register; South West India Docks; HARRY BLOMFIELD, Commander.

For Freight or Passage apply to JOHN WILLIAMSON York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

JAPAN.

Agent for the *London and China Express*.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 30, 1874.

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MACAO COOLIE TRADE.

A correspondence respecting the "Macao Coolie Trade" has been issued by the Foreign-office. Governor Kennedy wrote to the Earl of Kimberley as follows on 29th August :—

On the 22nd inst. I received your lordship's despatch of 7th July, conveying Her Majesty's gracious confirmation and allowance of the Foreign Emigrant Ships Ordinance No. 5 of 1873. Immediately on receipt of this despatch I directed notice to be given to the owners or agents and masters of the vessels engaged in the Macao coolie trade, which were lying in the waters of the colony for repairs, &c.

These vessels were as follows :—

Vessel.	Flag.	Agents.
Glensannox, steamship	... Italian	... Jardine, Matheson and Co.
Nelusko, steamship	... Belgian	... Pustau and Co.
Luisa Canevaro ...	... Peruvian	... Ditto
Columbia	... Ditto	... Ditto
Cecilia	... Portuguese	... Remedios and Co.
Agustinha	... Peruvian	... Ditto
Ysabel	... Ditto	... A. Eimbcke.

Five of these cleared at once and left for Macao or Whampoa. Of the remainder I allowed a few days in each case, so that they might be removed from the harbour without danger, though they might not be in a fit state to make a long voyage.

At the time I am writing there is but one vessel remaining—the *Columbia*, and she has been permitted to stay for seven days from the date of notice.

In the case of the *Glensannox*, she overstayed the time allowed to her, and legal proceedings were being taken when she cleared and quitted the jurisdiction of the colony.

I have received, as your lordship might expect, protests from the agents of these coolie ships as to my action, but I have not felt justified in relaxing my instructions, that each of these vessels should depart as soon as my inquiries enabled me to decide what was in each case sufficient to allow of their being removed, by tug or otherwise, from the harbour

It is unnecessary to trouble your lordship with all the correspondence which has passed, as it has been of the same tenour as the letters (copies enclosed) which I have received from, and caused to be sent to, the Peruvian Consul.

The Viceroy of Kwang-tung having been notified with reference to the expulsion of Macao coolie ships, writes a letter to Consul Sir B. Robertson, of which the following is the translation :—

13th September.

The Viceroy has the honour to acknowledge the receipt of Her Majesty's Consul's statement of the 8th instant, informing him that "the Government of Hong Kong having lately passed an Ordinance forbidding the fitting out and provisioning of ships intended for the conveyance of coolies from Macao and other places, and Her Majesty's Government having confirmed the same, notice thereof was given to the Peruvian and other vessels then in the harbour of Hong Kong, that they were to leave within three or four days : and accordingly they did so leave, and proceeded at once to the anchorage of Whampoa in this river, where they now are to the number of six or more Peruvian, one Italian, and one Belgian vessel.

"It is the duty of Her Majesty's Consul to make known to the Viceroy the publication of this Ordinance, in order that his Excellency may see that Her Majesty's Government will in no way give countenance to or support coolie emigration, except under the provisions of the Treaties and the Rules and Regulations agreed upon by the respective Governments, &c."

The Viceroy has carefully considered the information contained in the above statement, and in reply, begs to inform Her Majesty's Consul that Mr. Acting Commissioner Brown had lately reported to the Viceroy that these coolie vessels had, since they were driven from Hong Kong, taken refuge at Whampoa, and anchored in the river there. The Viceroy accordingly informed the Provincial Chancellor and Judge to order the Canton Prefect to take measures with the Nanhai and P'anyu Magistrates, and with the Commanders of the various garrisons, for the despatch of troops and police to the Whampoa river, and to notify to the officers of the Government steamers and guard-boats, and to the Customs' tidewaiters, that these coolie vessels were to be driven away from the spot and not allowed to remain there.

The Provincial Chancellor and Judge will issue proclamations on the subject ; and the Viceroy has written to the Superintendent of Customs, asking him to communicate what has been done, for the guidance of Mr. Acting Commissioner Brown.

On receipt of Her Majesty's Consul's statement under acknowledgment, the Viceroy has further directed the Provincial Chancellor and Judge to give the necessary instructions to the Chinese officers on the coast ; and he now deems it his duty officially to notify to Her Majesty's Consul what has been done.

The names of some German firms having been mentioned in connection with the Macao coolie trade, Governor Kennedy writes to the Earl of Kimberley enclosing a protest which he made to Messrs. Pustau and Co. upon the application of that firm for time to complete the repairs of their vessels.

Mr. Smith to Messrs. Pustau and Co.

Colonial Secretary's Office, Hong Kong, Aug. 26, 1873.

Having duly considered your letter of the 23rd inst., and the documents which you forwarded in your letter of the 25th inst. (which I now return), his Excellency the Governor instructs me to inform you that he is unable to sanction the *Luisa Canevaro* remaining within the jurisdiction of the colony, in contravention of the provisions of Ordinance No. 5 of 1873, for a longer period than five days from the 23rd instant.

His Excellency has fixed this allowance in accordance with the statement of the secretary of the Hong Kong and Whampoa Dock Company that the necessary repairs would be completed in that time.

In making this communication to you, I am to point out that the Ordinance above referred to was passed on the 6th May last, and that it was a matter of public notoriety that it would come into operation as soon as the Queen's confirmation had been proclaimed in the colony.

Further, the views of Her Majesty's Government as to the Macao coolie trade, to which the *Luisa Canevaro* belongs, and their firm intention to prevent residents of Hong Kong aiding and profiting by it, must have been well known to yourselves, as well as the rest of the community, after the publication of Lord Kimberley's despatch in the *Gazette* of the 1st of March.

And having regard to the instructions which are therein given, the Governor considers that he would not be justified in granting to you any further time than that stated in this letter, which is sufficient to enable the vessel to be safely removed from the waters of the colony.—I have, &c., CECIL C. SMITH, Acting Colonial Secretary.

To this communication Messrs. Pustau and Co. reply, that in compliance with a request of the Colonial Secretary, they have requested the Captain of the *Luisa Canevaro* to proceed to Whampoa at once. Messrs. Pustau also add :—

We, therefore, according to our duty as agents, hereby beg most respectfully to protest, on behalf of the owners and insurers (in England), and all concerned, against the Government of the British Colony of Hong Kong, and to hold them responsible for all consequences that may arise from the vessel's complying with the Government's act of "force majeure."

We have always refused to be in any way connected with the coolie trade ; but we could not help rendering assistance to distressed vessels, with the owners of which we have other business relations ; and after we had obtained from the Harbour Master, your officer, the permission, we might well have expected that she would have been indeed permitted to accomplish repairs.

We have informed the captain that our agency ceased with this date ; and we also beg you to take notice, that from this date we do not consider ourselves agents of the *Luisa Canevaro*.

THE ABOLITION OF THE TRADE.

The proclamation of the Portuguese Government abolishing the system of coolie emigration as hitherto carried on at Macao, calls forth the following letter from Lord Granville to Sir C. A. Murray, Minister at Lisbon :—

January 19, 1874.

I have received and laid before the Queen your despatch of the 30th ultimo, inclosing a note from the Portuguese Minister for Foreign Affairs, in which his Excellency announces that his most faithful Majesty's Government has determined to put an end to the Chinese emigration carried on, under contract, through the port of Macao, and has directed that all the provisions and regulations which are in force at Hong Kong with reference to Chinese emigrants should likewise be adopted there. His Excellency adds that the above-mentioned decision was made public at Macao on the 27th ultimo.

I have to instruct you to express to Senhor Corvo the gratification with which Her Majesty's Government have learnt the determination of the Portuguese Government to put an end to the system of contract coolie emigration through the port of Macao, which had led to such grave abuses, and you will add that Her Majesty's Government trust the authorities at Macao will exercise the utmost vigilance in carrying out the orders of his most faithful Majesty's Government in this matter.

I inclose for your information copy of a telegram from Her Majesty's Consul at Canton, reporting the issue, by the Governor of Macao, of a proclamation announcing the orders he had received on the subject from the Portuguese Government.

THE AUDIENCE AT PEKING.

The following despatches have been issued by the Foreign-office :—

Mr. Wade to Earl Granville.—(Received September 15.)

Peking, July 7, 1873.

As my telegram of June 29 will have informed your Lordship, the Emperor of China on that day gave audience to myself and my colleagues, the representatives of Russia, the United States, France, and Holland.

The Imperial decree in which the audience was first accorded appeared in the manuscript edition of the *Peking Gazette* of June 14, and was communicated to the Legations on the 15th, in a despatch from the Prince of Kung, of which I enclose translation. Foreign Ministers, the representative of Holland included, were at the same time invited by the Ministers of the Yamên to meet them there on the 16th. The chief objections to the decree were two ; first, that Foreign Ministers were declared in it to have "humbly begged" or "implored" an audience ; secondly, that the words "kuo shu"—Government letter, by which, in official correspondence, the Chinese describe letters of credence, or letter from the Chief of a State—were placed in the text without any of the honour due to the dignity of a foreign Government. It might be added that the words Envoys or Ministers were referred to with as little formality as they would have been had the persons referred to represented States dependent on China ; but irrespectively of the argument advanced by the Chinese, that there was a certain difference in the form employed, there would have been naturally an indisposition on the part of foreign Ministers to insist too much on what might have been regarded as offending their personal dignity rather than the dignity of their States.

Remarks on the two other points could not be avoided ; and although at the Conference of the 16th the etiquette to be observed did at last come to be considered, the discussion which occupied the earlier part of the interview had rendered progress so far difficult, that it was not until the 25th instant that the Memorandum of etiquette to be ob-

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served at the audience was agreed to by foreign Ministers. This was a revised edition of a Memorandum earlier communicated non-officially, which had been considered in a very lengthy Conference held at the Russian Legation on the 23rd. The paper in its present shape was formally enclosed to us by the Prince of Kung upon the 26th. The Yamên had wished us to sign it, as we had signed the Protocol of the 15th of May, but we had declined. I append translation of this Memorandum.

Upon the afternoon of the same day, the 26th, we met the Prince of Kung by invitation at the Yamên, to communicate translations of our letters of credence, and all conditions to be observed having been carefully reconsidered, upon the 27th his Highness wrote officially to inform us that the Emperor had verbally given orders for our reception on the 29th.

I shall mention here that the Japanese Ambassador, Soyésima Panéomi, was also invited to the Yamên on the 26th. The Chinese Ministers left it to us to fix our own precedence, and by common consent the highest place was assigned to the Ambassador of Japan. I may add that Soyésima had had difficulties of his own to surmount. His Conferences with the Chinese Minister had been separate, but from his frequent intercourse with us, we had been kept fully informed of what was passing. I feel bound to say that I think the Government of Japan has every reason to be satisfied with the part played by its Ambassador throughout this negotiation. The knowledge which, as a Japanese, he necessarily possesses of Chinese literature and of the usages of China, deterred him from undue exigence on any point of form, but he showed, at the same time, much firmness and dignity in the assertion of his rights.

It was agreed that Soyésima was to have his audience first. This, both in consideration of his rank as Ambassador, and, possibly, because the letter of the Mikado with which he was charged was not a letter of credence, but of congratulation only. The five representatives holding letters of credence, viz., the Ministers of Russia, America, and France, with myself and Mr. Ferguson, Diplomatic Agent of the Netherlands, were to be received together. The order of proceeding was as follows :—

The place appointed by the Emperor was the Tz'û-Kuang-Ko, or purple pavilion, a large storied building in the grounds west of the palace. The palace itself, that is to say, the precinct designated by foreigners the "forbidden city," lies, as any plan will show, about midway between the east and west outer walls of Peking proper. Round this precinct, at a distance of from a quarter to half a mile, runs an *enceinte* known as the Huang Ch'êng, usually rendered the Imperial city. This is divided into streets, and, with the exception of the grounds, of which I am about to speak, is generally open to the public. The grounds in question lie westward of the palace, communicating with it towards the southern end of a large piece of water, on the west bank of which is situated the purple pavilion. A little west of the grounds, but well within the Imperial city, stands the Pei-t'ang, a Romish Cathedral and mission house, built within the last few years upon ground bestowed upon the earlier missionaries in the reign of Kang-hi, and recovered by its present occupants under the Convention of 1860. It was settled that at six in the morning the five representatives of Western Powers should meet there. M. Delaplace, the Bishop resident, had been so good as to give us rooms to dress in. We rendezvoused accordingly at the Pei-t'ang, and were thence escorted by a Minister of the Yamên to the north gate of the palace grounds in our chairs ; the thoroughfare across the marble bridge, which spans the piece of water above mentioned, being closed to the public eastward by desire of the Emperor. We had come to the Pei-t'ang through the west of the outer city, large numbers of people being already on the alert to see the foreigners who were to be presented to the Emperor without prostrating themselves. A dense crowd was assembled in the vicinity of the Pei-t'ang for the same purpose. At the Fu-Hua-Mên, the gate by which the palace grounds are here entered from the north, we left our chairs, and were received by the Grand Secretary and all other Ministers of the Yamên, the Prince and the Ministers Pao and Shên excepted. We had been told that they would be in attendance all the morning on his Majesty. We proceeded, according to the programme, to the Shih-ying-Kung, or palace of seasonableness, a temple in which, as circumstances require, the Emperor prays for rain or for cessation of rain. Confectionery, tea, and Chinese wine from the Emperor's buttery were offered us, and, after waiting above an hour, we moved on with the Ministers to a large tent pitched westward of the purple pavilion.

The Emperor did not arrive at the pavilion as soon as we had been led to expect. The reason assigned was the receipt of important despatches from the seat of war in the north-west. The Prince of Kung and the two Ministers with him were already waiting outside the tent to explain the delay, and returned again and again, as it were apologetically, to keep us company with the rest. The grounds were thronged with officials ; but except a few men wearing Chinese sabres of antique form, I saw nothing like a soldier in our immediate vicinity. At length, after we had waited in the tent at least an hour and a half, the Japanese Ambassador was summoned to the presence, and, his audience ended, came our turn.

In front of the pavilion in which we were received is a great platform of stone, accessible on three sides by flights of steps. We ascended, as it had been agreed, after some debate, we should, by the steps on the western side, and, entering the pavilion, found ourselves at once in a large hall divided by wooden pillars in the usual northern style, into five sections. We came into this by the second section from the west, filing into the centre section until we were opposite the throne on which the Emperor was seated at the north end of the hall. We then bowed to the Emperor, advanced a few paces and bowed again, then advanced a few paces farther bowing again, and halted before a long yellow table about half way up the hall, I should say some ten or twelve paces distant from the throne.

The throne was, I think, raised above the floor of the dais on which it stood by a couple of steps. The dais itself was separated from the hall by a light rail broken right and left of the throne by low flights of three stairs each. The Emperor was seated Manchu fashion, that is cross-legged. Upon his left were the Prince of Kung, his brother, known as the seventh Prince, and another Prince, the son of the famous Sangolinsin, who repulsed our attack on the forts of Taku in 1859. To the right of his Majesty stood two other magnates, the nearest being the senior of the hereditary Princes not of the Imperial house ; the other, I believe, a son-in-law of the old Emperor, whose name was Pao-kuang. Below on either side was a double rank of high officials, which spread outwards from the throne towards us, until their flanks reached the columns marking the outer line of the centre section in which we were standing. In rear of these were others filling the flank sections east and west up to the walls. On the whole the spectacle was fair to see, although I should not go so far as to style it imposing.

Our party having halted as I have described, the Minister of Russia, General Vlangaly, as Doyen of the Corps, read aloud an address in French, of which I inclose a copy. A Chinese translation of it had been already shown to the Prince of Kung, and this was then read by M. Bismarck, Secretaire Interprete of the German Legation, who, as I have reported, had been selected from the first to act as Interpreter-General at our Conferences. In this capacity he entered the hall with us, and took his place behind M. Vlangaly.

As soon as the address was delivered we laid our letters of credence upon the table. The Emperor made a slight bow of acknowledgment, and the Prince of Kung falling upon both knees at the foot of the throne, his Majesty appeared to speak to him—I say appeared, because no sound reached my ears. We had been told, however, that the Emperor would speak in Manchu, and that the Prince would interpret. Accordingly, as soon as his Highness rose, he descended the steps, and informed us that his Majesty declared that the letters of credence had been received. Then returning to his place, he again fell upon his knees, and the Emperor having again spoken to him in a low tone, he again descended the steps, and coming up to us informed us that his Majesty trusted that our respective rulers were in good health, and expressed a hope that foreign affairs might all be satisfactorily arranged between foreign Ministers and the Tsungli Yamen. This closed the Audience, which may have lasted a little more than five minutes.

We then all withdrew in the usual fashion, "à reculons," and bowing, with the exception of M. de Geofroy, Minister of France, who had a reply to deliver from his Government to the letter of explanations carried to France in 1870 by the Minister Chunghow. That with which M. de Geofroy was charged may be considered to close all discussion regarding the Tientsin massacre. It had been conceded, not without debate, that M. de Geofroy was for this second audience to be allowed the use of his own interpreter, M. Deveria. As we retired, therefore, that gentleman was introduced. The second audience was over as quickly as the first, and M. de Geofroy presently overtook us at the Shih-ying-K'ung, whence, after a short session, we were conducted to our chairs by the Ministers of the Yamên, the Grand Secretary joining the rest at the gate. There was a strong disposition to establish a rule by which no audience should be granted except to a quorum of five Ministers. The Japanese Ambassador was nevertheless granted his audience alone, and the second audience accorded to M. de Geofroy will always be referred to as a precedent for the admission of any single Minister who is charged with a written message from his Government.

Considering the antecedents of the discussion, I regard M. de Geofroy's separate audience as the most important result of the whole, always with a single exception. That exception is the concession of the audience, at all, to a number of foreigners declining not only to perform the kotow, but even to bend the knee. We must remember the long-standing pretension of the Emperor of China to this act of homage, and the tradition of isolated supremacy on which that pretension has been based. The Empire has, for the first time in its history, broken with the tradition ; not, it may be, with a good grace, but still has broken with it past recal ; and while I would anxiously deprecate a too sanguine estimate of its results, immediate or remote, I am as little disposed to undervalue the significance of the change that has been effected. We are not free to forget the conditions under which but a century ago the Representatives of friendly States were admitted into the presence of the Sultan at Constantinople, and the extract which I inclose will remind us of what but three years since was the position of a foreign Minister before the Mikado of Japan. In a country like this, therefore, where forms of longer standing far than in the sister strongholds of immutability so largely usurp the place of substance, it is not to be disputed that in its present departure from precedent an important beginning has been made. There may be—there is—very much in our late reception that falls short of the standard of our requirements, as authorised by the usages of the Western world ; but we appeared face to face with the Emperor, standing, because we represented Governments the equal of his own, and in the recognition of this equality China has commenced her retreat from the maintenance of that claim to be greater and better than her neighbours, which has proved, more than any other, a cause of hindrance to her improvement at home, and as a consequence, a standing danger to the security of her relations abroad.

The Prince of Kung to Mr. Wade.

(Translation.)

The Prince of Kung makes a communication.

The Yamen having presented a Memorial to the throne, showing that the foreign Ministers resident in Peking have begged *a* for an Audience to present letters from their Governments, had the honour to receive, upon the 20th day of the 5th moon of the 12th year of the reign Fung Chih, the following decree :—

"The Tsungli Yamen having presented a Memorial to the effect that the foreign Ministers residing in Peking have implored [us to grant] an Audience that they may deliver letters from their Governments, we command that the foreign Ministers residing in Peking, who have brought letters from their Governments, be accorded Audience. Respect this!"

It is the duty of the Prince to communicate a copy of the Imperial

a Yü, to implore. The phrase is little less than "humbly beg."—T. W.

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Decree, reverently made, to the Ministers of Russia, the United States, England, and France (named as usual and titles given in full).

Fung Chih, 12th year, 5th moon, 21st day (June 15, 1873).

Revised Memorandum of Etiquette to be observed at the Audience, forwarded by the Tsung-li Yamên to the Foreign Ministers on the 26th June, 1873.

(Translation.)

The Foreign Ministers will bring with them M. Bismarck as their interpreter in common. M. de Geofroy will bring M. Deveria as his interpreter in particular.

The Ministers will alight from their chairs, or horses, at the Fu Hua Gate,*a* and they will there be received by the Ministers of the Yamên who will accompany them, in the first instance, to the Shih Ying Kung,*b* where for a short time they will rest. If his Majesty be pleased to bestow refreshment upon them,*c* it is here they will partake of it.

Their escort *d* will remain in a tent outside the Fu Hua Gate, where there will be persons to attend to them. Their retinue *e* will also remain hereabouts. Neither escort nor retinue will enter the Fu Hua Gate.

As soon as his Majesty, coming from the eastern side of the building, reaches the inner (lit. rearmost) hall of the Tzu Kuang Ko, the Ministers of the Yamên will accompany the Foreign Ministers and the interpreters to a marquee *f* to the west of the Tzu Kuang Ko, where they will wait a short time, until his Majesty shall have entered *g* the Tzu Kuang Ko. The Ministers of the Yamên will accompany the Foreign Ministers and the Interpreter, M. Bismark, up the western flight of steps into Tzu Kuang Ko by the space west [it is assumed, of the centre space].*h*

The speech (or speeches) of the foreign Ministers ended, they will each one spread his Letter of Credence *i* upon the Yellow Table.

His Majesty the Emperor, making some special sign of affability (probably a bow), will say (lit. answer) that the Letters of Credence have now been received, and make gracious *j* remarks and put kindly questions.

These will be interpreted with solemn reverence by the Prince of Kung.

[Foreign Ministers] when they come into the door [of the hall], when they are speaking, or stating their names, as also when questions are addressed to them, and when they make answer, also when they retire, will, in token of extraordinary respect, make reverences, as it was originally agreed (or proposed) they should.

The forms will be settled by rehearsal before the Audience. When the ceremony is ended, the other four foreign Ministers and the interpreter, M. Bismarck, will retire by the western flight of steps. The Ministers of the Yamên will accompany them to Shih-ying-K'ung, where they will wait a short time, M. Deveria being meanwhile brought in by Ministers of the Yamên into the Tzu Kuang Ko.

M. de Geofroy will speak, and will spread upon the Yellow Table the answer *k* to the letter of the Chinese Government.

His Majesty will, as before, acknowledge the receipt [of this letter].

The Audience (lit. business) thus concluded, M. de Geofroy and M. Deveria, the interpreter, will retire, the Ministers of the Yamên accompanying them to the Shih Ying Kung. Thence, the whole party being reassembled, they will conduct the foreign Ministers and their interpreters out of the Fu Hua Gate.

The arrangements set forth above are made because the Emperor having to receive Letters of Credence, a Decree has been received from his Majesty according an Audience. Hence the liberality of the ceremonial.*l*

Address to the Emperor of China, delivered by M. Vlangaly, Minister of Russia, as Doyen.

Sire,—Les Représentants de la Russie, Vlangaly ; des Etats Unis d'Amérique, Low ; de la Grande Bretagne, Wade ; de la France, Geofroy ; et des Pays-Bas, Ferguson, ont l'honneur d'offrir au nom de leurs Gouvernements à votre Majesté Impériale leurs félicitations à l'occasion de sa majorité et font des vœux pour la durée de son règne et la prospérité de son peuple.

Ils espèrent voir dans le règne de votre Majesté la continuation du règne de son illustre aïeul, l'Empereur Kang-hi, qui, en élevant la Chine au sommet de sa gloire et de sa puissance, y donna accés aux sciences et aux arts de l'Occident.

La Chine, Sire, retrouvera sous le Gouvernement de votre Majesté ces heureux jours, et les Puissances étrangères, qui ont des Traités conclus avec votre Majesté Impériale, verront avec plaisir le développement des relations et le raffermissement du bon accord qui existent avec votre vaste Empire.

Nous avons l'honneur, Sire, de déposer les lettres qui nous accréditent en qualité d'Envoyés Extraordinaires et de Ministres Plénipotentiaires auprés de votre Majesté Impériale.

M. BISMARCK, INTERPRETER.

Mr. Wade informs Earl Granville that M. Bismarck, Secrétaire Interprete of the German Legation, has agreed to undertake the office of Interpreter General at the Conferences on the Audience question. Mr. Wade encloses a copy of the letter of address to M. Bismarck which he and his colleagues signed. The address is one of compliment, and is intended as an acknowledgment of the service rendered by M. Bismarck.

The signatures are those of A. Vlangaly, Russian Minister ; F. E. Law, United States Minister ; T. F. Wade, British Minister ; L. D. Geofroy, French Minister ; and J. H. Fergusson, Dutch Minister. In a subsequent despatch to Earl Granville, Mr. Wade informs his Lordship that it had been expected, before the event, by some people that the descent of the Government from its pinnacle would be unpopular. As soon as the decree of the 14th June appeared, however, missionaries called upon Mr. Low to state that even its publication had greatly assured their flocks. Since the Audience, M. de Geofroy had also received the congratulations of Romish missionaries from all parts of China. The Princes who waited on the Emperor had been surprised and pleased at the demeanour of the Ministers, and that Mr. Low, the American Minister, had received the same assurance from the Prince of Kung, his Highness alluding very pleasantly to the last occasion of their meeting.

Lord Granville, in reply to Mr. Wade, expresses the satisfaction felt by Her Majesty's Government at the way in which the negotiations had been conducted.

THE STRAITS OF MALACCA

On the 24th inst. Mr. Leonard Wray, a member of the Royal Colonial Institute, read a paper upon "Our Settlements in the Straits of Malacca," in the theatre of the Society of Arts. The Duke of Manchester occupied the chair.

The lecturer, in commencing his remarks, stated that the position of the Straits of Malacca or anything connected with them was but little known until recently. He then proceeded to give a sketch of the history of the various places in the Straits and the inhabitants, in the course of which he stated that the Atchinese were a mixed breed of Malays, Battas, Javanese, Tamils, Arabs, Siamese, Hindoostanees, *cum multis aliis*, the Tamil predominating. The Portuguese had visited Atchin, but were ill-treated ; the Dutch afterwards visited it in 1600, and after a great deal of dissimulation obtained a factory there, and in 1602 the English visited it for the first time, the captain of the ship being a Mr. Lancaster, who immediately won the affections of the people. The Sultan Peduckra Siri in 1613 wrote to King James I. of England, begging the English monarch to send him out an English wife. He had sent to him two brass cannons of large size but very thin, and one of those guns had been captured the other day by the Dutch in the Kraton. It bore the following inscription : "Thomas and Richard Pit, Brethren, made this peece, ano. 1617." The Dutch could not conquer the Atchinese in those days, yet they used them to overthrow their rivals, which they did in 1640.

The imports and exports of Singapore amounted in 1871 to £14,613,696. According to the census of 1871 there were, in the then settlements, 308,097, out of which there were only 1,730 Europeans and Americans. The revenue of the then settlements, in 1871, was £298,711. The Portuguese commenced trading with Malacca in 1508, captured it in 1511, and held it until 1640, when the Dutch, aided by the Atchinese, wrested it from them. In 1795 they surrendered it to the English, who restored it to them in 1818, and received it back again in 1825, in exchange for Bencoolen. That was a short-sighted and most unwise bargain on the part of the British, and was rendered still more mischievous by the cunning stipulation of the Dutch that the English should utterly destroy the strong and important fortifications for which Malacca was so famous. He had stated that the Dutch had acquired by degrees several very important positions on the great island of Sumatra ; but as they never could obtain possession of Atchin, it could in no way be alleged that they owned Sumatra. From the reign of James I. friendly relations were established between Great Britain and the Sultan of Atchin, and this friendship had, with very slight breaks, been continued. The Atchinese hated the Portuguese and the Dutch, and threw themselves upon their friends and protectors, the English. A solemn treaty was concluded in 1819 between them, whereby England engaged to defend Atchin, and particularly against the Dutch. In 1824-5 England ceded her settlement in Sumatra to the Dutch in exchange for Malacca, reserving the independence of Atchin.

In 1868 the Dutch wished to obtain the relaxation of the treaty, whilst getting the recognition of the British Government of all the territorial acquisitions made by them up to that date (which acquisitions were accomplished facts) ; but, as Lord Derby truly declared, all mention of Atchin was purposely excluded, and its status remained unaltered until 1871. In that year the late Ministry of England thought proper to conclude "the Sumatra Convention," whereby the Dutch gave up to Great Britain the fort of Elmina, on the Gold Coast, in exchange for which England was supposed to have withdrawn her protectorate over Atchin ! In other words, England gives over to the tender mercies of the Dutch that people whom we had by solemn treaty bound ourselves to protect and defend ; that country which actually may be considered to be the key to our Settlements in the Straits of Malacca, and to that great thoroughfare of our trade with China and Japan, for the little fort of Elmina. The result has been our country has been plunged into an ignominious war with a set of savages, some of our best troops sacrificed, our treasure poured out like water, and, worse than all, the good faith of the British nation treated as a thing not to be depended upon. To Atchin the fruit has been, that her country, without any just cause, without any provocation whatsoever, has been twice invaded, her coasts blockaded, her towns, forts, and villages have been bombarded, assaulted, and captured, her inhabitants have been recklessly and cruelly slaughtered ; and a third invasion in the ensuing autumn is now threatened. We should mediate, and obtain the immediate withdrawal of the Dutch troops from Atchin ; making, on the one hand, to Atchin a compensation for our great default, and, on the other hand, returning to the Dutch the Fort of

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a A gate in the north wall of the palace grounds, lying west of the piece of water known as the Nan Hai.

b Shih Ying Kung, *lit.*, the "Palace of Seasonableness." One would have expected that it was here that prayers are offered for rain, &c. ; but the building is really now a temple to the Dragon King.

c Refreshment, *lit.*, tea and cakes.

d The foreign escort.

e The native followers, grooms, &c.

f A larger tent than that outside the gate, which will be simply such a tent as soldiers use.

g That part of the building in which the Throne will be placed.

h The front of the hall will be in either three or five divisions. The division indicated is that west, or left of the central division.

i The Letter of Credence, "kuo shu," Government letter, is raised in the text, as it should be : indeed, higher ; the letter of the Chinese Government referred to in a later note being on the same level.

j "Gracious," *lit.*, gentle, bland, mild ; the manner of a superior who mingles kindness with a show of dignity. The word "kindly" is, rather soothing, consoling.

k The letter carried by Chung-ta-jên to France in 1870.

l This sentence is intended to imply that without a Letter of Credence, or a letter from a Sovereign, no audience will be granted.

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Elmina, and such conquests as we made (if any) during our defensive war with Ashantee. The Treaty of 1819, which the "Convention" could not set aside, was still, and would remain, in full force. If the deplorable events which had arisen out of that unauthorised act of the late Ministry should, as he hoped they would, lead to the passing of a legislative enactment, whereby no Ministers (whether Radical or Tory) shall have the power to alienate any of the territorial possessions or protectorates of Britain without first obtaining the consent of Parliament, then, perhaps, some good might come out of the evil.

The noble Chairman said that the only remark that he had to make was that some body of men, with more or less authority, and with more knowledge of the circumstances of the British Empire than British statesmen usually possessed, should be constituted and consulted in reference to measures of this nature. The negotiations with Holland about the Straits of Malacca and the settlement on the West Coast of Africa seemed altogether unimportant at the time. Nobody noticed it, and all seemed utterly ignorant of the circumstances and the policy involved in these transactions. Such ignorance was only to be obviated by the necessary consultation of statesmen with people acquainted with the circumstances and principles involved in such matters as they might arise. That was an additional argument for a Council representing all parts of the British Empire, which he and others had advocated.

A vote of thanks to Mr. Wray for his paper terminated the proceedings.

AGRA BANK (LIMITED).

The ordinary general meeting of this company was held on the 21st inst., Mr. James Thompson in the chair. The report of the directors was taken as read.

The CHAIRMAN said that the past year had not been one particularly favourable to banking operations in the East. During the course of the year money had been exceedingly plentiful, and sound and profitable investments had been proportionately sought after and correspondingly scarce. There was, however, lately a change in this respect, and money all at once became far from abundant in India, and the interest on money had increased, he might say, since the beginning of the year at least 2 to 3 per cent. If the present state of things continued the result would show to advantage in the profits of the present year. The balance sheet exhibited an augmentation, though not a large one, in the current account balances as compared with what they were in the previous year. As he had often stated, the directors regarded this as satisfactory evidence of progress, and as a most satisfactory future. First it showed that the bank was appreciated and used by the public in its proper capacity of a bank, and that the bank fulfilled its functions in that respect; and, secondly, it supplied the bank with funds to accommodate its constituents on fair and reasonable terms; and, last of all, it was that class of accounts which did more than any other to promote the bank's profit. They, in fact, fulfilled a double duty, they benefited the constituency, and they benefited the house at the same time, and therefore it was that he had availed himself of the opportunity which had been from time to time afforded him at these meetings, of impressing upon them to do what they could to promote those accounts, which he was sure everyone of them would do according to the opportunity afforded him. The directors had endeavoured to carry on the business with the utmost prudence and caution, and had acted on the old American motto of "Feel your ground and go ahead," and he was sure the shareholders would not have the less confidence in the management because the directors adopted that course, and endeavoured to place the house upon a basis of strength and substantiality.

He was happy to say that during the year all the branches had worked well, with the exception of the branch at Shanghai, at which place the management until recently had not been what the directors could have desired. They had recently changed it, and they hoped to have improvement in consequence. No doubt shareholders had seen a report of an action which was heard in the American Consular Court, in which this bank was the plaintiff and Oliphant and Co. were the defendants. It was the imperative rule in this bank that in all advances upon any goods, or upon the security of property, that the goods pledged to the bank should be examined by the manager, and ascertained to be what they were represented to be, and also that they were in safe custody, which should secure to the bank undivided control over them. In April last year the manager, who had retired from the service of the bank, made advances on some lead warrants, which were, in fact, receipts for goods deposited in certain places, and which in this instance professed to be deposited in the custody of Messrs. Oliphant and Co., but the manager seemed to have made the advance without making inquiry to satisfy himself that the goods were in order. The manager who succeeded the manager who made the advance discovered that the goods never had any existence, and that the warrants were fictitious, and the legal question arose whether under any such circumstances Messrs. Oliphant and Company were liable. The case was tried, and the bank was defeated on the ground that the goods did not exist, and he believed this decision was in accordance with both English and American law. It must be manifest that, if the positive instructions of the board had been carried out by the manager who made the advance, such a loss could not have been incurred. He might mention that an action had been commenced against the late manager for the recovery of the money. The shareholders would be pleased to hear that the amount of £48,000 set aside to meet the losses incurred through the failure of Gledstanes and Company had proved amply sufficient for the purpose. The amount of profit made at the head office and branches during the past year had amounted to £71,482, of which £50,000 had been set aside for dividend, and £14,000 carried to the reserve fund, leaving about £8,000 which had been placed to the credit of the doubtful debt account. Referring to the low price of the shares, he said it was a puzzle to the directors, inasmuch as the capital of the bank was intact, and the bank was paying a much better dividend than many railways whose shares stood higher in the market, but which paid no dividend at all, or a very small dividend. In conclusion, he moved that the report and accounts be received and adopted.

Mr. J. CARRINGTON seconded the resolution, which, after a few remarks from Mr. MORLAND, was put to the meeting, and carried. The CHAIRMAN moved that a dividend at the rate of five per cent. per annum, free of income tax, be declared. Mr. PALMER seconded the motion. Mr. MORLAND contended that a larger dividend should be declared, and a smaller amount carried to the reserve fund. He moved, as an amendment, "That the dividend be at the rate of eight per cent." The amendment was seconded by Mr. BARKER, but ultimately, in deference to the general wish of the meeting, it was withdrawn.

The directors and auditors were re-elected, and a vote of thanks to the chairman and directors then terminated the proceedings.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (LIMITED)—IN LIQUIDATION.

A large and influential meeting of the shareholders of this Bank has been held, to receive a report from the liquidators; Mr. Alderman ALLEN in the chair.

The report presented stated that the last report of affairs, together with a statement of receipts and expenditure, showed that about one million and a half of liabilities had been liquidated, and that the assets consisted of "cash or securities which can be immediately realised, £12,000; assets yet to be collected, expected to realise £18,000; together, £30,000." The sources from which the £18,000 was expected to be realised were also indicated, the larger portion being the turn-out of two mortgages in Bengal, which had not yet been realised, but which the correspondents of the company have been instructed to sell forthwith. The sale had not taken place earlier, as it was considered by the liquidators that they were not in a position to secure a good sale; but they hoped that their estimate of those assets would now be fully realised. These assets at present consist of cash and securities which can be immediately realised, £20,489; and assets yet to be collected, estimated to realise £11,180—£31,669. The larger portion of the latter item (£11,180) depended upon the success of the agents in carrying out the instructions for the sale of the two mortgages, and the balance had to be collected from failed estates and arrears of calls; the arrears in the latter were still very large, and that with the exception of some paying by instalments the contributory list was practically exhausted, and not more than £1,000 could be safely calculated from that source. The Chairman moved the reception and adoption of the report, and proposed the following resolution: "That the report and accounts of the liquidators be received and adopted, and that all necessary proceedings be taken forthwith to carry into effect the proposed arrangement with the Imperial Bank of China, India, and Japan (Limited), and such agreement referred to in the report now submitted to the meeting." The resolution was seconded and carried unanimously.

The following resolutions were also put to the meeting, and carried: "That this meeting, having read the statement of the liquidators of the present position of the bank, is of opinion that ten shillings per share should be forthwith returned to the shareholders who are entitled to participate therein, and requests the liquidators to make such return, and further to continue their efforts to realise the remainder of the assets, and close the liquidation as early as possible." "That the additional payments to Messrs. Allen, G. Macnair, and Captain Engledue, be such a sum as will increase their remuneration to the aggregate amount of £8,000 to the close of the liquidation." "That the shareholders desire specially to recognise the services of the secretary, Mr. R. S. Tomlin, and hereby request the liquidators to pay him, in addition to his current salary to the close of the liquidation, a sum equal to one year's salary, in recognition of his attention to the interests of the shareholders during the liquidation."

A vote of thanks to the chairman and his brother liquidators closed the proceedings.

The "Messageries à Vapeur de Cochin Chine"—Messrs. Larrieu and Roque proprietors—was established in 1872 for the transport of Government stores, troops, &c., on the waters of French Cochin China, the Government having granted a very handsome subsidy equivalent to about $12,000 per month, to which the King of Cambodia liberally added $2,000, to induce regular steam communication with his kingdom. These subsidies are amply sufficient to leave a handsome interest on the capital invested; but, besides, a very considerable amount is derived from outside freight and passengers, there being no competition. The fleet at present consists of four steamers, three of which, the *Saltee*, *Ataloe*, and *Viaco*, are of about 400 tons register each (these were bought in England). The fourth is the *Powerful*, formerly a tug boat on the Saigon river. These are quite sufficient for present Government requirements, but there is such an abundance of freight offering from Cambodia during the fish and cotton seasons that the proprietors intend to purchase at least one more large boat for the line to Chnom Peuh (the capital of Cambodia). Although this undertaking is such a very profitable one for the proprietors, it would be nothing without Government aid, which is fixed for nine years. Considerable dissatisfaction prevailed in consequence of Governor Dupre (who is now on his return to France) having made the contract without advertising for tenders for the service.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 553.] LONDON, TUESDAY, APRIL 7, 1874. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 6.
JAPAN—Yokohama	Dec. 26	Feb. 13	Feb. 17
Yedo			
Osaka and Hiogo	—	—	„ 2
Hakodadi			
Nagasaki	—	—	„ 11
CHINA—Peking	—	—	„ 4
Tien-tsin	—	—	„ 8
Chefoo	—	—	„ 12
New-chwang			
Hankow	—	—	„ 15
Kiu-kiang	—	—	„ 15
Chin-kiang	—	—	„ 7
Shanghai	„ 26	„ 11	„ 20
Ningpo	—	—	„ 17
Foochow	—	—	„ 22
Formosa			
Amoy	—	—	„ 23
Swatow	—	—	„ 24
Hong Kong	Jan. 9	„ 18	„ 26
Canton	—	—	„ 24
Macao	—	—	„ 25
PHILIPPINES—			
Manila	—	—	„ 2
COCHIN-CHINA			
Saigon	„ 16	„ 22	Mar. 2
SIAM — Bangkok	—	—	Feb. 26
BORNEO			
Labuan	—	—	„ 28
Sarawak	—	—	„ 25
JAVA — Batavia	„ 19	„ 22	Mar. 1
Samarang	—	—	Feb. 24
Sourabaya	—	—	„ 27
MALACCA STRAITS—			
Singapore	„ 30	Mar. 3	Mar. 6
Penang			
CEYLON—			
Galle	Feb. 13	„ 10	„ 12
Colombo	—	—	„ 10

THE MAILS, &c.

The French mail, bringing advices as above, was delivered, *via* Marseilles, yesterday, its due date. The next inward (French) mail, with dates Yokohama, 24th; Shanghai, 27th Feb.; Hong Kong, 5th; Singapore, 12th March, which is due, *via* Marseilles, on Monday next, the 13th inst., left Suez on the 5th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Irawaddy*, arrived April 3.—From Yokohama: Mr. and Mrs. Giraud, Mr. Bair, Mr. Véron. From Shanghai: Mr. Forbes, Mrs. Little. From Hong Kong: Messrs. Walker, Hamilton, Darling, Ulderup, Poujade, Wrench, Chaix, Dubost, Fossi, the Hon. James Fitzmaurice (late Commander H.M.S. *Teazer*), twelve employes from the Foochow Arsenal. From Saigon: Messrs. Coombes, Bouilliveaut, Harmand, Avmard. From Batavia: Messrs. Vogel, De Feiffer, Mr. and Mrs. Clignett. From Singapore: M. l'Abbe Damis. From Galle: Messrs. Schalch, Crawford, Mr. and Mrs. Webster, Mr. and Mrs. Johnston.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, March 26. — To Yokohama: Miss J. Sym. To Penang: Mr. and Mrs. Jackson. To Singapore (for Australia): Sir Geo. Walker. To Singapore: Lieut. Hinsman. To Ceylon: Mr. J. G. Innes, Mr. E. H. Cameron, Mr. and Mrs. Templer, Mrs. Tatham, Surg.-Major T. Rudd.

Per P. and O. steamer *Ceylon*, from Venice, April 3.—To Singapore: Mr. H. Morgan, Mr. and Mrs. H. de Satge.

Per P. and O. steamer *Ceylon*, from Brindisi, April 6.—To Shanghai: Mr. C. Rees. To Hong Kong: Mr. W. T. Phipps. Mr. H. G. Phipps, Mr. Worthey. To Singapore: Mr. [illegible]mburst. To Ceylon: Mr. G. G. Anderson.

Per P. and O. steamer *Indus*, from Southampton, April 2.—To Yokohama: Mrs. Bryant.

Per P. and O. steamer *Venetia*, from Southampton, April 9.—To Yokohama: Mr. W. Sharp, Mr. and Mrs. G. L. Hodges, Mr. W. M. Smith, Mr. W. Morley. To Hong Kong: Mr. G. Young, Lieut. W. P. Kelly. To Ceylon: Mr. J. B. Cull, Mr. H. Lambert.

Per P. and O. steamer *Simla*, from Venice, April 17.—To Singapore: Mr. R. Booth. To Ceylon: Mr. G. S. Murray.

Per P. and O. steamer *Simla*, from Brindisi, April 20.—To Penang: Mr. H. Krauss. To Shanghai: Mr. W. Hamilton.

Per P. and O. steamer *Cathay*, from Southampton, April 23.—To Singapore: Mr. C. Stringer, Mr. R. le Mesurieur. To Ceylon: Mr. G. M. Fowler, Capt. and Mrs. Thompson, Mr. H. W. Gillman.

Per French steamer *Ava*, from Marseilles, April 12 (booked from London).—To Yokohama: Mr. Alouis, Mr. Niwa, Mr. Tsuje, Mr. Engeorge. To Shanghai: Mr. J. H. Cheverton, Mr. Kraus. To Singapore: Mr. Bannermann, Mr. J. Hymans. To Batavia: Mrs. Philipsen, Mr. and Mrs. van de Ven and two children. To Saigon: Mr. Dewatre. To Hong Kong: Mr. A. Wind, Mr. and Mrs. Chapman.

Per French steamer *Irawaddy*, April 26 (booked from London).—To Yokohama: Mr. Sikemeyer. To Batavia: Mr. van Ryck.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from this port by the present mail extend to the 17th Feb.; the French mail from London Dec. 19 arrived out on the 8th Feb., and the following P. and O. mail of Dec. 26 on the 13th Feb. The *Japan Herald* contains the following items of news:—

The feelings of alarm as to approaching troubles have, to a certain extent, subsided; but news of a disquieting nature, viz., that an uprising of the samourai in Saga Ken (province of Hizen), who demand war with Korea, has taken place, again cast doubts as to the permanence of peace. The outbreak is said to be confined to the samourai class, and therefore not to embrace the farmers and peasantry. The troops of the Kiushiu military divisions have been mobilised, and there seems to be no great apprehension in the capital of the results of the *émeute*. If it leads to a re-consideration of the claims of the samourai upon the new Government, and a satisfactory adjustment of these, it may not ultimately afford ground for regret. The rebel leaders number altogether about 2,000 men, and are divided into three sections, having three different objects in view. The members of one section of this party are called "Saikan Ron," that is, enforcing an expedition to Korea; the second are "Hoken Ron," desirous to re-establish the feudal system, with Daimios, as before; and the third are, "Jai Ron," whose avowed purpose is to sweep out all foreigners from the empire.

The very serious aspect which affairs have assumed may be inferred from the fact that the Council of State has been sitting *en permanence* for two days and two nights. Terashima, the Minister for Foreign Affairs, since the news of the troubles got abroad, has been inaccessible to the Foreign Ministers, lest interrogatories should be put to him which it would be inconvenient for him to answer. He has, therefore, very opportunely fallen sick. Okubo, Minister of the Interior, has received the Imperial order to go down to Saga ken, to settle the troubles. He has left in a man-of-war, accompanied by several officers of the Department of the Interior. The Government Kencho has been seized by the insurgents, who have taken away the sum of $200,000 from the district bank of Ono.

A memorial, signed by several ex-members of the Cabinet, and praying for the establishment of a Council-Chamber, greater liberty of public discussion, and, in a word, freer institutions, has been presented to the Cabinet, and favourably received. Of course it has excited a great deal of discussion, and is freely praised and blamed by the native newspapers. It is deficient in practical suggestion, though indicative of a desire, possibly, of the necessity for modifications in the machinery of government. Eto Shimpei, ex-Minister of Justice, who is one of the party who sent the memorandum to the Mikado about establishing a Parliament, is recognised as the leader of the Saga rebels.

On the 23rd January the Mikado presented new colours to some regiments of the Guard, the day being observed as a *fête* in Tokio. On the same day the Empress held a reception, when the wives and families of the foreign Ministers were presented to her.

The revision of the treaties makes but little progress. Notes have passed between the foreign Ministers and the Japanese

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Government, but the latter are using all their endeavours to have the ex-territoriality jurisdiction abolished, which point the representatives having been instructed by their respective Governments to refuse to concede, negotiations may be said at present to be in a dead lock.

We learn that the Colonisation Department, the *Kaitakushi*, which has cost an enormous sum of money from first to last, with most unsatisfactory results, is to be abolished by being absorbed into the new Department, the Ministry of the Interior. There is, however, to be a searching enquiry into the scandals that have prevailed with reference to the working of the *Kaitakushi*. The accounts, contracts, &c., are to be overhauled, and supposing this necessary work to be well and thoroughly done by honest and capable officers, some interesting revelations will result.

On the 11th Feb. the foreign men-of-war in harbour were decorated, and salutes were fired by the Japanese land-battery, in honour of the anniversary of the coronation, 2,534 years ago, or thereabouts, of the founder of the present dynasty of Mikados. In addition, the Japanese public offices were closed, and the whole of the native town and environs manifested their appreciation of the day in a bounteous display of bunting.

Iwakura, whose wounds were not of a serious nature, has nearly recovered. Some seven men have been apprehended on suspicion of being concerned in the attempted assassination. One of the men has been tortured, and has confessed his crime.

An extraordinary general meeting of the British Episcopal Church has been held at the British Consulate (Russell Robertson, Esq., in the chair), for the purpose of deciding on the propriety of raising the pew rents, the adoption of the report of the Committee of Ways and Means, and the re-constitution of the Church, together with other matters relating to its future management. After the proposal for the adoption of the report upon the subject of Ways and Means had been carried, Mr. Cargill proposed the following resolution :—"That a special committee be appointed to consider and report upon the reconstitution of the Church, rendered necessary by the discontinuance of the allowance by H.B.M.'s Government, and other matters incidental thereto." After this resolution had been carried a second resolution was passed to the effect that the members of the Special Committee just appointed, together with the present Trustees and Treasurer, be requested to form themselves into a general committee to gather the sense of the subscribers, and report on the subject of the intermediate and permanent appointment of a chaplain.

A case has been heard at the German Consulate, in which Tsujia Jusaboro sued Messrs. Schultze, Reiss, and Co. in the sum of $2,100 bargain money, deposited on a contract made between the two parties, for the delivery of 7,000 cases of kerosene oil in 250 days. From the evidence it appeared that the term of delivery had been changed after the making of the agreement into 150 days, and, as was alleged by the plaintiff, by the banto of the defendants, and with their knowledge. Owing to the non-delivery of the goods within this latter term the case was laid. It was proved to the Court that the change had been made from 250 into 150, but by whom could not be ascertained. The Court, after consultation, gave their decision in favour of the defendants.

A fire has occurred the results of which entail one of the most serious losses the Settlement has had to sustain for some time past. The French Naval Hospital, on the bund, the building consumed, constructed for the purpose to which it has, during nine years, been successfully devoted, is now a heap of charred *débris*. The only portions which have not fallen a prey to the flames are the stone outhouses and the stone basement of the main building, which latter portion, flooded with water a foot deep in the interior, and enveloped with smoke and falling rafters in flames, in one short hour after the commencement of the conflagration, is all that remains of the original edifice.

Our market report is not favourable, as in consequence of the large and continually increasing stock of all classes of imports, combined with a weaker demand, prices are still falling, and all branches of business are in a very depressed state.

Great anxiety was felt for some days as to the safety of the P.M.S.S. *Alaska*, which did not arrive here until the evening of the 5th Feb., nine days over contract time. The delay was caused solely by bad weather.

A scheme is said to be under consideration for improving the harbour of Yokohama, by building piers so as to shelter the anchorage from the prevailing winds.

M. Oscar Colleau, French Consul at this port, will shortly leave for France. During his absence he will be replaced by M. Plichon (*élève* Consul), at present attached to the Consulate.

A running match, which has caused some little excitement amongst our athletes, has come off at the grounds of the Amateur Athletic Association, between Mr. A. H. Dare and Mr. J. Jaquemot, junior. The distance was two miles, and the prize was a very handsome centre-piece. Mr. Dare eventually won by over a hundred yards, doing the two miles in 11 min. 36 sec., Mr. Jaquemot taking 12 min. 24 sec.

It is said that the Budget for 1874, prepared by the Minister of Finance, shows a very favourable state of the national finances.

(LATER INTELLIGENCE VIA SAN FRANCISCO.)

On the 22nd and 23rd of February news was received of the first encounter between the national troops and the insurgents, which occurred probably on the 21st and 22nd at the small town of Todoroki and at Ariyama, in the near vicinity of Saga, which latter city had been in possession of the rebels for several days. The number of Government troops was small, not exceeding a few hundred, the first who arrived. The resistance offered to them was so slight that the affairs were hardly considered in the light of serious skirmishes. The best results appear to have been the proofs of spirit and loyalty shown by the national soldiers. The rebels retreated in confusion towards Saga, upon which their assailants were advancing at last accounts. The dissatisfaction is not believed to have spread beyond the very limited space in which it first manifested itself. This is absolutely all of importance which has transpired.

The Pacific Mail Company's steamer *Great Republic* arrived at San Francisco on the 19th ult., with advices from Yokohama to the 24th Feb., of which the subjoined summary has been telegraphed to the New York press :—

The Chamber of Commerce of Yokohama strongly recommends an order for the storing of petroleum at a safe distance from the city, but the Government has taken no action in the matter.

The registration of the people has been disregarded for a long time, but it has now been accurately accomplished, and the census shows the population of the Empire to be 33,100,000.

The work of constructing a telegraph line northward is progressing favorably.

CHINA.

PEKING AND TIENTSIN.

In the *Peking Gazette* of the 21st Jan. there is an edict announcing that the Empress mothers had recommended that his Majesty, accompanied by themselves, should during the second moon of next year (the latter end of March and beginning of April) visit the western imperial burial grounds, to burn incense and offer up their prayers at the tombs of his Majesty's ancestors. As the road and the serais to the western burial grounds require repairs, and as the imperial household treasury has no funds to execute such works, Tsing-gan, the officer in charge of the treasury, has advised that the Commissioner of Finances of Chihli province be ordered to furnish the necessary funds. His Majesty therefore commands Li Hung-chang, the Viceroy of Chihli, to direct the Provincial Commissioner of Finances to provide twelve thousand taels, the sum required to execute the necessary repairs, and to pay the money into the household treasury before the closing of the Yamuns for the new year holidays. In the *Gazette* of the 27th there is an edict announcing that the Emperor and his uncles the Princes Tun, Kung, Chun, and Fuh, will visit certain temples and again burn incense and offer up their prayers to Heaven for the fall of snow, to benefit the agriculture of the North of China. This is the fourth time that the Emperor has this winter publicly visited the temples and prayed for snow to fall. The edict is of considerable length, and alludes to the failure of his former prayers. It is feared that if no snow falls the winter crops of wheat will perish, a fearful calamity for the mass of the people in this region; hence his Majesty's anxiety.

The *Gazette* records the following official changes and promotions :—Chung-shih to be president of the Criminal Board. This official is the elder brother of Chung-how, formerly in office at Tientsin. He was formerly General-in-Chief over the Manchow troops in the province of Szechuen. He only lately returned to Peking from Jehol, in Mongolia, where he had been Governor in charge. He is known to the Foreign Ministers, and has been congratulated on his promotion. He is considered to be well disposed towards foreigners. Ho-show-sze to be chief of the Too-cha-yuen ; an important and very influential office in Peking. Yin-chaou-jung to be vice-president of the Board of Magistracy. Sung-kin to be vice-president of the Board of Finances. Lew-yew-ming to be vice-president of the Criminal Board. Paoukeun to be chief of the Hanlin-yuen College. Paoukeun holds the position of one of his Majesty's guardians. He is also one of the chiefs of the Tsung-le Yamun ; and at the last New-year called on the Foreign Ministers in company with Wanseang. He is considered to be friendly disposed towards foreigners.

A correspondent writes :—"How speedily we might get the approval of the present Emperor to the making of a railway between Tientsin and Peking, if we could only have it in our power to despatch his Majesty from Tientsin for Peking at 5 A.M., in bitterly cold weather, and just as we saw our barometers foretold a north-west storm coming on, in one of the ordinary travelling carts of the country, the carter being instructed that he must make the journey to Peking in thirty-two hours, as it is performed by travellers now-a-days. On his Majesty arriving at Peking at 1 P.M. on the following day every bone in his body would be aching, his head would feel as if it were going to split open, he would have had no sleep the previous night, and would be frightfully hungry, from having been unable to procure anything like properly cooked food in the horribly dirty caravanserais on the road. If any foreigner would then incidentally

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communicate to his Majesty the fact that he could make the same journey in a couple of hours, and as comfortably as if he had been sitting in an easy chair in his palace, if he would only be pleased to authorise the making of a railway between Tientsin and Peking, I can picture to myself that he would without a single moment's hesitation issue an edict rigorously commanding that a railway be instantly made between the two places, no matter whose vested interests might be affected by so doing."

HANKOW.

A correspondent of the *North China Herald* writes as follows :—

We have had our third theatrical performance, which was quite up to the first two in point of excellence. The pieces were *A Phenomenon in a Smock Frock*, and *Found in a Four-wheeler*. Our talented little orchestra delighted us with some very nice music during the evening. We are particularly well off for musical talent at present, and are going to be treated to a concert (vocal and instrumental) free of charge. The programme bids fair for providing a very pleasant evening's entertainment.

Regarding municipal matters I thought all excitement was over for a year, but it seems not, for while I was penning my last few lines two of our re-elected councillors, considering the overthrow of their Bund Scheme a vote of censure, were actually writing out their resignations to be forwarded to H.B.M. Consul. This involves an election of two others to take their place, and a meeting for that purpose is called for the 25th Feb. At the meeting I hear that another Bund Scheme is to be brought forward, which, if carried, will cost the Council somewhere about Tls. 4,000. We are pretty nearly as bad as the French Municipal Council in Shanghai, and may probably have more resignations and more Bund Schemes, *ad lib.*

The Chinese are preparing for the New Year holidays. The Custom House, Consulates and Banks are to be closed for some days on that account. A China Bank has failed for Tls. 5,000 ; the proprietor has vanished, I believe. No business of any kind doing. River rising rapidly.

SHANGHAI.

The present mail brings advices from this port to the 20th Feb. ; no later mail from London had arrived out. The following items of news are from the *North China Herald* :—

The annual meeting of the North-China Branch of the Asiatic Society has been held, F. B. Forbes, Esq., President, in the chair. There was a small attendance of members. Colonel Yule was admitted an honorary member, and Messrs. G. B. Glover and J. L. Mateer resident members of the Society. Mr. C. E. Hart, Dr. Carmichael, Mr. M. O. FitzGerald, and Mr. Dorabjee Burjorjee Tata were proposed as members. The Secretary, Mr. T. G. Smith, then read the report of the Council for the past year, and also the librarian's and treasurer's reports. The last showed a surplus in hand of Tls. 473.1.7, after paying all claims to date, and exclusive of a considerable amount still to be collected from non-resident members. The cost of certain improvements would, however, reduce the balance by about Tls. 150, but there would remain sufficient funds for the printing of the Society's Journal. These reports and accounts were accepted and duly passed. Officers and Council for 1874 were then elected as follows :—President, F. B. Forbes, Esq.; Vice-Presidents, Messrs. Seward and Wylie ; Secretary, Mr. T. G. Smith ; Corresponding Secretary, Mr. J. E. Reding ; Treasurer, Mr. P. K. Dumaresq ; Librarian, Mr. H. Cordier ; Curator, Mr. W. B. Pryer ; Members of the Council, Rev. J. Thomas, Dr. Macgowan, Sir Edmund Hornby, and Messrs. Medhurst, Kingsmill, and Viguier.

The President and Corresponding Secretary announced the presentation of a number of works, and exchange contributions from kindred societies. Revised rules in draft were laid on the table, to be passed a month hence, and meanwhile the President invited suggestions upon them from members, among whom proof impressions had been circulated. Mr. Cordier read a brief memoir of the late M. Francis Garnier, the explorer, who was a member of the Society. The President then read an Address, in which he glanced at the origin and progress of the Society, reviewed the work it had done, gave a short resumé of the scope and value of its journals, and ended with a number of practical suggestions calculated to further its usefulness and popularity. These suggestions relate chiefly to the formation of a Museum and the extension of the Library, to which he thought might be added a collection of Chinese Literature and a M.S. department—for the reception of casual communications and a memoranda, such as might be furnished by members of shooting parties. The president having concluded his interesting and valuable paper, Rev. Mr. Butcher, in a few appropriate and complimentary remarks, proposed a vote of thanks, in which he was seconded by Mr. Wylie, and warmly borne out by the meeting. Mr. Michie then proposed a resolution which was seconded by Mr. Wylie and carried, to the effect that the Council should take immediate steps to organise the museum, borrowing Tls. 1,500 from the Recreation Fund trustees at five per cent. to meet the preliminary expenses, the president intimating that the trustees of the fund had expressed their willingness to aid the project. The current income of the Society will, it is believed, suffice to meet the additional current outlay involved by the museum, as well as interest on the loan.

A meeting of subscribers to Trinity Church has been held, to consider a proposal from the trustees of the Seamen's Church at Pootung, regarding the appointment of an assistant-chaplain. It will of course be remembered that, on the departure of Mr. Syle, Mr. Butcher undertook the duties connected with the Seamen's Church, pending the engagement of a clergyman for that purpose. It was then suggested that it would be well to permanently combine the working of the two trusts, both Trinity and Pootung Church being placed in Mr. Butcher's hands, and an assistant-chaplain engaged, towards whose salary the Seamen's Church trustees would largely contribute. This arrangement is undoubtedly the best ; and steps have been taken under it, in England, to obtain the services of a clergyman. These have, however, been hitherto unsuccessful, and it was felt that the proposed salary would have to be increased. The meeting was called on Saturday, to formularise and decide on the necessary arrangements, and proposals very much to the following effect were brought forward and passed :—1st, That it be decided to accept the proposition of the Seamen's Church, Pootung, to contribute, under certain conditions, Tls. 1,500 per annum towards the stipend of an assistant-chaplain. 2nd, That the Trustees be authorised to engage an assistant-chaplain, for a term not exceeding three years, at a salary not exceeding Tls. 2,500 per annum. 3rd, That the annual Christmas collection be devoted to the stipend of the assistant-chaplain, and that the Trustees be instructed to raise the balance required, say Tls. 600 per annum, in such a way as they may consider best.

Among the advances in the production of ordnance at the Kaou-chang-meaou Arsenal has to be noted the making of the first gun on the Woolwich principle. It is a rifled twelve pounder muzzle-loading, formed of a solid steel tube with reinforcements of coiled wrought iron, and has been turned out under the supervision of Mr. Alfred Bayley, the inventor of some important improvements in the small arms department. Orders for sixteen forty-pounders of the same kind are now being executed under the management of the same gentleman.

After the endless grumblings, the numerous representations, and the protracted discussions regarding the Woosung Bar, there is something startling in the following brief and business-like announcement, taken from the *Straits Times* :—

> The Municipal Commissioners, not long ago, drew the attention of Government to the manner in which the Singapore river is silting up, and we understand the result is that a dredging machine will be got out to clear the river.

Is our cosmopolitan Government (says the *Herald*) a failure, and do they manage things better at Singapore than Shanghai ? We have been in the habit of admiring the working of our self-governing machinery, perhaps because it is so complex and peculiar that it is rather wonderful it should go round so well ; but there is a simplicity and a directness about the above announcement which absolutely shocks us, when we think of the fearful and futile struggles that have occurred over the getting of a dredger for Shanghai. No intermittent grumbling ; no massing of public discontent ; no letters to the papers ; no surveys to contradict surveys ; no representations to Chambers of Commerce, to Consuls, to Customs dignitaries, to Ministers, or to such diplomatic drags as the Chinese Foreign-office ! Only six lines to say that a body whose business it is to see that a river is kept open have made certain representations to another body whose business it is to keep it open. Objectors may say that the positions are not parallel. Quite so ; there is this important distinction, that apparently it has not yet been decided whose business it is to keep the Shanghai river open, or how. Ordinary mortals think it is the Chinese Governments, but Ministers apparently doubt, since they show no disposition to insist on action.

Thieves are always active about the time of Chinese New Year, and this has been no exception to the rule. We have lately chronicled several cases that have come before the Mixed Court, and the Hsien has, we believe, also had his hands full. Among other cases, a foreign house at Loonghwa was broken into last week and ransacked by a gang of burglars ; on the following night a passenger boat was stopped on the river and the occupants robbed of some $1,000, with which they were returning home for their New Year holiday ; among minor thefts we hear of two bales of opium taken by force, in open day, from a boat lying alongside a jetty at Namtow. Ningpo men are accused generally as being the most active thieves this year. One "boy" from the Chekeang province is now undergoing a sentence of cangue in front of the Kechang hong, for large thefts of property from his master in that establishment. It is a curious incident in Chinese manners, that a respectable Chinaman tried to get the scoundrel released for a new year's holiday, guaranteeing that he should return and complete his sentence afterwards!

As Mr. J. Pearson, of the I. M. Customs, was walking down the Peking-road, a few nights since, he was attracted by the cries of a woman, in the Lower Yuen-ming-yuen-road. On turning aside to ascertain the cause, he found a Chinaman in the act of assaulting a native woman. With a view to stop the struggle Mr. Pearson interposed, but the Chinaman immediately turned upon him, and with a knife stabbed him in the lip and in the back of the neck. He held on, however, until a native

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constable came to the spot, but in taking the fellow into custody the constable also received some very severe wounds about the hands and wrists, and a dangerous stab about two inches deep in the side. It appeared from the statement of the woman that on leaving a house in the immediate vicinity of the affray, she observed the prisoner hiding behind a gateway. Suspecting his motives, she took the precaution to remove her ear-rings, which she had hardly done before the prisoner, who is a stalwart Ningpo man, rushed upon her, forced a finger shielded with paper into her mouth to prevent her calling for assistance, and flung a quantity of pepper in her eyes. He then commenced to rob her of the ornaments she wore in her hair, and met her vigorous resistance with very rough treatment. Her presence of mind, however, does not seem to have deserted her, for she bit his finger with such effect that he was glad to withdraw his hand, and the mark formed a means of identification afterwards. The prisoner was taken before the Mixed Court magistrate, and was ordered two hundred blows, to be kept in close confinement until after Chinese New-year, and then to be dealt with in a proper manner.

We hear that the remaining three members of the French council—Messrs. Charrier, Chagneau, and Juvet—have now resigned office, so that, as Dr. Galle is in England, the concession rejoices in a state of complete municipal freedom.

A meeting of shareholders in the French Gas Company has been held. The accounts show a profit on the year's working of Tls. 7,063. An interim dividend at the rate of 5 per cent., absorbing Tls. 1,900, was paid in July, and it was agreed to declare a further dividend of 6 per cent., which will absorb Tls. 2,280, carrying the balance to the reserve.

A marine named Charles Reynolds, of the U. S. S. *Lackawanna*, while on sentry at the gangway, was seized with an epileptic fit, and fell into the river and was drowned. His body has not yet been recovered. He was a native of New York, and it is said had been subject to these fits.

While a gang of coolies were employed in hoisting cargo from the after hold of the *Antenor*, one of them who guided the winch chain lost his balance and fell to the bottom of the hold, a depth of more than thirty feet. On being hoisted to the deck he was found to be quite insensible. The other coolies treated the matter with the utmost indifference, but some foreigners present having applied the readiest means of resuscitation, and finding them of no avail, at once sent the sufferer to the hospital, where he died shortly afterwards.

The *Herald* relates the following amusing story :—

Some short time ago a Chinese graduate who was passing through the city of Shanghai went into a teashop, and, sitting down at a table where another customer was already seated, called for some tea to refresh him after a fatiguing walk. After a while, a third customer entered the shop, sat down between the two, and called for some tea. The waiter came up with a small caldron in his hands, to receive the order of the new arrival, and on going away to attend to it, put his caldron down on the ground between the newly arrived customer and the graduate. In the meantime the new arrival, watching his opportunity, seized the caldron, and putting it on his head, as a cap, waited for his tea. The waiter returning, immediately missed his property, and looking down on the ground where he had placed it, uttered sundry exclamations of astonishment. "What's the matter," asked the sharper. "I cannot see my caldron, which I placed on the ground when going for some tea for your honourable Sir!" cried the waiter. "Dear me; how very strange," was the reply. "Are you a city man?" "Oh dear no, Sir; I am from the country." "Ah, I thought so," rejoined the sharper; "now, let me give you a piece of advice; whenever you have a caldron in your hands, and you want to get rid of it in order to attend to any business, always put it on your head as a cap, just as you see *mine* is now, and then no one can take it from you without your immediately noticing the loss!" Having given this sage piece of advice to the bewildered waiter, the sharper, quietly finishing his tea, left the shop. On hearing this story from the graduate himself, we asked him how he could possibly sit by and not inform the master of the teashop as to the character of his customer. "Oh, quite impossible," replied he; "if I did so, I should have the entire gang to which the sharper belonged down upon me for evermore!"

The subjoined items of intelligence are from the *Shanghai Budget* :—

Among our intelligence from Swatow we observe that General Fang has visited that city, with the view of arranging for the deepening of the river Han between the sea and several important cities, and to secure to them increased trading facilities; so that our demand to have the Whampoo deepened cannot be regarded as a foreign innovation. Is there no General Fang about Soochow to do for the greatest emporium of China what is being done for a number of unnamed towns round Swatow?

The Paper Hunt of last Saturday started at the Rifle Butts, and after a stiff spin through a biting snow-laden wind, finished at "Dent's Godowns." Mr. Walker playing Apollyon with the Light Weights; and Mr. Limby's pluck and perseverance in many a hard-fought field at length winning for him the Heavy Weights Cup. He rode his pony Cheetah.

Our readers will be glad to learn that our energetic A.D.C. have already another performance in such a forward state of preparation that it is expected to be put on the boards on the 24th Feb., that is, as nearly as may be, one month after their opening night. The entertainment is to consist mainly, if not entirely, of a burlesque extravaganza, known as *Romulus and Remus*, which will, however, be doubtless made use of as convenient vehicle for the usual amount of local songs, sly hits, &c. The cast of the piece is such as to afford the highest hopes of a most amusing evening.

The annual exodus of foreigners on up-country excursions during the Chinese new year holidays began to manifest itself at the close of last week, houseboats of all sizes and colours lining the several jetties on the Bund and shipping supplies.

One third interest in the British barque *Chieftain* was sold at public auction on the 13th Feb., by Messrs. Wheelock and Co., and realised Tls. 10,000.

We are glad to learn that the trial trip of H. I. C. M. frigate No. 5 on the 4th Feb. has turned out most satisfactorily. When she left the arsenal she was drawing 20ft. 2in. aft, and 18ft. forward, with her battery all on board, making her armament complete, except two guns, and all her stores, as well as seven days' coal. Arriving at Woosung she crossed the bar without touching. She had done the distance from the arsenal to Woosung in one hour and thirty-two minutes, steaming at half-speed, but with ebb tide. With an indicated horse-power of 1,920, she made the rate of fourteen knots. After going out four miles beyond the Light Ship she turned back and anchored at Woosung. She will remain there till the 16th day of the Chinese new year (March 4), when she will proceed to Nankin.

The following is Messrs. Frazar and Co.'s Annual Review of the Green Tea Market :—

A feature of novelty in the Green Tea business this year has been a secret combination, early in the season, on the part of the principal buyers, to prevent high prices being paid at the opening of the market, but it was not sufficiently comprehensive to be effective, some of the smaller houses, who were not in the secret, having been tempted by the comparatively moderate prices at which Pingsueys could be had to commence purchases, and their lead was soon generally followed. It is to be regretted that such attempts on the part of foreigners invariably fail, while the natives are as invariably successful in their combinations to support prices. One strong reason for this is the fact that positive orders are received from home for particular chops without regard to price, and another lies in the desire to be first in the consuming markets with the new season's teas. Thus for the sake of securing a few favourite chops, or realising slightly enhanced prices on the first teas to reach the home market, the business for the season may be ruined, as it is exceedingly difficult to effect any material reduction on the range of prices established at the opening. Our market for Pingsueys was opened on the 25th of June, at prices about 8 taels under the early rates of the previous season, but as no inclination was shown to continue purchases at the figures first paid, tea-men soon submitted to a concession of about 2 taels per picul, when buying became general, chiefly for the English market. Receipts of country teas were much delayed by want of water in the canals, caused by the drought which prevailed during the summer and early autumn months, and as stocks continued small for a long time tea-men were enabled to be firm in their demands. On the 21st July, the first chop of Teenkai was settled at taels 40 per picul proportion, which was considered a very full price (in view of) the depressing advices from the United States, and the fact that much lower limits had been generally sent out) but about five taels per picul under the opening rates of 1872. Moyunes reached us in small quantities about the middle of August, and the first settlements were made at but little reduction on those of the previous year. At this time teamen were firm holders of finest teas, and on the best grades of Teenkais an advance of fully two taels had been established, while in Fychows a decline to an equal extent had taken place. Up to the 20th September most of the purchases were made by English firms, but then advices coming to hand of the financial troubles in the United States, and stocks having accumulated, our market weakened considerably, teamen showing a willingness to accept two taels under previous prices for all grades, except the finest Moyunes; meanwhile freights having declined, and sterling rates having also dropped, which increased the inducement to operate, most of the American houses then entered the market, at first cautiously, but with increasing confidence as it became apparent our supplies of teas would be considerably less than last year. Buying went on steadily throughout October for America and in November large settlements were made at a further small reduction. Disastrous advices now began to reach us of the outturn of the first shipments of Green Teas to London, which entirely checked operations for that market, particularly in Pingsueys, which became completely neglected. Purchases of country teas still continued actively for America, however, through the early part of December, when telegrams coming to hand of a probable reimposition of the duty on teas in the United States, increased competition set in, particularly for the few remaining fine teas, which were quickly taken at an advance in many cases of two taels or more, and our market was soon cleared of all desirable chops. More attention was then directed to the common grades, which had hitherto remained comparatively neglected, and an active business was done in these kinds during the early part of December and throughout January, at prices gradually stiffening until an advance of about two taels per picul was established. Pingsueys then being almost the only teas remaining in quantity, once more attracted the attention of buyers, and some activity prevailed in them at a slight advance on the lowest prices current. A few country teas still continue to be offered, but generally of an undesirable character, and the business of the season may now be considered as virtually closed.

As regards the quality for the past season, the Pingsuey crop has not been satisfactory; the early arrivals seemed preferable in colour and drawing to the yield of the preceding year, but the style was much inferior, and as the season advanced the leaf soon showed signs of deterioration; the common kinds have been for the most part spurious, and in infusion and cup very inferior. Shanghai packed teas have

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not been in much request, the price obtainable in many instances not covering the cost of manufacture. Fychows have not been a profitable venture for the teamen, owing to careless preparation, and haste to place them on the market. They have turned out generally to be dull and mixed in appearance, and rather coarse and dark in the cup. Taipings have been especially out of favour, not having had one good quality to recommend them. Teenkais we consider inferior in style to last season's, but we make the tea to be purer and better in the infusion and drawing; we attribute the falling off in style to haste in the manipulation. The teas from this district showed considerable deterioration towards the close of the season, many of the so-called Teenkais having really come from the Fychow country. As for the entire Green Tea crop we think it has not been very satisfactory, and consider that prices have ranged too high.

HONG KONG.

Our advices by the present mail extend to the 26th February; no later mail from London had arrived out. The *Daily Press* supplies the following items of intelligence:—

For some days there have been rumours of a somewhat vague and inconsistent character, to the effect that a disturbance had either been threatened or had actually occurred at Peking, and that Mr. Wade has been informed that the Chinese Government could not guarantee the safety of foreigners should they continue at Tientsin, and that, at that place, inflammatory placards have been posted, and the fans, made after the Tientsin massacre, bearing a picture of the affray, distributed. Under these circumstances, it is stated that the Minister has intimated to the naval authorities that it would be advisable to despatch as many war vessels as can be spared to protect the ports, and especially Tientsin, and that this request will be complied with. It is also stated that one of the leaders of the factious party, who took a prominent part in the Tientsin Massacre, has appeared at Peking, and is found to be in favour at head-quarters, in place of having been banished, as was stated to be the case. The above is the version of the affair which is most generally credited; and we believe the main facts may be taken as authentic. There need not necessarily be cause for great alarm, as experience shows that the Chinese officials are by no means slow to declare their inability to protect foreigners when disquieting symptoms arise, and this is often done with no other object than that of seeing how the rumour of the danger will be received, and ascertaining, if possible, what will be the next step taken.

The report of the Captain-Superintendent of Police has been published. It takes a satisfactory view of the state of crime in the colony. The most important feature is the fact that there has only been one case of piracy during the year, but Mr. Deane points out that such cases are likely to be on the increase on the final closing of the coolie barracoons at Macao at the end of next month, as this measure will throw a large number of desperate men out of employment.

We learn that the late Peruvian ship *Columbia* intended to take passengers for San Francisco, as well as cargo, and that the *Oracle* and another Peruvian ship are coming over from Macao for the same purpose, in consequence of the difficulty they find themselves placed in on account of the suspension of the coolie traffic. These ships, however, might, if our information is correct, save themselves the trouble of coming over, as it is very doubtful whether the Government here will allow them to take passengers.

The *Gazette* notifies that Mr. Bramston has been sworn in as Attorney-General, and it is also notified that he is appointed provisionally Puisne Judge, and that the Hon. Mr. Hayllar will continue to act provisionally as Attorney-General.

In celebration of Washington's birthday, Captain Calhoun and the officers of the U.S. flagship *Hartford* have given a reception on board their vessel. It was very numerously attended. Among those present were the Governor and Miss Kennedy, the Chief Justice and Lady Smale, Hon. Mr. Austin, Mr. D. H. Bailey, U.S. Consul, &c. The vessel was very tastefully decorated with flags, &c., and the name of Washington appeared in evergreens over the quarter-deck. Dancing was kept up with spirit, and a sumptuous tiffin spread, at which bumpers were heartily drunk in honour of the day.

The case in which three seamen and a carpenter, named Haris Christensen, Harry Schrapper, Sorene Christensen, and Carl Warsenky, were charged with cutting and wounding the chief officer of their vessel, the German barque *Norma*, with intent to kill him, has been heard before the magistrate, Mr. May, by whom the defendants were committed for trial at the Criminal Sessions of the Supreme Court.

The fifth ordinary general meeting of the China Fire Insurance Company (Limited) has been held at the office of the Company. There were present: Mr. Lowcock (chairman); Hon. P. Ryrie, Messrs. Heaton, Hoppius, McIver, Cowley, A. Lind, Karberg, Jensen, Newton, Green, Sharp, Fairbairn, L. Cameron, G. Falkner, Kaye, and Coughtrie. The report was adopted and Messrs. Hoppius and McIver, together with Messrs. Heaton and Ryrie (who offered themselves for re-election) were re-elected to the board.

An extraordinary meeting which was to have been held for the purpose of authorising certain alterations in one of the Company's articles did not take place, owing to a want of sufficient attendance.

Subjoined is the report of the Directors of the Hong Kong and Whampoa Dock Company, Limited, to the 31st December, 1873:—

The gross earnings of the company, for the six months, amount to $253,091.79, on which there is a net profit of $36.352.97, and this, with the balance brought forward from the last half year of $2.255.34, makes $38,608.31 available for distribution. Of this sum the directors would recommend the usual payments:—To Contributing Shareholders. $4,000; Directors' fees, $2,500; Auditors, $250. And would suggest that the steamer *Fame* be reduced to $25,000, an additional outlay upon her for new boilers having become necessary, makes her cost now in the books at $26,531.87, say $1,531.87; leaving a balance available of $30,326.44.

Before recommending a dividend, the Directors would like to take the sense of the meeting, as they understand that many of the Shareholders would prefer to have the above amount written off. The Directors are glad to state that they have paid $20,000 of the loan due to the Hong Kong Fire Insurance Company, thereby reducing their debt to $230,000. The Docks are in very efficient order in every way, and although the increase of gain upon the previous half-year had not been large, and, in fact the business done has been smaller, the results on the whole, they hope, will be considered satisfactory, and, with the improvement of trade generally, they trust the future will prove more remunerative.

A cricket match between a team of twelve from the Coast Ports and the Hong Kong Club has been played. The team from the Coast Ports consisted of two from Canton, two from Swatow, three from Foochow, and five from Amoy, and their appearance in the field gave the impression that it would be a close contest, but the result of the match was that their innings ended for the small total of twenty-eight runs, leaving the Hong Kong Club victors by 256 runs. Though beaten so decisively, the Coast team have been by no means disgraced, and their bowling and fielding were capital, considering most of the men had never played together before.

Six more dead bodies have been dragged up from the bottom of the harbour, at the spot where the *Wan Loong* foundered, making a total of twenty-six, fifteen of which were taken out of the steamer, and the remainder dragged for.

Messrs. Westall, Galton and Co.'s Weekly Tea Letter, from Foochow, dated 21st February, says:—

Since the 24th ultimo no transactions whatever have taken place. The total export for the season has been closed by the following departures: the str. Priam, for London, on the 15th instant, with 584,000 lbs., taking also for New York 39,770 lbs.; the Sarah Nicholson, for New York, on the 13th instant, with 961,505 lbs.; the Lady Belmore, for the Colonies, on the 21st instant, with 237,217 lbs. The Export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 55,532,101 lbs., against 53,781,094 lbs.; to America, 4,700,349 lbs., against 7,733,710 lbs.; to the Colonies, 12,760,618 lbs., against 14,726,733 lbs.

STRAITS SETTLEMENTS.

SINGAPORE.

The advices by the present mail extend to the 6th March; the P. and O. mail from London Jan. 23 arrived out on the 27th Feb., and the following French mail of Jan. 30 on the 3rd March. The following items are from the *Straits Times*:—

H.M.S. *Thalia* has left for Malacca and Penang, taking down detachments to relieve the troops stationed at those Settlements.

We have been requested to inform Europeans who may contemplate going to Perak, that it is for the present unadvisable to do so without first consulting the Government authorities of this Colony.

His Highness the Maharajah of Johore has received from the Reigning Duke of Saxe Cobourg and Gotha, cousin of the Queen, the decoration and diploma of the Order of Saxe Ernestine.

The steamer *Corregidor*, which left Singapore for Manila on the 6th Feb. to continue her voyage hither from Glasgow, arrived at her destination on the 20th Feb. She is owned by the firm of Russell and Sturgis there, and is intended for navigation in Philippine waters.

A theft has been committed from the office of Mr. Myer, in Commercial-square, that for coolness equals anything we have heard of for some time past. Mr. Myer, after coming to town, left his box, containing papers and some $200 in notes and dollars, on his desk, and went out, leaving his office in charge of his Tamby. The Tamby also left for a minute or two, and during his absence a cleanly dressed Chinaman walked in, took the box, and was proceeding along with it on his shoulder, when, fortunately, he was stopped near Cavenagh Bridge by a policeman, who questioned his right of possession, and not receiving satisfactory replies, detained him. Mr. Myer, returning to the office soon afterwards, discovered his loss, and after making enquiries hastened out to report it, when he found both the box and the thief in the policeman's custody. The fellow was taken at once to the lock-up.

A LONDON office of the Inspectorate-General of the Chinese Imperial Maritime Customs has been established at Storey's-gate, St. James's Park. Mr. J. D. CAMPBELL has been placed in official charge of the office as Commissioner of Customs and Secretary.

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EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1873, to Feb. 18, 1874	70991458	51143165	361183	15540895	137126731	41498
From June 1, 1872, to Feb. 18, 1873	75012077	51669463	104023	20951771	147787340	54703

Shipments since last report, and included in above total :—

Jan. 25	per Menelaus (str.)	From Foochow	...	651,509	
Feb. 5	... Avoca (str.)	... Shanghai	...	30,655	456
— 10	... Priam (str.	... Do.	...	354,345	106
— 12	... Ava (str.)	... Shanghai, &c.	...	446,099	422

TO THE CONTINENT.

	Bales.
From June 1, 1873, to Feb. 18, 1874	8338242 28004
Do. do. 1872, to Feb. 18, 1873	6274709 22027

Shipments since last report, and included in above total :—

Feb. 5	per Avoca (str.)	From Shanghai, &c.	...	—	194
— 12	... Ava (str.)	... Shanghai	...	3,150	665

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1873, to Feb. 18, 1874	43660482 4692
Do. do. 1872, to Feb. 18, 1873	57716896 8816

Shipments since last report, and included in above total :—

Jan. 23	per Japan (str.)	From Yokohama	...	149,474	
— 28	... Atalanta (str.)	... Do.	...	359,364	
Feb. 3	... Corea	... Do.	...	477,596	
— 5	... Iconium	... Canton	...	21,500	
— 5	... Avoca (str.)	... Shanghai, &c.	...	60,320	124
— 6	... Ava (str.)	... Do.	...	30,675	
— 10	... Priam (str.)	... Do.	...	14,067	
— 12	... Brema	... Canton	...	163,181	73
— 12	... Great Republic (str.)	... Do.	...	22,300	
— 13	... Sarah Nicholson	... Foochow	...	961,937	

TO AUSTRALIA.

From June 1, 1873, to Feb. 18, 1874	14,456,563
Do. do. 1872, to Feb. 18, 1873	16,115,953

Shipments since : None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	*	1863 to 1864	117,463,566	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,808	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 3¼d.	4s. 3⅜d.	4s. 4d.
Shanghai ,, ...	5s. 10¼d. to 5s. 10⅜d.	5s. 10⅜d. to 5s. 10⅝d.	5s. 10⅝d.
Canton ,, ...)			
Hong Kong ,, ...)	4s. 3⅛d. to 4s. 3⅜d.	4s. 3⅜d. to 4s. 3⅝d.	4s. 3⅜d. to 4s. 4d.
Macao ,, ...)			
Singapore ,, ...	4s. 3⅜d.	4s. 3⅝d.	4s. 3⅝d.
Manila ,, ...	4s. 1½d.	4s. 2d. to 4s. 2⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 302¼	221
,, Hong Kong	26⅜ to 27¼ dis.	—
Bar silver	Tls. 111.3.0	6½ prem.
Mexican dollars	,, 74.0.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 36 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 27 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 58 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. premium.
Hong Kong Fire Insurance Company, $500 per share.
Union Insurance Society (new shares), $500 per share.
China and Japan Marine Insurance Company, Tls. 95 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $20 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 7 per cent. prem.

COMMERCIAL POSTSCRIPT.

The report of the directors of the Chartered Bank of India, Australia, and China, to be presented at the meeting on the 15th inst., is as follows :—

The general balance sheet and the profit and loss account for the yea ended 31st December last show the gross earnings of the bank to amount to £124,042 0s. 8d., and the net profit, including the sum of £145 17s. 2d. brought forward from the previous year, to be £56,142 19s. 11d. After deducting the interim dividend already paid, and making ample provision for bad and doubtful debts, there remains an unapprpriated balance of £23,823 15s. 5d., out of which the directors recommend the shareholders to declare a dividend for the past half-year at the rate of five per cent. per annum, free of income tax, and to carr forward £3,823 15s. 5d. to profit and loss (new) account. They have much pleasure in adding that the business of the bank for the current year is progressing satisfactorily. The directors who now go out by rotation—Mr. Ludwig Wiese and Mr. John Jones—present themselves for re-election. The auditors, Mr. Jonathan Thorp and Mr. Owen Lewis, again offer their services.

The total traffic receipts of the Great Northern Telegraph Company for the month ended 31st March have been—On the European lines, in 1874, f.209,821 ; in 1873, f.148,157. On the China and Japan lines, in 1874, f.157,030 ; in 1873, f.117,337.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd.
Shanghai Dock Company ...	500 ...	500 ...	195 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	139 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	107 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	66½ ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$560 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	40 ...	
Union S.N. Company	100 ...	100 ...	76 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	685 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,850	$250.p.sh
Hong Kong and China Gas Co.	£10 ...	£10 ...	£65 ...	10 p.c
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.95 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$117 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	129 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From Liverpool, Feb. 13, Antenor (str.).

At HONG KONG and CANTON.—From London, Feb. 23, Galatea (str.) ; from Liverpool, Patroclus (str.) ; from Cardiff, Elise.

At SINGAPORE.—From Liverpool, March 2, Hector (str.) ; from Cardiff, 3, Bengal ; from Shields, 4, Ruby ; from Newcastle, 5, Leugia Madre, Goodell ; from London, &c., previous to April 4, Ulysses (str.) ; Lord of the Isles (str.).

At BANGKOK.—From Bordeaux, Feb. 12, Suzanne.

At PENANG.—From Liverpool, April 1, Agamemnon (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—For London, Feb. 15, Priam (str.) ; for New York, 13, Sarah Nicholson.

From HONG KONG and CANTON.—None.

From SINGAPORE.—For Hamburg, March 3, Anna ; for Bordeaux, 5, St. George (str.).

From BANGKOK.—For Falmouth, Feb. 2, Leonie ; 20, Pallas ; 28, Canton ; for Bordeaux, 28, St. George (str.).

From PENANG.—For London, April 1, Cardiganshire, Patroclus (str.).

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 31, Aracan, from Saigon, at Bordeaux ; Feb. 23, Kildonan, from Rangoon, at Buenos Ayres ; April 5, Kitty, from Java for Amsterdam, at Dungeness ; 6, Orienten, from Sourabaya, at Falmouth ; 6, Tranmere, from Rangoon, at Falmouth ; 1, Ceruti Pietro, from Bassein, at Hamburg ; 3, Celebes (s.), from Batavia, at Texel ; 3, Hampton (s.), from Batavia, at Brouwershaven ; 3, L. J. Enthoven, from Rangoon, at Falmouth ; 4, Antoinetta, from Rangoon, at Falmouth ; —, Black Prince, from Shanghai, at New York.

DEPARTURES.—March 30, County of Bute, for Java, &c., from Glasgow ; April 6, Taitsing, for Hong Kong, from London ; 3, Johanna Margaretha, for Cardiff and Singapore, from London ; 5, Glenlyon (str.), for Singapore and China, from London ; March 2, Aztec, for Galle, from Rio Janeiro ; Triton, for Sourabaya, from Rotterdam ; April 2, Earl Dufferin, for Yokohama, from Cardiff ; 5, Somerset, for Galle, from Cardiff ; 5, Ferdinand Brumm, for Singapore, from Cardiff ; 2, Sarpedon (str.), for Singapore, China, &c., from Liverpool ; 5, Yrurac Bat (str.), for Singapore and Manila, from Liverpool.

SPOKEN.

INVINCIBLE (ship), Singapore to New York, Feb. 6, 20 S., 1 W.
EUROPA (Dutch ship), Sourabay a toRotterdam, Feb. 25, 1 N., 24 W.
HUGH BOURNE, Yarmouth to Singapore, Feb. 17, 22 S., 30 W.

CASUALTIES.

The Otto (Dutch barq.), Zwanenberg, from Rotterdam to Sourabaya, with a general cargo, put into Cowes, April 1, with a leak in main hold, and must discharge.

The Caranjah, which arrived at Cuxhaven, March 21, from Canton, reported loss of both anchors and chains.

The Celebes (str.), from Batavia, stranded on the stone dam, in entering Nieuwe Diep, but was got off.

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MISCELLANEOUS.

At ST. HELENA.—Feb. 11, Fleetwing, Roberts, from Manila, and sailed, 12, for London; 13, Mary, Thompson, from Batavia, and sailed, 14, for Falmouth; 14, Kearsage, from Batavia, and sailed same day for Amsterdam; Samuel, Owen, from Ceylon, and sailed same day for New York; 16, Toowoomba, Bolt, from Zebu, and sailed same day for New York; 23, Old Dominion, Morse, from Manila, and sailed, 24, for New York; 24, Sea Serpent, White, from Shanghai, and sailed, 25, for New York; 25, Witch of the Tees, Lloyd, from Ceylon, and sailed, 26, for Boston; 26, Beemah, Blackstone, from Hiogo, and sailed same day for Falmouth; March 12, Jason, Leslie, from Osaka, and sailed same day for Falmouth; 7, Francisca Camogli, Gionferri, from Sourabaya, and sailed same day for Falmouth; 8, Puritan, Doane, from Manila, and sailed same day for New York; Kirkland, Colledge, from Foochow, and sailed 9, for Falmouth; Telanak, Lusink, from Batavia, and sailed 11, for Amsterdam; Pacifique, Bertho, from Sourabaya, and sailed 10, for Gibraltar; 10, Queen Victoria, Quinn, from Pasaroeang, and sailed 12, for Falmouth; Papillion, Leveque, from Samarang, and sailed 11, for Belle Isle; Batavia, Lackrooy, from Macassar, and sailed 11, for Amsterdam.

Off ST. HELENA.—March 2, Lucerne, from Foochow, for London; 7, Petit Poucet, from Sourabaya, for Amsterdam; 10, Rajpoot, from Colombo, for London; Feb. 20, Orienten, from Sourabaya, for Falmouth; 26, Walmer Castle, from Colombo for London.

Off ASCENSION.—March 2, H. Q. B. L. (Lyra), from Sarawak for London; 14, H. Q. G. C., Oreana, from Sourabaya.

At TABLE BAY.—Feb. 28, Magdala, Black, from Rangoon.

At MAURITIUS.—Feb. 7, Hilarion, Read, from Chittagong; 12, Craig Ewan, Birnie, from Batavia; 15, Lord Clyde, Kingcome, from Singapore; 20, Union, Dufresne, from Saigon; 28, Naworth Castle, Linklater, from Hong Kong.

LATEST TELEGRAMS.

THE THREATENED DISTURBANCES IN THE NORTH OF CHINA.

HONG KONG, APRIL 5.—All causes of apprehension at Peking and Tientsin have disappeared.

THE SUEZ CANAL DUES.

CONSTANTINOPLE, MARCH 31.—The Minister for Foreign Affairs consulted yesterday the Legations with regard to M. de Lesseps' last letters declining to except the compromise of a surtax offered him by the Porte in pursuance of the recommendations of the International Commission, declaring that he will revert to the tax of f.10 per ton of net tonnage in July next, levying the present higher rate until then. He, moreover, affects to throw the whole responsibility for any loss which may occur to the Canal upon the Ottoman Government. The meeting was adjourned, without offering any opinion to the Porte, it being thought by the Foreign Ministers necessary to apply for instructions to their respective Governments. The Porte has not yet received an official copy of the protests of M. de Lesseps, dated the 20th and 21st of March, which are based upon Article 17 of the deed of Concession.

CONSTANTINOPLE, APRIL 6.—The Porte having consulted the various Legations, has refused M. de Lesseps's application for further delay in collecting the Suez Canal dues on the net tonnage of ships as determined by the International Commission, and repudiates M. de Lesseps's claim for damages.

LOSS OF THE "NIL."

YOKOHAMA, MARCH 30.—The *Nil* has sunk head foremost between two rocks; depth 30 (probably fathoms); lat. 34·37, lon. 138·47 (Greenwich); two sailors, one passenger named Muraour (or Luccioni), and the ship's baker are the only ones saved.

NAGASAKI, MARCH 30.—The *Baourayn* (str.) has returned with Luccioni and three of the crew of the *Nil* (str.). She reports that the *Nil* struck near Cape Idzu, at 11 P.M., 20th, during rainy weather backed off, and foundered in deep water; eighty-nine of the passengers and crew lost. Salvage operations improbable.

THE WAR IN ATCHIN.

THE HAGUE, APRIL 2.—A despatch received here from Buitenzorg of to-day's date announces that the Rajah of Gighen has accepted the conditions imposed by the Dutch commander, General Van Swieten. He has consequently been maintained in power, and the blockade of Gighen has been raised.

MARKET REPORT.—CHINA.

HONG KONG, APRIL 2.—Nothing doing in Cotton Piece Goods or Woollens; Grey Shirtings, 6½ catties, 8¼ lbs., $2.45; Cotton Yarn, 16-24, $115; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2. Cotton: Fair medium Bengal, $12½. Exchange on London: Bank bills, six m.s., 4s. 3⅜d. Tea: Season closed; freights by steamers, £3 10s. Silk: Total export from China and Japan, for the season, to England, 44,000 bales, against 55,000 bales last season; to the Continent, 24,000 bales, against 23,000 bales last season.

SHANGHAI, APRIL 2.—Cotton Piece Goods show a downward tendency; Woollens quiet; Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 1.9.5; T-Cloths, 6 lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls.1.5.2. Cotton: Fair medium China, Tls. 8¼. Silk: Good demand; Tsatlee, No. 4 Koonfoongsings, Tls. 390; Red Peacock, Tls. 345; Blue Elephant, Tls. 355; total settlements from 1st June to date, 54,500 bales. Exchange on London: Bank bills, six m.s., 5s. 11½d.; Mexican Dollars, Tls. 73.5.0.

STRAITS SETTLEMENTS.

SINGAPORE, MARCH 31.—Cotton Yarn, 40's, $119; Grey Shirtings, 39-in., 8¼lbs., $2.40; 7 lbs., $2; T-Cloths, 6 lbs., ordinary, $1.50 Gambier, $4.92½. Pepper: Black (Singapore), $11; White (Rhio), $13.75. Tin (Malacca), nominal; Coffee (Bonthyne), $20. Exchange on London: Bruk bills, six m.s., 4s. 4½d.

PENANG, APRIL 1.—Tin, $25. Pepper: Black, $12.50; White, $20.50. Sugar, No. 1, $6.50; No. 2, $3.90; No. 1 basket $2.65. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.55. Exchange on London: Bank bills, six m.s., 4s. 4d.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, APRIL 3.—The Messageries Maritimes steamer Irouawaddy, with the inward French mails, from China and Japan, arrived here to-day at 6 A.M. She brings 145 passengers and a general cargo, including 214 bales of silk, 4,767 packages of tea, and 290 packages of sundries for London, which part of her cargo will be forwarded to its destination per the Company's steamer Gange, due in London on or about the 14th inst.

HEAVY PORTION OF LAST INWARD MAIL.—SOUTHAMPTON, APRIL 6.—The P. and O. company's steamer Australia, from Alexandria 24th ult., arrived this morning, with the heavy India and China mails, 216 passengers (including 28 officers and seamen, part of the crew of the steamship Queen Elizabeth, wrecked off Tarifa), £10,283 in specie, and 11,500 packages of cargo.

NEXT INWARD MAIL.—SUEZ, APRIL 5.—The P. and O. steamer 'Mongolia, with the homeward India, China, and Australian mails, arrived here at eight A.M. on the 3rd inst., and the Golconda at four P.M. to-day from Calcutta and Bombay respectively.

OUTWARD MAIL OF FEB. 20.—HONG KONG, MARCH 30.—The P. and O. mail from London Feb. 20 arrived here to-day.

OUTWARD MAIL OF FEB. 13.—SHANGHAI, APRIL 1.—The French mail from London Feb. 13 arrived here to-day.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

FOSTER—On 30th March, at 11, Argyll-square, Sunderland, the wife of Mr. James Foster, late of Bangkok, Siam, of a son.

JOHNSTON—On the 31st March, at Fairfield, Harrow Weald, the wife of A. R. Johnston, of a daughter.

PUGH—On the 11th Feb., at Hankow, the wife of W. Pugh, of a daughter.

MARRIAGES.

BYTHESEA—PRIOR.—On the 26th March, at St. Mary's, Bathwick, by the Rev. John Way, vicar of Henbury, cousin of the bride, assisted by the Rev. G. Blackburne, rector of Long Ashton, Captain John Bythesea, R.N., V.C., to Fanny Belinda, third daughter of the late Lieut.-Col. G. N. Prior, of Sydney-place, Bath.

COY—EYRE.—On the 4th Feb., at Yokohama, by the Rev. E. W. Syle, Captain Charles S. Coy to Ellen Eyre, daughter of Manuel Eyre, of Philadelphia, Pa., U.S.

HARVEY—FARTHING.—On the 14th Feb., at Holy Trinity Church, Shanghai, by the Rev. Canon Butcher, William Harry Harvey, commander of s.s. *Yuen-tze-fei*, to Jane, third daughter of the late Henry Farthing, of Dodington Manor House, Bridgewater, Somersetshire.

THOMAS—ROWLANDS.—On the 26th March, at St. Peter's Church, Carmarthen, by the Rev. Llewelyn Lloyd Thomas, R.D., rector of Newport, Pembrokeshire, father of the bridegroom, assisted by the Rev. Latimer Jones, vicar of St. Peter's, and the Rev. T. M. Jones, curate of Mathry, Pembrokeshire, Aneurin Howell Thomas, of Ceylon, to Alice Emily Rowlands, third daughter of Dr. James Rowlands, of Carmarthen, South Wales.

DEATHS.

CLOUGHTON—On the 30th March, at Upper Norwood, Captain William Cloughton, of Singapore.

HADLER—On the 11th Feb., at 8.30 P.M., at the Shanghai General Hospital, of heart disease, Captain Henrich Hadler, late of tug-boat *Rocket*, a native of Germany, aged 35 years.

LAURENCE—On the 20th March, lost in the wreck of the steamship *Nil*, off Cape Idzu, on the coast of Japan, Sydney Arthur Laurence, aged 27, eldest son of Sydney Laurence, of Clapham-park, Surrey.

LORING—On the 5th Feb., at Kobe, Benjamin Loring, a native of London, aged 42 years.

RAMSAY—On the 8th Feb., at the Yokohama General Hospital, Richard Ramsay, engineer, a native of Scotland, aged 31.

SATOW—On the 2nd April, after a few days' illness, aged 73, at his residence, Myrtle Sidmouth, Hans David Christopher Satow, also of Upper Clapton, Middlesex, and 6, Idol-lane, London.

THE CHINESE IN CALIFORNIA.

The *Times* correspondent in the United States makes the following remarks upon the subject of the Chinese in California:—

The people of California do not take very kindly to their Asiatic brethren, who are crossing the Pacific in such considerable numbers. In the United States' Senate, resolutions of the Californian Legislature have been presented, which protest against any further subsidy to the Pacific Mail Steamship Company, the line for which the gigantic iron steamers *City of Pekin* and *City of Yeddo* are being constructed at the Delaware river shipyards. At the same time other resolutions of the same body were presented, which instructed the Californian delegation in Congress to use their influence to have the American Treaty with China modified, so as to discourage the further immigration of Chinese. These documents were presented by the new Californian "Granger" Senator Hagar, who on this occasion made his maiden senatorial speech. He said the matter was of the greatest importance to the people of the Pacific coast, and was assuming such proportions as to require the attention of the general Government. He did not think it was properly understood either in the Senate or throughout the country. Quoting the Treaty, he said his people would not object if its provisions were observed, but in practice they were daily violated. There were 80,000 Chinese in California, and not one in a thousand came there in accordance with the Treaty. This immigration was contrary to the laws of Congress for the suppression of the Slave Trade. Coolie immigration to Australia had been suppressed, and similar steps must be taken by our Government. In a recent conversation with Mr. Lowe, the American Minister to China, that gentleman had informed the Senator that the Emperor of China was opposed to this migration, but that it was carried on from the port of Hong Kong, to which place the Chinese were enticed by agents, and thence shipped to California. They did not come with their families nor surrounded by home comforts, but under contracts for servile labour They were all owned by companies in San Francisco, who had their agents in China to secure them for servile labour and ship them here. Immigrants from Europe understood very well that in California they must come into competition with Chinese labour, which they could not afford to do, and consequently they were discouraged from going to that State. The food of the Chinese is inexpensive, hence other labour cannot compete. Thousands of our own people are in the streets of San Francisco destitute of the neces-

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saries of life, because Chinese labour has crowded them out. China might send us one million, or even five millions, of the surplus population without experiencing any incovenience. Women were brought for purposes too vile to be mentioned. The people of California were powerless to administer any remedy, and they appealed to Congress for action. He, therefore, offered a resolution directing the Committee of Foreign Relations to advise with the President in regard to the expediency of opening negotiations with China with a view to a modification or enlargement of the Treaty, so as to check the importation into the United States of Chinese women for immoral purposes, and Chinese males and coolies in fulfilment of contracts for servile labour. The resolution being read, Senator Hamlin, of Maine, said that the Senate was not the Treaty-making power, that resting entirely with the President. He thought there was no precedent for the resolution, and he therefore objected to its present consideration. It was consequently laid over, and here the debate ended.

MAJOR CHARLES DUPERIER, formerly of the 80th Foot, committed suicide at Plymouth on the 5th inst. The deceased officer left a note, attributing the act to consciousness that his reason was giving way, and a vague fear that he should end his days in a lunatic asylum. Major Duperier, while in the 4th Light Dragoons, was employed in Persia from 1833 to 1839 in organising the army of the Shah, who conferred on him the gold medal of the Order of the "Lion and Sun." He afterwards served with the 26th Regiment in China, being present at the engagements at Ningpo, Chapoo, Shanghai, Woosung, Chinkiang (where he was wounded), and Nanking. His next service was rendered with the 80th Regiment in the Burmese War of 1852-53, including the operations at Donabew against Nameatoon. For his military services he received the China medal, with a medal and clasp for Pegu. Since his retirement from the service he had been for some years adjutant of the Plymouth Rifle Volunteers.

WE notice the arrival at Port Said of the screw steamer *Glenearn*, one of the "Glen Line," on her passage to China, after a run of 12 days and 3 hours steaming from the West India Dock, or 12 days and 15 hours, including 12 hours at anchor off the Nore. This, we believe, is the fastest run made by any screw steamer from London to the Canal, and adds another laurel to the Clyde ship-builders and engineers. This vessel was built by the London and Glasgow Engineering and Iron Ship Building Company, who yesterday launched a sister ship to the *Glenearn*, which will shortly take her place as one of this line. The new steamer is named the Glenfinlas, and is of 2,200 tons burthen, her dimensions being, 330 feet by 35 feet by 24 feet 6 inches. The Glenfinlas will be fitted by her builders with compound surface-condensing engines of 320-horse power nominal, combining all the latest improvements.

The Times of April 4th contains a letter from a correspondent at Rangoon in which an account of the occupation of Tonquin is given. The details of the expedition under Captain Lagree and Lieut. Garnier appear, otherwise there is nothing but what our readers have been already made acquainted with. The letter concludes as follows:—The Comte de Rochechouart is still at Mandalay with the French Mission. carrying on negotiations with the Court of Ava. It is understood that the King asks for political concessions which are not contained in the convention agreed to in Paris by the Burmese officials last year, and this requires a reference to the French Government. The events in Tonquin and the altered terms of the Treaty with Burmah seem likely to give French interests a far more prominent position in Indo-China than they have hitherto held.

IN a letter which appears in *The Times* of the 2nd April, from the Shanghai correspondent of that journal, dated Feb. 12th, an extract is given of the petition addressed to the Taoutai by the Chinese merchants, praying for the remission of the Likim-tax. A full account is also given of the theatrical case and the progress of newspapers for the Chinese.

MR. Walanche, Secretary to the Japanese Legation, Vienna, with his wife, was entertained at a *soiree* by the foreign minister, Count Andrassy, and subsequently by Prince Auersberg.

GENERAL HEINE is in St. Petersburg, and has been well received by the Royal Geographical Society and other bodies.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 31.

The ordinary annual general meeting of the International Bank of Hamburg was held last week at the Exchange Rooms in this city; Baron Westenholtz (in the absence of the president and vice-president) in the chair, when the report of the directors was read and the balance-sheet laid before the shareholders, from which it appears that the earnings of the bank in 1873 amounted to 1,469,106 Reichs marks, including 1,011,214 marks as their share of the profits of the London establishment. After deducting salaries and other charges for administration, there remained a clear profit of 1,417,036 marks, which was disposed of as follows:—35,426 marks (being 2½ per cent.) to the reserve fund, 24,080 marks to the delcredere fund, 96,322 marks for remuneration to the directors, and 1,260,000 marks for the dividend of 16 marks 80 pfgs. per share, or 7 per cent., on the 75,000 shares (on which 40 per cent. are paid up), whilst the indivisible remainder, 1,208 marks, was carried over to the next account. The reserve fund now amounts to 124,538 marks, and the delcredere fund to 103,947 marks.

The German Parliament is now adjourned till after the Easter holidays, but without coming to any definitive resolution on the vexed question of the Army Organisation Bill. It is much to be regretted that Prince Bismark is unable to make use of his personal influence in support of the Ministerial project; but he is at present confined to his bed, and by the latest accounts from Berlin will be incapacitated from appearing in the House during the present session; and, if better in the summer, will, by the advice of the medical men, go to some bathing place to seek alleviation for his acute rheumatic pains.

Before Parliament adjourned for the Easter vacation they voted the supplementary Budget for 1874, among which are the following items:—90,000 thalers for the expedition to observe the transit of Venus, it being now definitively settled that the places of observation are to be Chefoo, the Mauritius, Kerguelen Island, and the Auckland Islands; 65,000 thalers as the first instalment on the purchase of a plot of ground on which to erect the offices of the new Statistical Department, the total requirement being 130,000 thalers: 150,000 thalers for the purchase of a plot of ground for the erection of a building for the German Embassy at Vienna; and 1,000,000 thalers for the extension of the telegraph system. The total amount voted is 1,534,865 thalers, which are to be covered by the surplus of the profits accruing from the mintage of the new currency in 1873 and 1874. These are put down in the ordinary Budget at 2,000,000 thalers, of which 300,000 thalers have been disposed of, but the remainder is available for the above items.

According to the *Strasburger Zeitung*, Dr. Feindel, a native of Alsatia and thorough master of the Oriental languages, hitherto employed as custos of the University library at Leipzig, is appointed as attache and interpreter of the German Embassy at Peking. Dr. Feindel is the first Alsatian appointed to a post abroad under the Foreign-office, and on his arrival at Berlin, had a most flattering reception from the Crown Prince.

COMMERCIAL.

There is no alteration in the Tea market, the demand being very slack and confined to the execution of small orders for immediate consumption. Rice is firmer, as the stocks are extremely reduced in quantity; the 7,200 bags of Indromayo as well as the 10,900 bags of rough Bassein, that arrived here last week, per Elisabeth and Nyord, were sold on arrival, and went direct to the cleaning mills. Cassia Lignea is in demand at the late reductions, and 7,000 chests of fresh arrivals were sold at 71 to 72 marks. Pepper continues to give way; Singapore is offered at 66 to 67, Penang at 64 to 65, and white 102 to 103. Of China Galls a parcel of 290 chests, lately to hand, were immediately sold at remunerating prices, and the market is firm. No transactions to report in Spelter; nominal price lower, and might be bought under 23 marks per centner.

SHIPPING.

ARRIVALS.—Elisabeth, from Batavia; Nijord, from Bassein; Zeus, from Hong Kong; Formosa, from ditto; Zanza, from Whampoa and Canton.

RUSSIA.

At the suggestion of the Government, special attention is being directed to the extreme east of Asia. The various scientific societies are now strongly taking up the questions of developing the resources of the Island of Saghalien and the promotion of commercial relations with China. The Society for the Promotion of Trade and Industries has very warmly entered into a project, drawn up by Mr. Butkofski, for the working of coal-mines in Saghalien. He proposes to start a company with a capital of £7,500 for the working of the mines, and for the exportation of the coal to China and Japan. The necessity of securing possession of the entire island, with the view of making it a penal settlement, is strongly urged upon the Government.

M. Wm. Heine, who has returned to St. Petersburg after a lengthened stay in Japan, will shortly read a paper before the Geographical Society descriptive of his recent tour. He is also engaged in bringing out a large work on Japan, the most prominent feature of which is a collection of folio photographic views, which have been skilfully reproduced at Dresden from dry plates which the artist, M. Heine, took out with him.

An exhibition of textile plants, and machines employed for their cultivation, is to be opened at St. Petersburg on the 1st (13th) of June next, by the Ministry of State Domains. The object is to give a survey of the actual state of cultivation of those plants, and to make the landowners acquainted with the implements and machines necessary or useful for that purpose, and employed in Russia and abroad.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, MARCH 25

Important events have occurred since I last wrote. In the first place, an interpellation has been made in the Second Chamber about our war with Atchin. Mr. Messchert Van Vollenhoven asked the Government for information regarding the origin and object of the war, about which, till now, much secrecy has prevailed, although the nation has waited anxiously for official declarations. He wished to know, first, do the Government intend to send fresh troops in the place of those who are wounded or killed; second, shall we secure our object by the measures which have been taken; third, shall we be able to furnish the necessary supplies if the war lasts a long time; fourth, how will the cost be covered; fifth, what are the intentions of the Government? It is not long ago that the Minister declared that it was neither the intention nor the wish of the Government to annex the empire of Atchin. Is this policy maintained? Widely spread rumours, as well as the tenor of some telegrams, make this doubtful; but in order that no doubt may prevail, he asked the Minister the question direct. It is, he said, of enormous importance to know if we are contemplating the annexation of the country. It concerns not only the future of Atchin, but also that of Holland. Mr. Fransen Van de Putte, in reply, thanked the member for the opportunity afforded him of furnishing the necessary information, there being no reason whatever for secrecy. In the first place, he could declare that there were ample supplies of men and material for prosecuting the campaign—more troops and more ammunition had been forwarded than had even been asked for. Statistics would be laid before the members, so that it was of no use to enter into further particulars on this point. The Minister regretted that he was still unable to publish the names of the killed and wounded, but the Governor-General had telegraphed that full particulars are published in *Javasche Courant* of the 10th of March, which will arrive here in April. To telegraph all the names would be impossible. Regarding the monetary question, the Minister declared that an amount of 39,000,000 francs was at disposal, partly owing to the enormous

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prices recently realised for coffee. In the month of May, last year, he asked for a credit of five and a half millions, and another million will be asked for in a few days. The first and second expeditions had cost 7,355,000 francs, so that the total amount of expenditure—so far as is known—has been 13,855,000 francs, and the amount still at disposal, the Minister flatters himself will not all be wanted. But it is impossible to say at the present time what the entire cost will be.

When you published your article stating that "the Dutch wanted Atchin, as Nicholas wanted Constantinople," a storm of indignation arose; but nevertheless, you were quite right. In plain words, the Minister declared that the war must be continued till "a satisfactory result" is obtained. It was the first intention of the Government to conclude a treaty similar to that which was concluded with Siak, as the Minister has stated several times before. This would maintain the integrity of Atchin like that of Siak. Instructions in this sense were given to General Van Swieten, when he received the command of the second expedition, and not long ago the General declared, in one of his letters, and in the most positive terms, that the war would not be continued if the Government of Atchin would consent to conclude such a treaty. But a change in the situation made new measures necessary. On the 29th of January the Governor-General declared—of course on the authority of General Van Swieten—that it was very improbable that we could conclude such a treaty as would warrant the integrity of Atchin. The Lieutenant-General asked by telegram if it would not be best to annex the country. The General went on to say that such a policy had become necessary, after all that had occurred. The Atchinese had behaved themselves in such a way that benevolence and confidence would be totally misplaced. In a subsequent telegram from General Van Swieten, forwarded from Atchin on the 28th of January, mention was made of the reported death of the Sultan by cholera, and thereupon he said:—"If this rumour is confirmed or denied there cannot be any question of concluding a treaty with this or any other succeeding Sultan. He has declined to accept our conditions, he has killed our ambassador, and has made a treaty an impossibility. There is no other choice; we must annex Atchin." The Minister now had to reply. After having consulted the Council of State, his instructions were forwarded on the 2nd of February. They contained orders to construct fortifications of such strength as to prove that they were intended to be permanent. It was furthermore directed that all the dependencies must be called upon to acknowledge our authority and our flag, and that if they declined to conclude treaties (similiar to that of Siak) with us they must be brought under our direct rule. The Government Commissary was instructed to act according to the circumstances, but in any case was to see that our sovereignty was acknowledged. The latest telegrams state that this has already been done on the West Coast, and wherever our authority has been acknowledged, the blockade has ceased, trade is free, and everything may be imported except war material. In some places trade has already been reopened. The main opposition (and this is also shown by Reuter's telegram) comes from Penang, where many Atchinese are established. The Minister promised that he will publish in the *Staats Courant* the several documents which have arrived by last mail, and stated that these will prove that the endeavours to enter into negotiations with Atchin were pursued as far as possible. Mr. Van de Putte finished his speech by declaring that he has given every information in his power, and that the Government would lay before the members documents containing the whole history of this war, under condition, however, that they should not be published. The Minister will furthermore lay before the members the documents regarding the military (inquiry) about the first expedition. They are not required to be kept secret, but the Minister thinks that when the members have read them, they will not be inclined to publish them. But if the Chamber wishes that they should be made public the Minister has no objection. It is impossible, the Minister repeated, to make peace now; the subjugation of Atchin must be secured. Mr. Nierstrasz said that after the statement of the Minister it was impossible to continue the debate, and he proposed a postponement. The Minister agreed, but asked that the documents should be returned to him before the 9th of April, when the First Chamber meets.

These are the outlines of this important Ministerial statement, which contains much that is worthy of ample consideration. When the *Byblad* (the official parliamentary paper publishing the speeches) is published, we perhaps can better judge than now if the Minister has succeeded in proving that circumstances have forced the Government to annex Atchin, and that when war commenced such a course was not intended.

The reports which Mr. Fransen Van de Putte promised are already gazetted. They are very voluminous, and I can only give you their principal tenour. General Van Swieten sketches the whole history of the war up to the 18th of January, and he deals especially *in extenso* with the unsuccessful endeavours made by him to induce the Sultan to conclude a treaty. The Ambassadors sent by the General were murdered, and after that it was impossible to forward any more letters, because no trustworthy persons were to be found who would undertake their delivery. At this juncture, the English man-of-war *Thalia* arrived, the Commander, Captain Woolcombe, being charged to hand to the Sultan an autograph letter from Queen Victoria. The Captain asked for the assistance of General Van Swieten, which was granted at once. But it proved impossible to land with a sloop in the neighbourhood of the Kraton, so that our Commander advised Captain Woolcombe to forward a letter to the Sultan asking him to send a trustworthy person to receive the letter of the Queen. The Arab, Ali Bahanan, went with this letter, on the 1st of January, to the Kraton; he returned, and said the Sultan wished for a delay of three days before giving his decision. Captain Woolcombe, however, was not inclined to wait so long, and Ali Bahanan then took the Queen's letter to the Sultan, and in the same envelope a letter from the General. This nearly cost the Arab his life. The letter of the Dutch Commander was torn to pieces, whilst the Queen's was read, but its tenour, so it is said, seemed very disappointing.

Another item of interest is the fall in the coffee prices, which has caused a kind of panic in our commercial and financial circles, and indeed not without reason. The Opposition paper asserts that it is a national calamity; every cent per pound less makes a difference of one million to our Treasury. Java wants more and more every year, and the war with Atchin costs enormous sums. It is a fact that the State loses by this fall in prices about one million and a-half, and nothing indeed could prove more strikingly that our financial system is as badly based as it possibly can be. If the price of coffee declines to the usual quotation of 40 cents, it will be impossible to make both ends meet. Our Budget depends upon the more or less speculative demand for this article. Let us hope that what has now occurred will make us somewhat wiser.

Not only outside the Chamber, but also inside, many complaints are made about the bad financial system pursued in Java, as shown by the section report upon three indemnifying Bills asking credits in excess of the budgets of 1871, 72, and 73. Some members were of opinion that indeed too much had been expended in Java, and that if the Government had the right to ask for supplementary credits it is of no use to fix the expenditure at all. It seems, others asserted, that confusion prevails in our financial system, that our receipts and expenses are not exactly known, and that there is much want of control. One of the Members asked for information why ten small steamships, which were wanted for the service in Java, were ordered in England, and why they were not constructed here. The Minister had acknowledged in the First Chamber that they could have been made at less cost here than in England, but he added that the Dutch builders could not get them ready in time. In anticipation of a written reply the Minister stated verbally that he does and will do all that is possible to improve our financial administration in Java.

Some days ago the inauguration took place at Tilburg of the monument in memory of King William II., erected by our present King, Prince Henry, and the Grand Duchess of Saxen Weimar Eisenach. The monument is placed on the square before the palace. The ceremony was presided over by Prince Henry.

It will create some interest in Java to hear that Colonel J. C. J. Kemples will be appointed Governor of the Royal Military Academy; and that Mr. S. E. W. Roorda Van Eysinga has been appointed State Engineer in the Canton of Vaud (Switzerland).

ROTTERDAM, APRIL 1.

Before the members of the Second Chamber left the Hague for the Easter recess a rather sharp debate took place between some members of the Opposition and the Minister of the Colonial Department, which indicated that a storm is near at hand that may, perhaps, sweep away the Cabinet. The Chamber dealt with the Bills to grant credits in excess of the Budgets of 1871, 1872, and 1873, and Mr. Nierstrasz brought forward a complaint that the Minister had ordered engines for some of our small men-of-war in England instead of from our own ironworks. Mr. Van Kerkwyk—a Liberal—followed up with a protest against the mismanagement of our public works in Java. "Management and works," he said, "are both bad. There is much want of activity. I am convinced that all the returns which we receive here are arbitrary, if not quite wrong. Returns are given of public works which two years ago were already finished, and in that way we are cheated over and over again." The leading member of the Opposition, Mr. Van Zuylen, secured a more important point by asserting that the Minister, by laying before the members the documents regarding the war with Atchin, made the Chamber responsible for the altered policy, and the annexation of that Empire. The Premier protested against this view, asserting that the Cabinet was alone answerable; but the Opposition was not content, and it is more than probable that the subject will give rise to a stormy debate when the members re-assemble. The Atchin war will become a strong weapon of attack for the Opposition. But if the battle should be won by them, it is more than probable that the defeated Cabinet, instead of leaving the *terroir* to their opponents, will at once dissolve the Chamber and endeavour to obtain by some popular measure a majority in the new Parliament. In waiting for events no minister of the Naval Department has been appointed, and it seems to be the idea of Mr. Fransen Van de Putte to incorporate the department with his own.

Several Liberal papers and some Radical journals approve of the annexation of Atchin, which they think far more reasonable than that Germany should annex Holland. The *Arnhemphe Courant*, the most liberal of the Liberals, says that now that we have conquered Atchin it is politically humane and consistent that we should retain possession. But what is it worth to us? Will it cover our outlay? The answer is, Yes, because the possession of Atchin consolidates our authority in Sumatra and in the whole Archipelago. The fate of Atchin will be an example to the other principalities, and the moral *prestige* which we gain by conquering the empire is well worth all the outlay and trouble. Although years must elapse before we shall be able to speak of a favourable balance of revenue and expenditure, still under Dutch rule the country has a future. The people are energetic, the country is excellent for trade, and it possesses everything needful for the establishment of an active commerce. The question is, whether we are able to govern it well, or whether we shall be content to make of it a pepper country, a tea-garden, or a coffee plantation, and ourselves to become merely the shopkeeper to sell its produce? We hope, concludes the *Courant*, that some better policy than this may be pursued.

The report of the Parliamentary Commission on the petition of Mr. C. P. K. Winckel has been gazetted. The general conviction of the Commission was that the law was strictly observed in this matter, but there is a minority who do not agree with the measure, being of opinion that the Government of Java ought not to have ordered Mr. Winckel to leave the Colony unless disturbances had broken out at Samarang or elsewhere in consequence of his newspaper articles, and it had been thus proved that his presence was subversive of public order. The majority of the commission, however, consider that the articles were written in such a manner that there was fear for the worst consequences.

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The commission propose to approve the decree ordering Mr. Winckel to leave the Colony.

It was lately mentioned by you that the screw-steamer *Prinses Amalia*, built for the Steamship Company *Nederland*, had been launched at Glasgow. For the same company two other vessels have been ordered, the *Prins Hendrik* and the *Voorwaarts*, which are to be ready this year. There is much reason to fear that in a few years the whole shipping trade to Java by sailing vessels will be annihilated. It will be impossible for our East Indiamen to find freight at the high rates which are necessary to cover their costs. By the English steamer *Warrior*, which was chartered by the company, a reinforcement for the East India army of 200 soldiers will proceed.

A lady, Mrs. Cort Heilgers, who has just died at Deuenter, has bequeathed her whole fortune (it is said of one and a half million) for the benefit of Freemasonry in Holland. This is the first time that a lady has disposed in that way of her fortune. The heirs protest against this will, but in vain. The question now is, what the Masons will do with the money.

I gather from the debate upon our Consular Bill, which was duly carried, that whilst general dissatisfaction prevails regarding our Consular system in the East, the very highest approval was expressed with regard to the English gentleman who holds that office in Singapore. Several members said that it would be impossible be find a better consul.

Up to this time it has been very difficult to make small remittances from here to Java, and the Minister has introduced a measure by which it will be possible to remit by means of post-office orders sums not exceeding f.150, at a cost of 20 cents for every 10 guilders when remitted from here, and of 10 cents for f.10 when remitted from Java.

The King has signed the decree to incorporate the Java brigade. The infantry of that corps will be garrisoned at Haarlem and the artillery at Delft, and a Lieutenant-Colonel will be placed in command. Some time, however, will elapse before a beginning is made with the organisation of this corps.

It has created much satisfaction here that General Verspyck has accepted the command of the army in Atchin. Many asserted that he would not do so, because General Van Swieten had been sent out to lead the second expedition, General Verspyck being passed over.

I regret to record the death of Dr. Westerhoff, who since 1849 has been a M.P. He died at the age of seventy-three, at Warffum. He was a warm supporter of Liberal principles, and a strong partisan of Mr. Thorbecke.

Concerts and other entertainments are being given in many places, to collect money on behalf of our wounded soldiers in Atchin. Considerable sums have in some instances been realised.

The *Vaderland* says that the duty on soap is to be abolished, and that an equivalent will be found by increasing the duty on spirits.

The King has appointed Mr. Trakranen, ex-Minister of the Colonial Department, President of the Dutch Trading Company.

PRODUCE MARKETS.

COFFEE.—The market is dull, and prices have declined. Good ord. is now only worth 53c.; transactions very limited.

RAW SUGAR.—Market unaltered; business of no importance. Holders decline to operate at the market value.

TEA.—Prices are firm, which, however, checks business.

RICE.—Nothing of importance to report.

SPICES.—A lively demand has prevailed for Nutmegs and Mace.

TOBACCO (JAVA).—Several parcels of sundry marks have changed hands, and a good demand prevails, especially for covers of cigars.

TIN.—Before the auction Banca could easily be bought at f.55 to f.54½. The sale, however, had a most satisfactory result, the average prices being f.55.35 for Banca, and f.53.75 for Billiton. But immediately after the auction offers came from every part, which proved that the auction prices were "made." On the same day it was very easy to buy at f.54 to f.53½. The market closes dull, and holders would even accept lower prices.

COCOA-NUT OIL.—Prime Ceylon is quoted at f.22½.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, MARCH 21.

Mr. Francisco Mendes, who, it will be remembered, required the production in the Lower House of the matrimonial contract between his Majesty D. Fernando Saxe Coburg Gotha and the late Queen D. Maria II., has delivered his opinion upon that document. He pointed out that his Majesty could not continue to receive the allowance of £22,200 now that he had married again. He (Mr. Mendes) understood that a special commission would be appointed to consider the subject, but seeing the Government intended to maintain the *statu quo*, as they had done with regard to the illegal allowance to Dr. Anguss, he should abstain from proposing the appointment of a commission. He added that he was actuated simply by economical motives, and not from any ill-feeling against the Royal family. Although Republican, yet he had defended the Constitutional Monarchy, but if the Monarchy was opposed to progress and liberty, as it seemed to be, then he (Mr. Mendes) would declare his Republican principles and ask of a Republic that which a Monarchy either could not or would not grant.

Mr. Mendes's speech was opposed by all the members of his party, thirteen in number, including its chief, the Bishop of Vizen. The rest of the House heard him in silence. The Miguelite party, which is not at present represented in the Lower House, is preparing for the coming elections, which take place in November. In some parts of the north private meetings have been frequent, and more or less enthusiastic, as the Carlists were victorious or unsuccessful. The Liberal party do not fear the result of any Carlist victories, but it is intended to call the attention of the Government to the conduct of the Miguelites with regard to the Carlists.

A Naval Committee have reported favourably upon the proposal made by Mr. Moody, the English engineer, to construct a railway between Pietona and Laurenco Marques. Many Spanish emigrants who took part in the insurrection of Carthagena are expected here, and others have already arrived. Mr. Antonio Auguste Auguias is appointed Portuguese Commissioner at the Exhibition of Wines in London. This gentleman is a district professor of chemistry in the Polytechnic School, and director of the Industrial Institute. The Naval Minister intends to introduce a Bill into Parliament for the purpose of revoking the predial contribution in India. The impost of 6 per cent. upon the duties of import and export in the province of Angola will be abolished.

Naval and Military.

THE NAVY ESTIMATES FOR THE FAR EAST.

From the Navy Estimates just published we have selected the whole of the items for China, Japan, and Singapore, placing between parentheses the grants for last year in the cases in which they are shown, so that the Estimates for the two years may be compared at a glance :—

HONG KONG DOCKYARD.

Naval officer in charge of establishments :—Sea pay and allowances as captain of the first-class, £602 5s.; command money, £191 12s. 6d.; allowance in lieu of fuel and lights, £41 1s. 3d.; civil allowance, £6 1s. 3d.; total, £841 (£841). In addition to the foregoing the naval officer in charge is paid as commodore of the second-class: Allowance, £182 10s.; table money, £365; total, £547 10s. Retinue of naval officer in charge of establishments: Coxswain and four domestics, £141 8s. 9d.; allowance in lieu of provisions for ditto, £136 11s. 3d.; total, £278 (£278). Master attendant: Full pay, £310 5s.; civil allowance, £389 15s.; allowance in lieu of provisions, £37; total, £737 (£737.) Inspector of machinery, afloat: Full pay, £456; allowance in lieu of provisions, £37; extra pay, £55; allowance for house rent, £200; total, £748 (£748). Six engineers, full pay, £1,040; allowance in lieu of provisions, £219; extra pay, £564; total, £1,823 (£1,805). Master shipwright: Full pay, £105; civil allowance, £82; total, £187 (£187). Assistant master shipwright: Full pay, £141; extra pay, £31; total, £172 (£172). Boatswain: Full pay, £137; allowance in lieu of provisions, £27; civil allowance, £82; allowance for house rent, £77; total, £323 (£323). Chaplain: full pay, £237; wages to servants, £20; total, £257 (£239); the chaplain receives an allowance of 4s. a-day in lieu of hospital provisions. Surgeon of H.M.S. Princess Charlotte, for additional duties in attending the dockyard men and their families, £46 (£46). Paymaster, serving as naval and victualling storekeeper: full pay, £301; allowance in lieu of provisions, £27; allowance to meet increased cost of living, £200; allowance for house-rent, £200; total, £778 (£726). Accountant: full pay, £700; allowance to meet increased cost of living, £100; allowance for house-rent, £200; total, £1,000 (£1,000). Two senior clerks: full pay, £696; allowance to meet increased cost of living £200; allowance for house-rent, £300; total, £1,196 (£1,210). Temporary employment of writers, £2,759 (£2,738). The allowances in lieu of stationery are £52 (£52); for postage, boat-hire, advertisements, &c., £100 (£140); contingencies, £152. The cost of the total salaried establishment is £11,297 (£11,242). The total wages for 266 men are estimated at £12,460, against £12,476 for 265 men last year. The total estimate for Hong Kong Yard this year is £23,757, against £23,718 last year.

HONG KONG VICTUALLING YARD.

Total wages of 24 men, £981; the same last year.

HONG KONG HOSPITAL.

Deputy inspector-general of hospitals, £694; two surgeons, £520; allowances to medical officers in lieu of provisions, and for fuel and light, £328; clerk, £201; allowance to chaplain in lieu of provisions, £73; dispenser, £237; lighting, £200; allowances in lieu of stationery, £15; funeral expenses, boat-hire, washing, &c., £180; total salaried establishment, £2,448, against £2,334 last year. The wages are estimated at £1,018, making a total for the Hong Kong Hospital of *£3,466*, against £4,040 last year.

HONG KONG NAVAL PRISON.

Wages of master-at-arms and three ship's corporals, £237; the same last year.

SHANGHAI DOCKYARD.

Paymaster, in charge of naval and victualling stores and coal depot, £584; carpenter, no grant asked for this year; water, £40; allowance in lieu of stationery, £15; postage, advertisements, &c., £75; contingencies, £90; total salaried establishment, £714, against £891 last year, the difference being caused by no grant being asked for for the carpenter. The wages are estimated at £1,190, making a total for Shanghai of £1,904, against £2,081 last year.

YOKOHAMA VICTUALLING YARD.

Paymaster, £579; allowance in lieu of stationery, £15; postage, travelling, &c., £10; contingencies, £25; total salaried establishment, £604. The wages are estimated at £305, making a total for the Yokohama victualling yard of £909.

YOKOHAMA HOSPITAL.

Staff-surgeon, £329; surgeon, £283; allowance to medical officers in lieu of provisions, and for fuel and light, £220; rents, rates, taxes, and water, £230; allowance in lieu of stationery, £2; washing, funeral expenses, &c., £65; contingencies, £67; total salaried establishment, £1,129, the same last year. The wages are estimated at £762; making a total for the Yokohama Hospital of £1,891, against £1,780 last year.

SINGAPORE COAL DEPOT.

Allowance to the senior commissariat officer for taking charge of the naval coal depot and stores, £100; wages, £51; total of Singapore coal depot, £151; the same last year.

WORKS AND REPAIRS.

Hong Kong Dockyard.—Repairs and maintenance of buildings, £370; repairs to plant and machinery, £550; total, £920.

Shanghai.—Repair and maintenance of buildings, £900.

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Yokohama.—Repair and maintenance of buildings at camp, store, wharf, &c., £500.

Hong Kong Hospital.—Residences, stores, &c., at new hospital, £8,000; repairs and maintenance of buildings, £300.

Yokohama Hospital.—Repairs and maintenance of sick quarters, £200.

PENSIONS FOR GOOD SERVICES.

Among the pensions for good and meritorious services are the following:—£150, Captain F. H. Shortt, formerly commodore at Hong Kong; £150, Captain E. Lacy, formerly commander of the *Adventure*, in China. Surveys are now in progress in China and Japan.

SPECIAL SERVICES.

Among the allowances for special services are:—Assistant-paymaster in charge of the naval depot on shore at Yokohama, allowance, in addition to his pay, of 5s. a day, or £91 5s. a year, to meet the increased cost of living; navigating-officer of H.M.S. *Princess Charlotte*, allowance, in addition to his pay, of £100 a year, for charge of naval stores, and for acting as harbour-master; assistant-paymaster at Shanghai, allowance, in addition to his pay, of 2s. 6d. a day, or £45 12s. 6d. a year, for services as senior officer's clerk.

THE ARMY ESTIMATES FOR THE FAR EAST.

From the Army Estimates just published we extract the following items relating to China, Ceylon, and the Straits Settlements:—

The charges for the general staff, clerks, and contingencies, are:—China: major-general, £692; assistant military secretary, £173; brigade-major, £173; aide-de camp, £173; district town and fort adjutant, £87; total staff pay, £1,298; servants' allowance, £110; pay of eight subordinates, £264; contingencies, £95; total, £1,747. Ceylon: major-general, £692; brigade-major, £173; aide-de-camp, £173; total staff pay, £1,038; pay of ten subordinates, £450; contingencies, £40; total general staff, £1,528. Straits Settlements: commandant, £91; brigade-major, £173; total staff pay, £264; pay of five subordinates, £138; contingencies, £50; total general staff, £452. The strength of the regiments serving in the Far East is as under:—10th, first battalion, serving at Singapore: 32 officers, 66 non-commissioned officers, 820 rank and file, 918 of all ranks. 57th, serving in Ceylon: 32 officers, 66 non-commissioned officers, 820 rank and file, 918 of all ranks. 80th, serving at Hong Kong: 32 officers, 66 non-commissioned officers, 820 rank and file, 918 of all ranks. The votes for Lascars, Hong Kong, and Ceylon, are as follow: havildar major, £41 1s. 3d. per annum; two havildars, £24 6s. 8d.; bugler, £16 14s. 7d.; total annual pay of the four non-commissioned officers, £106 9s. 2d. Four naicks, £18 5s. per annum; 80 privates, £16 14s. 7d.; total annual pay of 84 rank and file, £1,411 6s. 8d. Pay of two companies at the above strength, £3,035 11s. 8d.; pay of one company, with fourteen additional privates for service as mounted orderlies to the Governor of Ceylon, to be maintained out of colonial revenues, £1,517 15s. 10d.; total, £4,553 7s. 6d. The charges in the Chaplains' Department are: China: officiating clergy, £368; two chapel clerks, orderlies, &c., £18. Ceylon: officiating clergy, £755; chapel clerk, orderly, &c., £9. Straits Settlements: officiating clergy, £479. For the Medical Department the charges are: China, deputy-surgeon-general, £548; five surgeon-majors and surgeons, £913; additional pay for all ranks, £807; total pay of medical officers, £2,268. Ceylon: deputy-surgeon-general, £548; five surgeon-majors and surgeons, £913; additional pay for all ranks, £807; total pay of medical officers, £2,268. Straits Settlements: four surgeon-majors and surgeons, £730; additional pay, £572; total pay, £1,302. The charges for the Control Establishments are: China: assistant-controller, £529; two deputy commissaries, £512; three assistant commissaries, £492; inspectors of warlike stores, £91; total, £1,624; contingencies, £38. Ceylon: assistant controller, £488; commissary, £338; two deputy commissaries, £488; three assistant commissaries, £492; assistant inspectors of warlike stores, £46; total, £1,802; contingencies, £85. Straits Settlements: commissary, £338; deputy commissary, £256; two assistant commissaries, £319; total, £913; contingencies, £40. The charges for the Subordinate Branch of this Department are: China, £5,851; Ceylon, £1,828; Straits Settlements, £2,068. For provisions and forage the estimates are: China, commissariat rations, £17,632; hospital rations, £1,828; prison rations, £280; total £19,740. Ceylon: commissariat rations, £17,200; hospital rations, £1,450; prison rations, £400; total, £19,050; forage allowance, £1,700. Straits Settlements: commissariat rations, £15,808; hospital rations, £1,912; prison rations, £316; total, £18,036; forage allowance, £973. The following other items appear: China: fuel and light, £1,806; rents, rates, &c., £1,940; lodging allowances, £2,981; transport, £1,000; advertisements, £20; miscellaneous services, £300. Ceylon: fuel and light, £1,700; paillasse straw, £60; rents, rates, &c., £350; lodging allowances, £1,206; transport, £2,126; advertisements, £20; miscellaneous services, £950. Straits Settlements: fuel and light, £973; paillasse straw, £30; rents, rates, &c., £120; lodging allowances, £384; transport, £230; advertisements, £50; miscellaneous services, £410.

The charges for the Royal Engineer Department are:—China: second-class surveyor, £600; two military clerks and draughtsmen, £64; three military foremen of works, £119; one temporary military clerk and draughtsman, £16; charge pay, £91; three messengers, &c., £71; contingencies, £1; total, £962. Ceylon: second-class surveyor, £300; military clerk and draughtsman, £37; military foreman of works, £37; five temporary civil foremen of works, £374; four temporary civil clerks, £318; charge pay, £146; four messengers, £73; two storekeepers, &c., £94; contingencies, £18; total, £1,397. The allowances in lieu of servants, fuel and light, travelling, &c., and on account of extra cost of provisions, are: China, £13,804; Ceylon, £13,666; Straits Settlements, £8,615. The value of stores to be recovered from the Foreign Office, for clothing for Legation Guard in China and Japan is £248. The sums to be asked for for buildings, &c., is this year very small: China, £858 for fortifications and Control buildings, and £4,743 for barracks. Ceylon: £510 for fortifications and Control buildings, and £5,000 for barracks. The amount to be asked for for pensions to wounded native soldiers and relatives of native soldiers killed in the several Chinese expeditions is £4,000.

The contributions from the colonial revenues in aid of military expenditure are thus estimated:—Hong Kong, £24,288 1s. 4d.; Ceylon, £146,573 12s. 7d.; Straits Settlements, £115,194 16s. 8d. During the past year the sum of £100 per year was awarded for distinguished services to Major General John Alfred Street, C.B., who served with the China Expedition in 1842, and was present at the capture of Chin Kiang Foo, and the landing before Nanking, for which he received the medal. The sum of £100 a year was also granted, under similar circumstances, to Major General Charles Pyndar Beauchamp Walker, C.B., who served in the China campaign of 1860 as Assistant Quartermaters General of Cavalry, and was present at the actions on the 12th of August, the 18th and the 21st of September, and in the advance on Peking, for which he was made a Companion of the Bath, and received the medal with clasps. These items are included in the present estimates.

HER MAJESTY'S SHIPS ON THE CHINA STATION.

The new Navy List was published on the 1st inst., and we find that several alterations have been made on the China station. We therefore give the corrected list of ships:—

Ship.	Guns.	H.-power.	Captain.
Avon	4	120	Com. A. T. Powlett.
Cadmus	17	400	Capt. W. H. Whyte.
Charybdis	17	400	Capt. T. E. Smith.
Curlew	3	160	Com. E. J. Church.
Dwarf	4	120	Com. B. W. Bax.
Elk	4	120	Com. J. B. Barnett.
Frolic	4	100	Com. C. E. Buckle.
Growler	4	120	Com. W. Stewart.
Hornet	4	120	Com. O. S. Cameron.
Iron Duke	14	800	Capt. W. Arthur. (Bearing the flag of Vice-Admiral Sir F. A. Shadwell, K.C.B.)
Kestrel	4	100	Com. C. B. Theobald.
Midge	4	120	Com. J. F. G. Grant.
Modeste	14	350	Capt. F. T. Thomson.
Mosquito	4	60	Lieut. R. H. Paul.
Opossum	—	60	—
Princess Charlotte	—	—	Com. J. E. Parish.
*Rinaldo	7	200	Com. G. Parsons.
Ringdove	3	160	Com. U. C. Singleton.
*Salamis	2	150	Lt. the Hon. A. C. Littleton
Swinger	4	60	Lieut. E. A. Bolitho.
Sylvia	3	150	Capt. H. C. St. John.
*Teazer	4	120	—
Thalia	6	400	Capt. H. B. Woollcombe.
Thistle	4	120	Com. F. Stirling.

Our readers will note with general and hearty approval that among those who have received honours at the hands of the Sovereign, for services rendered in the Ashantee war, is included the name of Staff-Surgeon Fegan, R.N., an officer well known in Hong Kong, Canton, and on the China Coast as an accomplished, skilful, and scientific doctor, and esteemed wherever he was known as an amiable and highly-cultivated gentleman. His appointment as C.B. is a reward well earned, and reflects credit on the profession as well as on the individual. Dr. Fegan's service in China was frequent and prolonged. In 1863 he visited China as Surgeon in Admiral Osborn's well-meant but ill-fated Chinese flotilla; returned to England at the break-up of the fleet, and was again appointed to H.M.S. Princess Charlotte in Hong Kong a few years later. His many friends in China will hear with rejoicing of his well-earned distinction.

It has been found necessary to revive the office of storekeeper in the dockyards. It was abolished by Mr. Childers, and the duties tacked on to those of the master shipwright; but the various duties put upon the shoulders of that important functionary have proved to be too onerous; one man cannot satisfactorily discharge them all, and therefore "assistant storekeepers" will be appointed to the dockyards.

Major Pearse, Royal Artillery, having completed his period of staff service as Deputy Adjutant-General Royal Artillery at Woolwich, is about to be succeeded in that office by Major and Brevet Lieut.-Colonel W. H. Goodenough, Royal Artillery, late Military Attache at Vienna.

The death of Capt. W. P. Pinchard, late of the 70th Regiment, is announced. He joined the army as ensign in the Ceylon Rifles in 1855, and exchanged in 1867 to the 70th Regiment. Shortly afterwards he sold his commission.

The Audacious, the new flag ship for the China station, has a large number of shipwrights and other hands employed on her at Chatham Dockyard, in order that she may be completed by as early a date as possible.

Admiral Sherard Osborn has had in preparation for some time past, and will shortly publish, a naval work on the Reserve Forces, which cannot fail to be of great value.

It has been shown that the statements which recently obtained publicity asserting that there had been desertions from H.M.'s ship Sultan are totally false.

The Portuguese corvette Infanta Don Joao arrived at Malta on the 20th ult., from Goa and Bombay, bound for Gibraltar.

* Ordered home.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or genera matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: TUESDAY, APRIL 7, 1874.

MILITARY EXPENDITURE IN THE STRAITS.

THE contribution paid out of the revenues of the Straits Settlements towards the expense of maintaining a body of troops there amounts in round numbers to £60,000 a year, and we think it would be a wise as well as a welcome act on the part of Sir ANDREW CLARKE if he were to inaugurate his first year of office by some effort to free the colony from what we believe to be a burden as unnecessary as it is grievous. The military establishment at present on that station consists of two companies of Royal Artillery, one wing of a European regiment, and one regiment of Madras Native Infantry. Out of this force half a battery of artillery and two companies of the Madrasses are quartered at Penang.

We have described this body of troops as unnecessary, and we shall have no difficulty in making good our words. Let us first consider what would happen were one of the great European Powers to declare war against England. In such an event the Straits Settlements could have no danger to fear, unless that Power were France. France, however, has her hands already too full to dream of a quarrel with this country, and though she certainly has soldiers and gunboats in Cochin-China, yet have we no fleet in the China seas too? It is not likely that our Admiral would ever allow a French squadron to give him the slip and leave Saigon; but still, in the last and worst result, the paltry handful of European soldiers in the Singapore barracks could not even prevent a hostile force from landing, much less avert a bombardment of the shipping and port. After all it is but waste of time to spin finely-drawn arguments such as these. Wars, fortunately, between great Powers are preceded by some few weeks' notice; and if it were thought expedient effectively to garrison Singapore or Penang the telegraph wires would bring over all the requisite forces from India in a fortnight. But for the defence of the Straits Settlements we must always depend in the main upon our navy, and not upon military garrisons. So much for that part of this question which relates to perils from abroad; it remains to bethink us whether the interests of the colony are served internally by the maintenance of this mock army on her shores. There cannot be a pretence that the European communities are in danger of massacre; for, firstly, no such concerted attempts at violence have ever been made upon the white people in the Straits; and if any such risk really existed, we should not find forty-seven Europeans living peaceably and devoid of alarm at Malacca, amid a mingled host of 77,000 Malays and Chinese, with not a single soldier to protect them from harm. The same remark applies to Province Wellesley, where there is a large native community, but no more than ninety-six European settlers. Half a battery of artillery at Singapore and the same at Penang, with about one hundred native troops for guards would, to our mind, meet all the military requirements of those settlements. That small force is handy in case of a fire, and also to act as a guard of honour whenever official receptions are held. The £60,000 would, we believe, be reduced to £10,000, while the peace and safety of the colony and its inhabitants would remain unimperilled. Every step towards relieving taxation tends also to stimulate production, and makes the ship of commerce ride higher out of the sea. We trust, therefore, that this subject will be pressed upon our new Administration.

EVERY one interested in the real welfare of China will watch with satisfaction the experiment which is now being made at Foochow, of placing the dockyard at that port under the sole management of the Chinese. The employment of Europeans in the various dockyards has always been considered as a provisional arrangement, and the course of instruction which has been given, under the superintendence of M. GIQUEL, to the native students and workmen at Foochow, was specially designed to fit them for the task of carrying on the work when the time should come for the withdrawal of their foreign instructors. There is something peculiarly characteristic in the course thus followed by the Chinese. They have learnt by experience, more or less bitter, that we are vastly superior to themselves in the arts and sciences. They feel, therefore, that to place themselves on a par with us they must first consent to learn from us. This much they are willing to do, but having acquired all the knowledge they consider necessary, they are determined to throw off their leading strings at the earliest possible moment and to walk alone. The presence of foreigners in their dockyards is looked upon by them as a necessary evil, and the sooner they are able to give them their *congé* the better they are pleased.

FROM reference to telegrams which appear in another part of our columns it will be seen that the Suez Canal matter has again caused some difficulties. It is evident, from the fact that the matter has been laid before the foreign ambassadors, that a strong desire exists at Constantinople to treat the disappointed shareholders with every consideration, but it cannot be expected that Europe will revise a decision which is scarcely three months old, or will impose a further voluntary tax upon the commerce of the world, even for such a noble undertaking as the Suez Canal. The Canal Company would therefore act wisely in accepting the generous rates which have been offered, lest, as the Porte hints, the proffered surtax should be withdrawn and the laws laid down for measurement should be enforced.

THE Pacific Mail Company's new vessel *City of Pekin* has been launched at Chester, Pennsylvania. She is 435 feet long, 58 feet beam, 38 feet depth of hold, 5,250 tons measurement. This steamship is three feet more in breadth and depth of hold than the last White Star steamer, thus making her total cubic area nearly one-ninth larger, although the latter vessel is twenty feet longer. Four other iron steamships, of from 1,700 to 5,000 tons, are being constructed at the Delaware Ironworks, one of which, the *City of Yedo*, a sister ship to the *Pekin*, will be launched shortly.

WE understand that the following gentlemen are to be rewarded by the Austrian Government with the Order of Francis Joseph for services rendered to the Vienna Exhibition in connection with the Chinese department:—GEO. GLOVER, Esq., Commissioner of Customs, Shanghai; GEO. HUGHES, Esq., Commissioner, Amoy; F. KLEINRACHTER, Esq., Commissioner, Swatow; F. HIRTH, Esq., Canton; and Colonel COOKE, Ningpo.

BY a reference to the reply given by the Under-Secretary for the Colonies to the question of Mr. PALMER, M.P. on the Singapore Immigration Act, we are glad to see a confirmation of what we stated last month, viz., that the Act would be modified or abolished.

THE appointments of Messrs. THOMAS SCOTT, ROBERT LITTLE, M.D., and Wm. RAMSAY SCOTT to be members of the Legislative Council of the Straits Settlements are gazetted.

WE understand that the Treaty of Perak has not yet been put in train for ratification, and the matter must now remain over until after the Easter vacation.

FENG-SHUI.

An interesting paper, entitled "Fêng-Shui," appears in the *Cornhill Magazine* for March. The writer takes as his text the refusal of the Emperor of China to accept the short line of railway which some English capitalists proposed to construct, free of expense, for Imperial use, with the object, of course, of thus inserting the thin edge of the wedge in the hardened crust of Chinese obstructiveness. The advantages of a railway system in a vast country like China are too patent to require argument. "What, then," says the writer, "is the obstacle to China's imi-

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tating her progressive neighbour Japan by the adoption of railways? It is Fêng-Shui," and some other causes which he enumerates. One great cause, however, has escaped the writer; perhaps he was not aware of its existence. The Chinese have had bitter experience of the troubles caused by the foreign *rowdy* element at Shanghai, on the river Yangtsze and elsewhere, and they are afraid that if they allow foreigners to construct railways and open mines in the interior, the rowdy element must perforce be there, and that endless disturbances and trouble will be the consequence; so, driven to bay, they take refuge in Fêng Shui, against which we know well, from personal experience, that all argument is at present quite thrown away. In the foreign settlements at the Treaty ports Fêng-Shui fares badly, but in the interior even the foreigner must respect it, if he would live in peace. Of this the writer in the *Cornhill* gives an amusing instance. Some German missionaries, having been troubled with thieves, added a couple of watch towers to their schoolhouse, and thus infringed upon Fêng-Shui. "One of these little towers was just visible over the rising ground to a tomb on another hill a quarter of a mile off. The enraged descendants of the occupant of that tomb gathered the village together against the missionaries, and threatened to burn down their establishment. In vain did the missionaries argue that so small a portion of their building could be seen from the tomb that if, as was most reasonable, one supposed that the deceased spirit preferred to *sit* upon his semicircular arm-chair-like grave, instead of fatiguing himself by standing upon it, he would then not have the obnoxious projection within the field of vision at all. No matter, the offensive towers must be pulled down. As usual in China, it was found that even Fêng-Shui could be propitiated by a gift; and the missionaries bought toleration of the disturbed spirit for a certain number of dollars paid down to his representatives in the flesh." Some years ago Governor Amaral, of Macao, was not so fortunate. He persisted in making new roads, regardless of tombs, and he expiated his contempt for Fêng-Shui with his life. These instances will be sufficient to show how easily Fêng-Shui and railways would come into collision.

What Fêng-Shui is has hitherto been a mystery to Europeans, or all writers on China have avoided the difficult question, or, at any rate, declined to go into it at any length. Sir John Davis, writing more than thirty years ago, says that "the term may in general be construed by the word *luck*, and it has been supposed that in a country like China, where nearly all long journeys are performed by water, 'good wind and water,' or, in other words good luck on a journey, has by degrees come to signify good luck in every circumstance and condition of life." This remark which is not noticed by the writer in the *Cornhill*, is hardly a satisfactory elucidation of the great Fêng-Shui difficulty. A learned German student of Chinese Buddhism (Dr. E. J. Eitel) has gone into the whole question, and in his pamphlet "the curious in such matters may read a complete exposition of the origin, character, and influence of Fêng-Shui." The remainder of the article in the *Cornhill* is an endeavour to summarise Dr. Eitel's views. "As a practical art," the writer remarks, "Fêng-Shui is the terrestrial sister of astrology, . . . and by its means a man learns not only what his fate is, but how it may be modified to his own advantage." He then quotes two passages from Dr. Eitel, on the former of which he observes,—"The configuration and character of the surface of the earth determine the weal or woe of its inhabitants. Rising grounds, groups of trees, pools of water, winding roads, when properly situated and combined, are the causes of health, wealth, peace and happiness to the fortunate dwellers in these desirable localities." On the two passages together, which may be briefly described as setting forth the good and bad Fêng-Shui of Hong Kong from a Chinese point of view, the writer in the *Cornhill* says:—"Now that we have before us the twofold energies of Fêng-Shui, baneful as well as blessing, we see that it is a materialistic fatalism, according to which human happiness and misery, virtue and vice, are determined, or, at least, mightily influenced by invisible currents of nature's breath flowing over the surface of the earth, adapting itself to its inequalities, attracted or repelled by its elevations and depressions, its straight lines and curves." Again, the Chinese notion is that "Fêng-Shui will guard its believers against wantonly and wickedly opening passages for the pernicious influence of nature, among which straight lines and straight ridges are the most fatal. It can, therefore, preserve China from the inevitable destruction of national prosperity that would follow the making of railways, which would not only destroy many most important features of the good Fêng-Shui, but in their long straight ways and their deadly embankments positively invite every noxious influence to devour the land." This will, of course, appear "unmitigated nonsense" to the English reader, but it is the result at which the Chinese have arrived by certain mental processes, which Dr. Eitel has investigated in his pamphlet. The writer in the *Cornhill* concludes his interesting paper with these words:—"Fêng-Shui is the very audacity of superstition, and it will hold its own until it fades away before the progress of Christianity, or the 'spread of science, or the influence of both combined.' Devoutedly we do hope that this much wished for report may speedily arrive, and that Fêng-Shui and all other impediments may soon be removed from the paths in China."

ATCHIN.

("ALGEMEEN HANDELSBLAD," AMSTERDAM).

The plans of our Government have entirely altered. In place of maintaining Atchin's integrity under Netherlands Protectorate, it has been decided to increase our authority in that land either entirely or partially. Was this reversion of tactics right? Such is the question of the moment, and which will be argued by the States-General in the Chambers as soon as the Government make known the contents of all papers relating to the matter. From what we know at present as to the state of affairs in Atchin, we see no difficulty in coming to a conclusion as to the ultimate results. Already those whose opinion is certainly to be relied on have decided unanimously that there is only one course to pursue, and that is entire or partial incorporation. The Indian Government quite confirm us in this. The Commander-in-Chief and the States Adviser, who were both in favour of closing a treaty, are now fully convinced that nothing less than the entire subjection of Atchin will close the war. Meanwhile the grounds for such a course must be plainly shown. The nation must be sure that the difficult task we have undertaken was rendered imperious under prevailing circumstances, and extending our power and authority a necessity. We will draw a line of comparison with the results of the British expedition on the Coast of Guinea and our expedition against Atchin. The British expedition ended by burning the chief town of their enemy, after a very difficult and steady passage into the interior of the country, after which a treaty was closed with the King of Ashantee, and the British troops are now again in their mother country. We have also conquered the Sultan; his principal stronghold has fallen into our hands, and, although he is not entirely subdued, his force is broken, and many under his authority have come over to our side. Can we also let our troops come back, and for the future give assurance of Atchin being subdued? No one with any knowledge of our position in the Indian Archipelago will answer this question in the affirmative. Great Britain, having only a few possessions on the Gold Coast was not obliged to subdue the Ashantees, but merely to chastise them, whereas we have quite another work to perform in Atchin. For holding our authority in that island, as well as in the whole Archipelago, it is rendered indispensable that we show our power to those inland States who defy us; and, further, now we are once engaged, to see that our victory is not unfruitful. The great amount of lives and money both expeditions have cost against Atchin must not recur again. We must not close our eyes to the instability of the Atchin Government, which will gradually grow worse, nor yet the insecurity of merchandise at sea, which will, sooner or later, require a new expedition.

OUTFITS FOR CONSULAR OFFICERS.

A letter has been addressed to Her Majesty's Consuls abroad from the Foreign-office, bearing date February 14, 1874, informing them of the steps proposed to be taken to carry out the recommendations contained in the report of the Select Committee of the House of Commons on the subject, of July 16, 1872, and which are to come into operation on the 1st April next. The letter encloses extract of a report from a departmental committee, consisting of Lord Tenterden, Mr. W. H. Gladstone, M.P., Mr. T. V. Lister, Mr. S. Blackwood, and Mr. W. H. Wylde. The following is the extract: "First, with regard to outfits and journeys, we are of opinion that the intentions of the House of Commons Committee would best be carried out by retaining the present scale of allowances for outfit, and by extending to the General Consular Service the rule in force in the China, Japan, and Siam Consular Service for the payment of passage expenses. Secondly, with regard to pensions, that every two years' service in unhealthy climates should count for three years in calculating the pension, as is done in certain cases in the Army or service on the West Coast of Africa; the posts to which this rule shall apply to be clearly defined, for which purpose a circular has been addressed to Her Majesty's representatives abroad calling for the necessary information. Thirdly, with regard to leave of absence, that Consuls should be allowed to accumulate the leave for which they are already entitled to full pay, at the rate of one month in each year of previous residence on the public service abroad, and that the time occupied by the journey out and home should not be included in the leave. Any case exceeding six months on full pay to be subject to special consideration by the Secretary of State. It appears that the rules in force in the China, Japan, and Siam Consular Service for the payment of travelling expenses are the following:—"An officer on a first appointment shall be paid the whole of the expense of the journey to his post for himself alone, and the third of the expense for his wife and family, the number being limited to five persons besides himself, of whom one may be a female servant. These payments will be made by the Foreign-office, on production of the necessary vouchers. On returning home on leave of absence after a residence of five years, and merely for reasons of personal convenience, such officer shall be paid one-half of the expense of his own journey, and one-third for his family, the same limitation being observed in regard to numbers as in paragraph 1. A similar indulgence shall be granted in cases of leave of absence obtained at any time on sick certificate. This arrangement will also be applied to all cases of officers returning from England to their posts."

The letter from the Foreign-office, which is signed by Earl Granville, explains that the new rules will only apply to salaried consular officers, and not to consular officers at unpaid posts, or to consular officers engaged in trade. It is also to be distinctly understood that the permission to accumulate leave of absence for any period on full pay is to be subject to the approval, in each instance, of the Secretary of State.

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Literature.

A Journey in Shantung. By the Rev. ALEXANDER WILLIAMSON, of Chefoo.

We cannot allow Dr. Williamson's account of his last journey through the most important districts of the Shantung province to pass unnoticed, for such notes of travel are of the greatest value in aiding us to form our trading relations with China. On this occasion, for special reasons, Dr. Williamson took his wife with him, and it is pleasing to have to record that they met with civility far beyond their expectation, and this "was peculiarly manifest at one city which had long been famous for its asperity to foreigners," and at which, on his first visit, Dr. Williamson had "met with a most uncourteous reception." At Tsi-nan-foo, the capital of Shantung, the party "visited the Roman Catholic cathedral, built in foreign style, and the chief Mohammedan mosque, now beautifully repaired and more conspicuous than ever;" and Dr. Williamson remarks that "both buildings present a telling comment on the late miserable veto placed on British missionaries, interdicting them from building or even renting houses in the interior unless under a false pretext in the name of converts."

The travellers found the natives not only willing but eager to avail themselves of their medicines and medical advice, and "this was a most satisfactory feature, more especially as it showed the confidence of the people in foreign skill and honesty of purpose. . . . This desire for advice was as marked far from the port (Chefoo) as in the neighbourhood, showing us that the people, among themselves, must talk respectfully and kindly of us." Undoubtedly, the value and importance of foreign medical missions in all parts of China cannot be over-estimated.

Commercial enterprise does not appear to have made much headway at present in the province, and "the mining operations have received a shock of late from which it may take a little time to recover. Some years ago the alacrity with which foreigners bought the native gold induced a large number of natives to search for the precious metals. The stir which was made about galana, and iron, and coal also greatly interested and encouraged the people; but mandarin action and terrors were too much for them, and consequently the mining temperature has gone down almost to zero." The folly of the authorities in actively opposing the introduction of European machinery for the working of coal mines is painfully transparent, "and their action in reference to the supply of their new Steam Navy and Transport Service, still further illustrates their stubbornness," for they are positively buying foreign coal at extravagant rates, "when they could procure their own coal equally good at from six to ten shillings per ton!"

The crops in Shantung last year were remarkably good, but "this may not materially advance the trade of Chefoo." This will sound oddly at first, but the reason is obvious, for any "deficiency (in the crops) is supplied in junks from the coasts of Manchuria, and these junks take foreign goods back with them in return." In this connection Dr. Williamson gives some curious instances of the "extremely prolific character of the millet and sesamum. . . . We are familiar with thirty, sixty, or a hundred fold; but here I find in the case of the Ku-tze (Sletaria italica) "one seed produces from 8,000 to 11,000 grains." This is the staple food of the strong Shantung and northern men, and foreigners invariably enjoy it.

Dr. Williamson regrets to record the extensive cultivation of the poppy. "The Chinese Government," he says, "still honestly hope to deal with the native question. . . . . They have also a most wholesome fear of any wider distribution of this drug; and that is one of their great covert objections to railways, or to admitting us freely into the interior in any manner whatever."

With regard to the penetration of foreign goods into the interior, our writer says that "one notable improvement which we observed was the increased exhibition of foreign goods for sale in the towns and markets. In some places—well known to me in former years—I think I may say I saw ten pieces of shirting for one, and I found even in most remote districts among the hills a sprinkling of Manchester and Bradford goods. . . . There is a tremendous market in China yet for all kinds of foreign wares. The great hindrances at present are undue taxation, and the wretched means of communication." The roads in Shantung are in a lamentable condition; "in certain directions regular highways were once laid out and streams bridged, but now all is in ruins. Thus, in many places the carter takes possession of the field, and makes a *detour* as suits him best and the farmer of the road;" a sight which we also remember to have seen a dozen years ago in the province of Chihle. This state of the roads, when water-carriage is out of the question, makes a most serious addition to the cost of transporting goods into the interior, and the most efficacious remedy would be the construction of railways, for which purpose, as Dr. Williamson points out, an enormous amount of cheap native labour would be available. The writer is also strongly in favour of putting the Grand Canal in proper working order again, and remarks that the most formidable difficulties are far from insurmountable, and could be easily overcome with the help of Western appliances. The Yellow River is a much more difficult problem to deal with, but it "will never be of much importance in a commercial point of view, except locally, *i.e.*, from point to point."

We would also call attention to Dr. Williamson's observations respecting the condition of the people, whose physical state, he thinks, very much resembles that of the Scotch in the last century, and he is of opinion that "we only need to get fairly among them and *secure their confidence.*" Our author's concluding paragraph is full of pregnant hints, but want of space precludes us from quoting more than the last few lines. "With a knowledge of their language," he says, "ordinary politeness, tact, and a good character and reputation, an intelligent man has nothing to fear, but everything to gain. . . . The great difficulty is that under-current of officialism of which I have spoken, and which will never be put down until our representatives take wider views and a firmer position at the Capital." In taking leave of this paper we would express our opinion that if only a few more able men like Dr. Williamson would traverse the interior of the country, and publish careful notes such as these, they would take the surest step towards materially advancing the true interests of foreigners and Chinese alike.

Illustrations of China and its People; a Series of 200 Photographs, with descriptive Letterpress. By J. THOMSON. Vol. IV. London: Sampson Low, 1874.

Mr. Thomson has now accomplished his task, and in the fifty-seven additional illustrations which make up the concluding volume of his work he has really rendered most valuable assistance towards familiarising the European world with the appearance and characteristics of scenes in the North of China. The first two plates in the volume now before us are filled with portraits of Chinese Ministers of State, and interest us not so much on account of the celebrity of the personages whom we there find represented, as because the details which in each case form the background of the picture give trustworthy specimens of domestic architecture in China, and of the costumes worn by the high officials of the Peking Court. Important information as to the political institutions of the Flowery Land has been furnished in the letterpress which accompanies these photographs, and is perhaps really of more value than the views themselves.

Artistically there are two impressions in this volume, which in taste, delicacy, and execution approach as near perfection as it is possible for human workmanship to arrive. We refer to the picture of the Hall of the Classics in plate 9, and to the Marble Bridge in the Yuen-Ming-Yuen, which is presented to us on plate 47. But the photographs which will probably be found most interesting by the general public are those which were taken in the thoroughfares of Peking. Thus on the 21st plate we are introduced to the central street in the metropolis of China; we see there "The Beggars' Bridge," and the beggars who, though they are so poor and friendless that when winter arrives with its keen frosts they will, many of them, be found frozen to death round the parapets of this Imperial bridge, yet careless of the future gather in groups during the summer heats, to gamble away the little they have been able to scrape together. We gain, too, a good glimpse of the general traffic of the Peking streets. These and many others, such as the costermongers, curiosity dealers, peep-showmen, butchers, and cooks, are all pointed out to us, and the truth is well brought home that the arts of advertising, puffing and quackery, and the tricks of trade are at least as *well* known to the Chinese as they are among the nations of the West. Photograph 39 is a small picture representing a Manchu funeral procession. We recommend our readers to peruse the letter-press which accompanies this illustration. There they will find a strange and yet most touching description of the rites and ceremonies practised among the Chinese towards those who are at the point of death and after decease. That people "do not admit the idea of death; the close of one's days is simply the passage from life to life, from one world into another, or from one state of existence into a different one." Acting on these notions, they buy for themselves beforehand the coffins in which their mortal remains are to repose, and their friends attire them in the costliest robes when the hour of their dissolution approaches. They put on holiday clothes to die in! Mr. Thomson was so fortunate as to obtain a photograph of some Koreans who chanced to be on an official visit to the Court at Peking. Probably this was the first occasion on which a member of that secluded race has stood in front of a camera.

The last three photographs in the volume present us with a view of the Nankow Pass, of an ancient Buddhist arch which spans that stony defile near the village of Kew-Yung-Kwan, and of one of the inner spurs of the famous wall. The latter, says Mr. Thomson, is an object neither "picturesque nor striking;" viewed simply as a wall, its masonry is often defective, and it is neither so solid nor so honestly constructed as one at first sight would imagine. This is undoubtedly true; in the parts more remote from the capital the rampart not unfrequently consists of a simple embankment of heaped up earth, with a narrow external facing of stone, perhaps not even that. Marco Polo leaves it undescribed, though it was undoubtedly in existence during his stay in China, but it may be that he never saw it except at its

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meanest parts. But after all, as Mr. Thomson has well pointed out, the end for which the wall was built was probably attained. It served as a clear unmistakable boundary line, beyond which the barbarians outside were not to advance, and as to repelling invasions, it must be remembered that Genghis Khan himself was repulsed before the inner spur. It is not "picturesque" and it is not "striking." How should it be, running, as it does, over mountain ranges, grand, lonely and wild? Can the lowly height of a wall which man's hands have put together contrast advantageously with the width and majesty of the limitless hill-sides along which it creeps? The wall was not constructed with an eye to scenic effect, but as a line of demarcation and defence.

Space forbids us to say more of Mr. Thomson's pictures. He can hardly expect the untravelled public to realise the labour, trouble, energy, and enterprise required to attain his end; but at any rate the beauty of the pictures he has produced will assuredly win general approbation, and we cordially hope that the success of his volumes will be as great as their merits, so that he may find that the time and money which he spent upon his undertaking has not been bestowed in vain.

Voyage en Asie, La Japon, La Chine, La Mongolie, Java, Ceylan. L'Inde. Par THEODORE DURET. Paris: Michel Lévy Frères, 1874.

Counting from the day of his landing at Yokohama to the time of his departure from Bombay, M. Duret was only just fourteen months in the East; still he contrived to visit in that short space of time most of the places of interest in Japan, China, Java, Ceylon, and India, and it follows of necessity that his book partakes, in a great measure, of the nature of a sketch. In his preface he avows his intention of systematically avoiding mention of a "crowd of things which have been described by previous travellers;"—a resolution which we think any writer of a book of Eastern travel would find it very difficult to carry out in its integrity, but which will probably account for M. Duret's brevity in treating of the more important centres of commerce in the East.

What struck our traveller the most in Japan was the small size of everything,—from houses and rooms down to teapots and teacups,—and the constant good humour which he says is so noticeable a trait in the Japanese character. During his visit to Yedo M. Duret paid great attention to Japanese art in its various phases, and he and his friend made a collection of bronzes; when there he also studied the political state of Japan, to which he devotes a chapter. He appears partly to regret the great changes which have been and are being accomplished in the country, and remarks that picturesque old Japan is passing away, and that in the course of five-and-twenty years people who come from Europe to seek for it will do so in vain. He also calls attention to the singularity of the fact, that of all the countries of Asia it is that which has been longest closed to Europeans, which is found to-day to be the best prepared to receive the germs of their civilisation and develop them. After leaving Yedo he visited Kioto, which, he says, has ever been a city of luxury and amusements. While there he went to a theatre, and formed a high opinion of the theatrical powers of the Japanese; he also gave a dinner at a native restaurant to some Japanese officials, which offers an occasion for some remarks on music and dancing. Besides its temples, he says, Kioto does not possess any monuments remarkable for their architecture, for the palace of the Mikado is hardly worthy of notice; the temples, however, constitute a magnificent series of religious buildings, and, though constructed of wood, they realise by their beautiful and vast proportions all the conditions of fine architecture. Returning to Osaka, M. Duret crossed over to Shanghai; but although the "model settlement" (as it has been termed) made some impression on him, he does not devote any space to it, and soon proceeded up the Yangtsze to Hankow.

Hankow, Wuchang, and Hancang, he says, together form a great centre, which has always passed for one of the most populous in China. Pere Hue put the number of inhabitants down at eight millions, an estimate which is out of all reason, but our traveller goes almost to the opposite extreme, and does not consider that it exceeds 500,000. For our own part, judging from a personal knowledge of the localities, we are inclined to think that the aggregate population is somewhat over a million; but anyone who is acquainted with these places will know how difficult it is to form even a rough guess on the subject. We quite agree with M. Duret in his opinion that the population of China has been much exaggerated, but in estimating the number of inhabitants in a Chinese town, he should bear in mind that Chinamen pack very closely indeed. In coming down the Yang-tsze, our traveller stopped at Nanking, the former capital of the Empire, and we can imagine his surprise at finding inside the walls "no town, nothing but a vast naked space, a desert." The famous Porcelain Tower did not escape the sacrilegious hands of the Taiping rebels, and nothing remains now of its nine stories but a heap of rubbish. A good deal of the material, we believe, was used in the construction of Li Hung-Chang's Arsenal! M. Duret makes a mistake in saying that Chinkiang is about *halfway* between Nanking and the sea, for it is some fifty miles distant fron the former and a hundred and fifty miles from the latter. At Chinkiang he hired a native boat and went up the Grand Canal to Yangchow, and we are glad to learn that, although the suburbs remain a mass of ruins, as the rebels left them, yet the interior of the city is already rebuilt and wears a busy aspect. Having returned to Shanghai, M. Duret next turned his steps northward to Tientsin and Peking, and in speaking of his journey between these two places, he describes the roads as frightful and the carts as abominable; clearly he had been spoiled by the luxurious accommodation of the steamers. He spent sometime at Peking, visiting the various points of interest, and then went for a trip into Mongolia, reaching Dolonor, by way of Ku-pei-kow and Jehol. The chief objects of interest there are the great temples, round which there is a large collection of houses inhabited by lamas. M. Duret returned to Peking from Mongolia by way of Kalgan (Chang-chia-kow) and Nankow, and the road through the latter pass he rightly calls "epouvantable;" we know it well, and, to quote our author's words, "*Ce n'est qu'une succession de défilés et de précipices.*" At Peking he set to work and searched through the numerous curiosity shops in the Chinese city, and made a collection of bronzes; he also availed himself of his opportunities to study the political and social state of China, making himself acquainted with the Governmental and literary systems of the country. From Peking he went to the southern extremity of the Celestial Empire and saw Canton, visiting also Hong Kong and Macao; and he concludes this portion of his travels with some rather bitter remarks, born, we fancy, of envy at the superior success of British commercial enterprise in the Far East. *Apropos* of the coolie trade being forbidden at Hong Kong, he observes, "But if the English have shown themselves scrupulous about taking part in the export of Chinamen, they have never had the least scruple about poisoning them, and even going the length of making war in order to force the poison on them!" Has M. Duret ever heard of native-grown opium? and does he think it less poisonous than the Indian article?

Having dwelt at such length on M. Duret's journeyings in Japan and China, we can only add, in concluding our notice of his book, that he spent the last five months of his *Voyage en Asie* in brief visits to various parts of Java and Ceylon, and a rapid tour through the chief towns of India.

The Morning of My Life in China, and Peking, the Goal,—the Sole Hope of Peace. By GIDEON NYE, Jun. Canton: 1873.

Mr. Nye has published in a pamphlet form two lectures which, under the above titles, he delivered before the foreign community of Canton, and we must compliment him on the manner in which he has so successfully combined instruction with amusement in treating of so interesting a period. To say that these two little books are intensely interesting to all who were actors in the scenes described is but a very mild platitude indeed.

In his first lecture Mr. Nye gives us an outline of foreign intercourse with China from the last year of the East India Company's *régime* (1833) to the imprisonment of the foreign community in 1839. He commences by explaining the circumstances of his own arrival in China towards the close of 1833, and relates in graphic terms the manner in which he and his cousin, Mr. Hathaway, were "smuggled bodily" into Canton. In those days foreigners laboured under what seem to us now the most outrageous disabilities; supercargoes, officers and crews of ships alone were allowed to go to Canton, and then in their own vessels, the use of native boats being forbidden them; foreigners were debarred, too, from the use of sedan-chairs, and irritating restrictions were placed on their employment of native servants; and the Chinese were especially rigid in their exclusion of foreign ladies. Against this obnoxious rule Sir William Baynes fought gallantly, but in vain; the only result of his chivalrous action being the complete stoppage of the whole foreign trade for six weeks! So unpleasant was the actual situation of foreigners at Canton in those days that Mr. Nye says that "it was aptly likened to the condition of the animals in the Zoological Gardens of London."

The names which Mr. Nye mentions will be familiar as household words to the older generation of residents in Canton, to wit, "the more recent holders of the office of Chief Supercargo, Sir James Urmston, Mr. Drummond, who afterwards established his claim as Viscount Strathallan; Sir George Staunton, Sir Theophilus Metcalf, Sir James Bannerman, Sir Walter Frazer, Mr. Majoribanks, Sir William Baynes, and Mr. Plowden." After the Company's chief, the most prominent individual was Mr. William Jardine, the first of the name in China, and "a very courteous man, and very generally popular;" his partners were Sir James Matheson and Mr. Henry Wright, "who had not left the hong for seven years, and who on looking around found he had no hat." Messrs. Russell and Co. were then, as now, the most prominent of the American firms. On the dissolution of the Company Mr. Thomas Dent was joined by Mr. Robert Inglis and Mr. Joseph R. Reeves. Mr. Lindsay, Secretary of the Company, established a house of his own, as did Mr. James Daniell and Mr. J. C. Whiteman. Besides merchants there were professional men of mark. Dr. Morrison, Mr. G. Chinnery, who "wielded a vigorous and facile, though somewhat wayward pencil;" Dr. Thomas R. Colledge, the Company's surgeon,

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"who succeeded Dr. Pearson, the introducer of inoculation among the Chinese;" Dr. Anderson, Sir John Davis and Dr. R. C. Cox. Among Americans of note were Mr. Augustine Heard (then head of Russell and Co.), Drs. Bridgman, S. Wells, Williams and Parker; Messrs. James P. and Russell Sturgis, Mr. Charles W. King (Olyphant and Co.), a prominent actor and writer, &c., &c.

Some thought that it would have been better if the English Government had appointed an ambassador immediately on the demise of the East India Company, but Mr. Nye is of opinion that the tentative course which was pursued was the most judicious. The first superintendents of trade were Lord Napier, Mr. Plowden, and Mr. Davis (ranking in the order named), of whom it is well-known that Lord Napier was literally worried to death by the Chinese within a very short time of his arrival.

Then came the commencement of difficulties about opium, on which, however, not much stress was laid till 1836 or 1837, and "the impelling motive then was the efflux of treasure." It was not till December, 1838, that matters took a decided form, which culminated (in the following spring) in High Commissioner Lin demanding the surrender of all opium, and "making prisoners of all foreigners in Canton." In those troublous times, in speaking of which it is almost invidious to mention names, the gallantry of Sir C. Elliot and the courage of Mr. Dent must not be passed over without commendation. In his concluding remarks Mr. Nye evidently feels acutely the fact that Canton does not now hold the pre-eminent position of former days, and he gives expression to a hope that "the rights of its geographical position may be restored to it."

In his second lecture Mr. Nye proposes to inquire into the origin of China's pretensions to universal supremacy and the causes of the first war. He considers that "China's egotism was legitimately derived, for she had emancipated herself from the feudal system many centuries, whilst Europe yet wore its shackles, . . . and when the tide of Western commerce began to beat along her shores, she opposed a resolute front to the foreigner, as a constituted and compact Empire, self-contained and self-sufficient, and has since offered but one instance of successful revolution, when the present Dynasty achieved the conquest of the Empire."

Mr. Nye next resumes the thread of his narrative respecting the imprisonment of foreigners in Canton, and relates the straits they were put to, endeavouring at the same time to give a light air to the sad story by anecdotes respecting Mr. Snow, the United States Consul; Mr. Samuel R. Rawle, afterwards of Hong Kong and Macao; Mr. Samuel Fearon, the Messrs. Tiers, &c. At length, in May, 1839, they were free to leave, and so great was the exodus that less than thirty remained. At Sir Charles Elliot's request *direct* British trade with Canton was at this time suspended. "In the absence of vessels of war," as Mr. Nye observes, "it was impossible to forcibly restrain all persons, but such was the general unanimity that but two vessels got into port. One gentleman attempting to come to Canton was seized by the Chinese and held for a while; another came up on a visit of observation in an American ship, being a new arrival at Macao, by ingeniously changing his real name of Silverlock to Whitehead," and we have reason to believe that his "visit of observation" was well repaid by his earning from £8,000 to £10,000 a day in commissions! A few Americans remained in the place to keep "a hold on the trade, and thus conserve the vast commercial interests of England;" and it was very soon seen, as Mr. Nye naïvely remarks, that this arrangement suited all parties in interest. About this time the house of Russell, Sturgis, and Co. was merged in that of Russell and Co., Mr. Delano, of the former firm, joining the latter as partner; and Mr. Joseph Coolidge established the firm of Augustine Heard and Co.

In April, 1840, news arrived that England had resolved to exact redress for past injuries, and all "were thenceforward on the *tiptoe of expectancy;*" but they had to wait till June 22 (more than fifteen months after their imprisonment) before the fleet, under Admiral Elliot and Commodore Sir Gordon Bremer, arrived. During the blockade which ensued, Captain, afterwards Sir Harry, Smith came to Mr. Nye's house to reconnoitre a Chinese position, and he was "accompanied by the celebrated and then venerable Thomas Beale, former head of the house of Messrs. Beale and Magniac (the predecessors of Messrs. Jardine, Matheson, and Co.), and father of the late Mr. Thomas Chay Beale, of Shanghai."

Sir Charles Elliot's opinion was that the Bogue Forts should be blown up as a local measure, and Mr. Nye thinks that "the withholding of a wholesome local blow of redress was a real lapse in statesmanship." The "inability to reach Peking," and the warlike measures adopted at this time, are matters of history, and we need not touch on them here. Mr. Nye's account of his hairbreadth escape from Canton on the night of May 21st is of thrilling interest, and had it not been for Mr. William A. Lawrence, of New York, he might not now have been alive to tell the tale; as it was, he was just in time to get off with his friend in Mr. Andrew Jardine's barge. Mr. Coolidge and Mr. Morss (Olyphant and Co.) were captured by the Chinese and imprisoned, but on the arrival of Sir Hugh Gough and Sir Fleming Senhouse (the new military and naval chiefs) they were released. After various operations the "campaign of Canton ended with no marked effect upon the relations with the Court of Peking; but its inception and conclusion alike reflected the diplomatic ability of Sir Charles Elliot. . . . . But before even its inception was known in England, two chiefs, into whose hands fell swords without scabbards,—Sir Henry Pottinger and Sir William Parker,—came out to supersede Sir Charles Elliot and Sir Gordon Bremer, and, in conjunction with Sir Hugh Gough, carry the war to the North." Mr. Nye had always maintained that Peking was the goal, the sole hope of peace, and that it was expedient to have a minister with the right of residing there; and in conclusion he claims, in modest terms, that he "had discerned from the first, *in this necessity to reach Peking and end, once for all, the assumption of supremacy, that one of the several wholes which the history of foreign intercourse with China has since presented as the very key-stone of the arch of the superstructure of peaceful relations.*"

We take the following from the *Academy*:—

In a lecture on "Vestiges of Antiquity," delivered before the New York Geographical Society last year, by Dr. A. Le Plongeon, and now published, resemblances are pointed out between the architectural ruins of South America and those of Assyria and Egypt. Coincidences, also, in the religious symbols, rites, and beliefs of the inhabitants of the Old and New World are brought together in great abundance. There is one piece of linguistic evidence brought forward by Dr. Le Plongeon in support of the often asserted communication between China and America which deserves attention. He writes:—

That some of the inhabitants of these countries (China and Japan landed in South America is certain; but it is certain, also, that they did not influence the civilisation or religion of the population among which they commingled; nay more, they even retained their own habits and language. To-day, on the northern coast of Peru, exists a small village called Eten, the dwellers of which speak a language that their neighbours are unable to understand, but they find no difficulty in holding communion with the Chinese coolies, who of late years have been imported thither. Besides, in searching among the ruins in the Grand Chimu's City, situated between Trajillo and the pool of Huanchaco, some silver idols have been found, inscribed with very ancient Chinese characters. Some have likewise been dug up from the mounds in the Valley of Chincha Alta, 400 miles to the southward. I have examined these idols carefully. They bore marks of being very ancient. Two that were in my possession represented a man sitting cross-legged on the back of a tortoise. The head was shaved except the top, from which depended, hanging on the back, a lock of long hair braided Chinese fashion. In one of them the heads were wanting. This was placed between two pillars, surmounted by a perfect arch. The characters, sculptured in *alto relievo* on the pillars, were so time-worn and defaced as to be illegible. Not so with the other. The arms of the figure were extended; the hands rested on short pillars. There was no arch. And notwithstanding this relic was very much eaten by the rust and the salts contained in the earth, where for centuries it had lain undisturbed, some signs were plainly visible on the pillars. They somewhat resembled the Chinese writing, but seemed somewhat different from those in use to-day. The finding of these relics was quite important in my estimation. I set forth in search of a person who could interpret them for me and dispel my doubts. I knew a very intelligent Chinaman, acknowledged to be by his countrymen a gentleman of great literary attainments. He examined the queer object for a long time; looked at it on every side; then, without speaking a word looked at me—looked at my relic again, his features betraying astonishment, nay, veneration, not altogether free from awe. He was evidently overcome by a strange feeling. "Very old," said he at last. "These are very ancient characters, used in China thousands of years ago, before the invention of those now employed. They mean Fo-Hi." This was sufficient. In remote times the Chinese had visited this country, and no doubt the present dwellers of Eten are some of their descendants.

What the intelligent Chinaman intended was, probably, not that these characters meant Fo-Hi, but that they were the characters invented by Fo-Hi, Fo-Hi being a mythical person, who is believed to have invented not only the Chinese letters, but Chinese music, law, marriage, and several other things. But however that may be, the two statements that idols made of silver found in South America contain ancient Chinese letters, and that the inhabitants of Eten speak a dialect intelligible to Chinese coolies, deserve attention and—verification.

Yu-Pe-Ya's Lute. A Chinese Tale in English Verse. By AUGUSTA WEBSTER. London: Macmillan and Co. 1874.—The writer of this little book has hit upon the somewhat curious plan of giving an English poetical version of the French translation of a Chinese story. She does not, however "profess to give any portrait of 'Le Luth Brisé,' with its prim, high-pitched style, contriving as it does to combine the ultra-prosaic with the ultra-poetic;" and, in point of fact, she takes the merest outline of the Chinese story, and fills it in with poetical matter which might as well, if not better, have been written about any other country. The result, as might be expected, is not very satisfactory, especially when we consider that the writer—to quote her own words—has invented all her geography and topography except the names! The gist of the tale is briefly this:—Yu-Pe-Ya, a man of high rank in the service of the ruler of Tsin, had been sent on a mission to the sovereign of Tsou, his own native land. He was passionately fond of the lute, and when storm-bound on his

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return journey, he accidentally made the acquaintance of a woodman named Tse-ky, who was also a proficient in playing on the lute. After some coyness on Tse-ky's part, they swear eternal brotherhood, and as Tse-ky will not, for family reasons, accompany him home, Yu-Pe-Ya promises to come and see him in the following year. He then makes his newly-found brother a handsome present, and bids him farewell. On returning at the appointed time to seek Tse-ky, he meets his father (Lao-Pay) by chance, and inquires his way of him. Lao-Pay tells him that his son is dead, and in the course of conversation informs him that he used his present in buying books, and eventually wore himself out by toiling hard all day for the support of the family, and spending his nights absorbed in study. We think that the writer of the book before us cannot know much of China, for—to cite no other instances—she calls a state junk a *barge*, and describes Yu-Pe-Ya as placing in his belt a purse of *gold!*

Number 3 of Vol. II. of the *China Review* is quite equal, in point of interest and variety, to any of its predecessors, and we congratulate the energetic editor on the success which has attended his literary venture in Far Cathay. Mr. Allen's translation of the "Young Prodigy" is a very capital rendering of scenes in Chinese social life, though we could wish that the translator had chosen a novel of a more characteristic nature. Mr. Hirth contributes a most elaborate and carefully-studied description of the peninsula of Lei Chow, for which and the immense labour bestowed on the subject he deserves the most cordial thanks and recognition of geographers, historians, ethnologists, and scientific men generally. Such contributions as this give a backbone to the *Review*, and show that there are earnest and able students of Chinese matters now at work in China. It is a comparatively thankless task to elucidate a vexed problem in Chinese geography, but we who know their value welcome Mr. Hirth's intelligent labours, as throwing important light upon the least known and most misunderstood empire in the world. Mr. Eitel contributes a masterly sketch of the Hakka tribes, in which he displays his usual philosophic power and literary skill, and the remainder of the *Review* is well filled with articles on various matters.

A valuable article has appeared in the *China Review*, entitled "Notes on Chinese Commercial Law," which is from the pen of Mr. Albert O. Dulcken, the editor of the *Hong Kong Daily Press*. The subject has before attracted attention, but the attempts hitherto made at discovering the principles of Chinese Commercial Law have been unsuccessful, owing chiefly to the fact that sufficient allowance has not been made for local customs. In his "Notes" Mr. Dulcken says:—"One of the chief motives for endeavouring to find out how far there was anything in the form of mercantile law in China was the idea for some years entertained—and we believe not yet abandoned—of, if possible, establishing at the Treaty Ports, where, in consequence of the ex-territorial jurisdiction, there is often much difficulty in the legal settlement of commercial disputes, a code which should form a common basis of transactions between Chinese and foreigners." After noticing the efforts of Mr. Alabaster and Mr. Forest, of the Consular Service, to arrive at some conclusion upon the subject, which ended in their agreeing that there was nothing in China worthy the name of commercial law, the writer proceeds to give a few general principles of law which he has found in his experience either acted upon in commercial transactions or relied upon by the Chinese in cases which have been brought before the Mixed Court at Shanghai. The law as applied to the purchase of goods in China is similar to that in England, the principal of *caveat emptor* being a prominent feature in it. The laws in China with respect to broker and principal, the writer says, are little understood by foreigners, although there have been several cases in which the position of the middle man as understood by the Chinese was clearly set forth. The law as regards master and servant seems rather summary. The master can discharge, or the servant leave, at a moment's notice. The Chinese law with regard to guarantees differs from the English, inasmuch as that a verbal guarantee is considered binding in China. Considerable obscurity exists on the score of partnership law, but as this obscurity is rather general, even in countries where a proper code exists, the Chinese can scarcely be regarded as exceptional in the matter. Mr. Dulcken has pointed out enough to show that certain broad principles of commercial law are established among the Chinese, and his valuable paper will doubtless be largely appreciated by the commercial community.

The April number of *Temple Bar* contains a very superficial and unsatisfactory article, entitled "Manners and Customs in China," which, as we learn from the advertising columns of our contemporaries, is from the pen of a lady, who bases her sole claim to have travelled *through* China on the fact of having paid a brief visit to Canton. How any one with such an extremely limited knowledge of the subject can pretend to describe the manners and customs of the vast Celestial Empire passes our comprehension. Two or three instances, taken at random, will, we think, conclusively prove the writer's unfitness to deal with a task like that which she has undertaken. She asserts that all Chinese houses are adorned with balconies; that her "boy" was also willing to act as "chair-bearer;" and that "Chinese talking is a series of hard sounds, jerks, digs, and snaps." We must allow that she does not go very far wide of the mark in her somewhat flippant description of Chinese music when she says that "two tom-cats encountering" (we are not told what!) "on a midnight prowl are faint though truthful illustrations of that fearful rending of the air." Though we have lived for several years in various parts of the Flowery Land, we never before heard that "nearly every boy is instructed by the *monks* in reading." The writer has evidently never learned why nunneries are so generally suppressed in China, or she would not have ventured to assert that the nuns "dedicated their virginity to Buddha." Of matters hymeneal she is intensely ignorant, for she has the audacity to palm off on the British public the statement that "the only marriage ceremony" consists in the fact that the bride has "been carried home in state by her husband's relatives." Again, to assert that "the Chinese are most particular about their swine, and keep them penned up in the utmost cleanliness and comfort, rivalling the Dutch in their scrubbing and washing," is a gross violation of the truth, as will be at once patent to any one who has ever really travelled through China.

Monetary and Commercial.

Tenders for £500,000 in bills on India were received on the 1st inst. at the Bank of England. The amounts allotted were—To Calcutta, £300,000; and Bombay, £200,000. Tenders on Calcutta at 1s. 10½d. will receive about 90 per cent.; and on Bombay at 1s. 10½d. about 40 per cent.; above in full. These rates show a reduction of ½d., or about 2 per cent., compared with the last allotment.

The directors of the Chartered Mercantile Bank of India, London, and China have declared a dividend at the rate of 8 per cent. per annum for the half-year ended the 31st December last, payable on the 16th inst. The annual meeting is called for the 21st inst.

Subjoined is the report of the directors of the Eastern Extension Australasia and China Telegraph Company, Limited, issued in anticipation of the meeting to be held on the 14th inst.:—

The directors submit the annexed annual account and balance sheet up to the 31st December last, which completes the first year of the Amalgamated Company's operations. The total earnings of the company for the year ending 31st December, 1873, amounted to £223,323 12s. 6d., the working expenses to £48,992 12s. 9d., and the repair and maintenance of the cables to £14,116 11s. 1d. Interest on debentures and income tax have absorbed a further sum of £3,239 9s. 7d., leaving a balance of profit for the year of £156,974 19s. 1d. Three interim dividends of 1½ per cent. each, aggregating £89,887 10s. 0d., have already been distributed, and there now remain £67,087 9s. 1d. for appropriation. The directors now declare a further dividend of 2 per cent., free of income tax, making a total of 6½ per cent. for the year, which will absorb £39,950, leaving a sum of £27,137 9s. 1d., which will be carried to the reserve fund, thereby raising it to £41,554 10s. 4d. The debenture debt, which at the commencement of the year amounted to £17,100, has been reduced to £13,100, by taking up the bonds as they became due.

Two interruptions have occurred to the company's cables during the year, the first in May last, off the Nicobar Islands, and the second in October, caused by the cable being picked up and cut by an axe near Hong Kong. These, as well as all other repairs, were promptly effected by the company's own servants, and by its own vessel, and with the exception of the two cases above stated, which from their distance necessarily occupied some ten days or a fortnight, no other delay beyond a few hours has occurred. The cables are at present in good order, and working satisfactorily. The retiring auditors, Mr. John Ball and Mr. Henry Dever, offer themselves for re-election.

Reports have been current of the failure of a Glasgow firm engaged in the iron trade, with liabilities estimated at from £300,000 to £400,000. The house is said to have been involved to the extent of about £70,000 with the house of Watson and Campbell, who lately suspended. The failure of a firm in Mincing-lane is announced, but no circular has been issued. Large losses in coffee, the fall in which of late has been extremely severe, are stated to be the cause of the failure.

We understand that the Trident Marine Insurance Company have stopped taking risks pending a meeting of the shareholders, to be held on the 10th.

The announcement of the result of the tenders for the Government bills on India has caused decided depression in the silver market, and bars have declined to 58½d. per ounce. Mexican dollars are in demand for China at 57½d., a decline of ½d. per oz.

ARTICLES OF IMPORT.

In the Colonial Produce Markets last week the tone of business was dull, and there will not be any public sales before the 9th inst., owing to the Easter holidays. Several articles have further declined in value, but the most important fall is in coffee—viz., 6s. to 7s. per cwt. since last mail. At this reduction there are no sellers, many importers having withdrawn supplies. Sugar remains inactive, and the uncertainty of the duty question exercises still a very unfavourable influence on the home deliveries.

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In the Tea Market transactions have been altogether unimportant. The Spice Market is flat, with lower prices generally. Rice is firm, cargoes of soft grain being slightly dearer.

TEA.

The market continues very quiet, importers and dealers waiting the issue of the Budget; the limited transactions, chiefly in common kinds, and mostly at public auction without reserve, have been at prices occasionally favouring buyers. The export trade to all quarters has been of no importance. Deliveries do not compare favourably, being:—

	1874.	1873.
Home Consumption for London from 1st January to 31st March ...	lbs. 21,872,000	lbs. 23,249,000
Export do. do.	7,000,000	8,400,000
Sent Coastwise do. do.	8,900,000	9,000,000
Total delivered	37,772,000	40,649,000

SILK.

Considerable business has been done in Chinas and Cantons at prices which show an advance of a full 1s., and occasionally 1s. 6d., upon the lowest moment in February, and although the market is now quieter with the commencement of the Easter holidays, still the tone is good, and prices are very firm. In Chinas the inquiry has been pretty general for Tsatlees of all grades, and also for Taysaams; and in Cantons, chiefly for market No. 4 Tsatlees, which now sell readily at 13s. 6d., and anything rather better than the ordinary run, up to 14s. Japans, although firm, are not sharing in the general inquiry, at the same time good and fine parcels of Mybash are looked after. Deliveries for the past month are good, and arrivals having been, as expected, small, stocks of all kinds are now lighter than at this time last year, being in the aggregate nearly 6,000 bales less.

	Stocks. 31st March. 1873. Bales.	1874. Bales.	Imports. 1st January to 31st March. 1873. Bales.	1874. Bales.	Deliveries. 1st January to 31st March. 1873. Bales.	1874. Bales.
China ...	27,403	26,134	8,138	6,965	7,425	9,054
Canton ...	9,081	6,610	1,316	558	2,166	2,022
Japan ...	6,979	6,094	1,277	1,925	1,964	2,207

COFFEE.—There has been an entire absence of activity in the market during the week, holders keeping back their stocks until the close of the holidays on the 6th inst. The small sales of Plantation Ceylon which have been effected show a further decline of about 6s. per cwt., the prices realised being—triage, 73s. 6d. to 80s.; small to middling, 95s. to 101s. 6d.; peaberry, 95s. 6d. per cwt. In native Ceylon no sales are reported.

CAMPHOR.—No business reported in either China or Japan.

COIR GOODS.—The last auctions went off with fair spirit at previous rates, especially for desirable qualities; large quantites were offered, and a considerable portion found buyers.

COCOA-NUT OIL.—Market quiet; Ceylon quoted £34 10s. per ton.

CUTCH has been dealt in to a limited extent at last-quoted prices.

DRAGON'S-BLOOD.—Market quiet; 7 cases lump sold at £6 17s. 6d. to £7 for good quality.

ESSENTIAL OILS.—*Aniseed* is more firmly held; small sales at 9s., closing sellers at 9s. 3d., but no buyers. Afloat about 200 cases have changed hands, chiefly at 8s. 6d., closing at 8s. 7½d. to 8s. 9d. Sellers at the latter figure. *Cassia* continues very dull; 20 cases sold privately at 4s. 5d. *Nutmeg:* Quiet.

GAMBIER is very firmly held, and is rather higher; about 1,200 bales are reported privately at 25s. to 25s. 3d. per cwt., ex quay and ex warehouse. Afloat 100 tons December shipment at 25s. 4½d. In auction 440 bales sold at 24s. 9d. to 25s., also 1,450 mats cubes offered, and a few sold at 33s. to 34s. for free rather dark.

GALLS.—China have been quiet at 53s. to 53s. 6d., showing a slight decline.

GALANGAL ROOT continues scarce.

GUTTA-PERCHA.—Market quiet; of 1,030 baskets offered a few sold at 10¾d. to 1s. 2d. per lb. for middling to fair re-boiled mixed, being 1d. to 2d. decline.

GUMS.—*Benjamin:* Siam steady; of 45 cases offered the bulk sold at £19 10s. to £26 per cwt. for good to fine. Sumatra steady, and fine scarce; of 89 cases, three-fourths sold, fine at £11 to £12, fine seconds at £8 17s. 6d. to £9, fair to good £7 10s. to £8 10s., thirds 45s. to 92s. 6d. *Copal* dull; of 1,201 cases at auction a small proportion only sold at 20s. to 22s. for fair to good clean hard, and 12s. to 14s. drossy dusty and very coated. *Damar* very firmly held; of 151 cases about one-third sold at 49s. to 50s. for good Batavia slightly specky. *Gamboge* quiet; 5 cases retired.

HEMP.—Manila without alteration; no transactions reported.

INDIA-RUBBER is very quiet; Borneo is quoted 1s. 5d.; Singapore, 1s. 6d. to 1s. 6¾d. for rather foul.

JAPAN WAX.—Market quiet; of 200 cases offered in auction about half sold at 61s. for fine saucer, and 58s. middling yellowish; fine privately at 60s.

PEPPER.—*Black* has continued very dull. Singapore has sold at 6d., Penang 5⅞d., closing very quiet. *White* is about 1d. per lb. lower, and very little business has been done.

PLUMBAGO.—Ceylon continues quiet; of 467 barrels at auction one-half sold; Lump, fair to fine at 19s. to 24s. 6d., Chips, middling, 12s., Dust, 9s. 6d. to 11s.

RHUBARB.—At auction, of 162 cases China offered, the bulk sold, at 5s. per lb. for fine bold selected, 2s. 7d. to 2s. 8d. medium good fracture, rather rough coat, 1s. 9d. to 2s. duller and smaller, 1s. 2½d. fair, 11d. to 1s. 1d. high-dried pale, part pinky, and 8d. wormy and dark.

RICE.—The demand has shown less activity, but prices have been firmly maintained. Most of the parcels offered on the spot have been bought in, the demand being chiefly for floating cargoes. The cargoes sold for arrival include Rangoon, February to April shipment, at 11s. 9d., open charter; Necransie, at 11s. 4½d., open charter; broken Necransie, at 9s. 4½d.; new Rangoon, March-April shipment, at 11s. 9d. open charter.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar26	Emilio Rondanino ...	—	Batavia ...	Queenstown
30	Charmer ...	Hogg ...	Maulmain ...	Greenock
	Carnarvonshire ...	—	Hong Kong ...	New York
	Johann Smidt ...	—	Do. ...	Do.
27	Mina ...	v. Bruggen ...	Java ...	Brouwersha
27	Star of Devon ...	Allen ...	Colombo ...	London
27	Huddersfield ...	Norman ...	Rangoon ...	Liverpool
25	Zanga ...	Farrand ...	Macao ...	Hamburg
30	Leon (s.) ...	Olano ...	Manila, Singapore, &c.	Liverpool
28	Andreas ...	Peters ...	Foochow ...	Cowes
28	Helios ...	Lindt ...	Sourabaya ...	Falmouth
28	Bonnie Dunkeld ...	Toms ...	Batavia ...	Do.
28	Schiedam ...	Houtkoper ...	Do. ...	Do.
28	Europe ...	Greenfield ...	Manila ...	Liverpool
21	Mary Goodell ...	Sweetzer ...	Java ...	Clyde
	Vera Cruz ...	Bilaffer ...	Ilo Ilo ...	Queenstown
31	Fleetwing ...	Robarts ...	Manila ...	London
29	Candore ...	Famiela ...	Ilo Ilo ...	Queenstown
30	Ann Lucy ...	Morrell ...	Colombo ...	London
30	City of Exeter ...	Bovey ...	Rangoon ...	Do.
29	Caranjah ...	Cawse ...	Hankow, for Hamburg	Dover
31	Carmarthenshire ...	Thomas ...	Foochow ...	London
29	Mary ...	Thompson ...	Cheribon ...	Dartmouth
29	Mount S. Elphinstone	Golden ...	Moulmain ...	Falmouth
29	Voltri ...	Vallarino ...	Sourabaya ...	Do.
29	Choice ...	Sicluna ...	Batavia, &c. ...	Bristol
Feb.19	Flying Cloud ...	Wilmer ...	Hong Kong ...	Callao
Mar 1	Globe ...	Philpot ...	Saigon ...	Rio Janeiro
31	British Constitution ...	Avernson ...	Colombo ...	London
30	Eugenie ...	Miloslairch ...	Zebu ...	Liverpool
31	Westbury ...	Nutsford ...	Hiogo ...	London
Apr. 1	Mirella ...	Pitt ...	Manila ...	Do.
Mar30	Marmion ...	—	Ceylon ...	Plymouth
30	Gutenberg ...	Braren ...	Probolingo ...	Falmouth
	Vancouver ...	Fisher ...	Rangoon ...	Queenstown
28	Mabit ...	Altmann ...	Batavia ...	Texel
28	Jedo ...	Pons ...	Banjoewangie ...	Brouwersha
28	E Barabino ...	—	Akyab ...	Genoa
25	Wohldorf ...	Kimme ...	Hong Kong ...	Trieste
3	Alden Besse ...	Noyes ...	Manila ...	San Francisco
	S. D. Carleton ...	Tapley ...	Shanghai ...	New York
	Sea Serpent ...	White ...	Do. ...	Do.
	Dexterous ...	Robinson ...	Colombo ...	Do
30	Kinfauns Castle ...	Dodd ...	Hong Kong ...	Do.
31	Eme ...	—	Foochow ...	Do.
17	Manfred ...	Smith ...	Ilo Ilo ...	Boston
Apr. 1	Landwursten ...	Becker ...	Hong Kong. & Canton	London
1	Victory ...	Paige ...	Colombo ...	Do.
1	Daylight ...	Reed ...	Samarang ...	Falmouth
Mar31	Glenc re ...	Scobbe ...	Maulmain ...	Holyhead
30	Rebecca ...	Hundgaard ...	Passaroeang ...	Helvoet
30	Batavia ...	Stein ...	Samarang ...	Brouwersha
	Archer ...	Pike ...	Manila ...	Boston

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar30	Eliza Shaw ...	Gaye ...	Shanghai ...	London
25	Eurus ...	—	Singapore ...	Portsmouth
24	Joachim Christian ...	—	Hong Kong ...	Cuxhaven
31	Japan (s.) ...	De Smidt ...	Singapore, China, &c.	London
28	Scindia (s.) ...	Gibb ...	Colombo, &c. ...	Do.
Apr. 1	Coulnakyle ...	Gordon ...	Yokohama and Hiogo	Do.
Mar27	Coquette ...	Lauridsen ...	Manila ...	Queenstown
30	Warrior (s.) ...	—	Nieuwe Diep & Batavia	Sunderland
31	Contest ...	Owen ...	Galle ...	Newport
31	Ariantes ...	—	Yokohama ...	Shields

(See Shipping Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Yokohama, Hiogo and Nagasaki: Estepona. For Singapore, Macassar, and Penang, Avenir. For Colombo, &c.: Timor, Bertha, Good Hope. For Singapore and Manila: Amboto.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel, Remus, John Milton. For Shanghai: Leucadia, Lothair, Wylo. For Hong Kong: Melbrek, Sir Harry Parkes. For Hong Kong and Foochow: Falcon. For Penang and Singapore: Andromeda. For Singapore: Aurora Australis, The Sir Jamsetjee Family. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessica. For Hong Kong: North America. For Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.), Deucalion (str.), Menelaus (str.). For Singapore: Cameo, Robert Kerr, Belle of Southesk.

At GLASGOW.—For Manila: Legaspi (str.). For Singapore: Princess Louise. For Colombo, &c.; Marchioness of Londonderry. For Ilo Ilo: Cosmopolyta.

SPOKEN.

J. R. WORCESTER, New York to Shanghai, Feb. 14, 30 N., 35 W.
AHAMINATA (barque), Swatow to London, Oct. 17.
BROTHER JONATHAN, Shields to Galle, Nov. 12, 75 days out.
ADA IREDALE, Liverpool to Japan, Nov. 14, 53 days out.
JOAO (barque), Sarawak to London, Feb. 7, off the Cape of Good Hope.
H.G.K.S. (Swed. barq.), Sourabaya to Falmouth, Feb. 8, 35 S., 19 E.
DON QUIXOTE, Liverpool to Singapore, March 18, 42 N., 16 W.

FREIGHTS AND CHARTERS.

Owing to a good many arrivals the last few days the London berths are better supplied with tonnage, and rates of freight to the Eastern ports rule firm. In homeward chartering from Java a good enquiry exists.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 70s. meast. To Nagasaki: 70s. meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. weight, 40s. to 45s. meast. To Newchwang: — meast. To

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Chefoo : — weight or meast. To Manila : 80s. meast. To Singapore and Penang : 55s. weight, 40s. to 45s. meast. To Sourabaya and Samarang : 72s. 6d. meast. To Sourabaya and Samarang (direct) : — weight, — meast. To Batavia : 60s. weight or meast. To Batavia (direct) : — weight or meast. To Padang : 80s. meast. To Cheribon (direct) : — weight, — meast. To Saigon : 75s. meast. To Colombo : 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama : 50s. weight, 40s. to 45s. meast. To Hiogo : 50s. weight, 45s. to 50s. meast. To Nagasaki : — weight or meast. To Shanghai : 40s. weight, 30s. meast. To Hong Kong : 40s. weight, 25s. to 30s. meast. To Foochow : — weight, — meast. To Chefoo and Tientsin : — weight or meast. To Singapore : 27s. 6d. weight or meast. To Colombo : — weight, — meast. To Penang : 30s. weight, 32s. 6d. meast. To Samarang : — weight, — meast. To Padang : — weight, — meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne per keel.—To Yokohama : —. To Shanghai : —. To Hong Kong : —. To Singapore (f.c.) : £33. To Singapore : £33. To Penang : £33 f.c. To Macassar, per ton : —. To Batavia : 27s. 6d. To Java : —. To Padang : —. To Amboyna : —. To Ternate : —. To Galle, per keel : £30. To Colombo : —. To Trincomalee : —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama : 40s. to 42s. 6d. To Shanghai : —. To Hong Kong : 35s. To Manila : —. To Macassar : —. To Java : —. To Batavia : 27s. 6d. To Padang : — To Amboyna : —. To Ternate : —. To Singapore : 30s. To Galle : 28s. To Trincomalee : —. To Colombo : 30s.

From Birkenhead, per ton.—To Shanghai : —. To Hong Kong : —. To Manila : —. To Singapore : —. To Penang : —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a. :—To Yokohama : Steamer, 35s. to 40s. ; ship, 40s. To Shanghai : Steamer, 35s. ; ship, 40s. To Hong Kong : Steamer, 30s. ; ship, 35s. To Singapore : Steamer, 20s. to 25s. ; ship, 27s. 6d. to 30s.

CASUALTIES.

The Warrior (str.), which left Sunderland, March 28, for Nieuwe Diep and Batavia, put back, 29, with machinery out of order.

The Vera Cruz, from the Philippines to Falmouth, was spoken March 16, in lat. 32 N., lon. 35 W., with her mainmast fished and loss of maintopgallantmast aloft.

Pill, 30th March.—The Choice (barque), Scicluna, from Batavia, lost her anchors in Kingroad, yesterday ; in getting under way she parted from one anchor and received some damage to windlass and hawse pipes ; the second anchor was slipped and buoyed, and will probably be picked up.

The Atlantic, Mellin, from Cardiff to Hong Kong, with coal, put into Falmouth April 1, leaky.

DURING the ten days ending the 20th of March forty-four ships, of an aggregate burden of 83,000 tons, passed through the Suez Canal. The transit revenue collected by the Canal Company from the passage of these ships through the Canal was £37,080.

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CAMBRIDGE LOCAL EXAMINATIONS.—It will be seen from the lists just published by the University, that fifty-three out of sixty-seven candidates from the

ALBERT COLLEGE,
FRAMLINGHAM,

were successful, and that the College stands first in all England, both in point of numbers passed, and also of honours gained.

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104, Koniggrätzer Strasse, Berlin Prussia.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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TANJONG PAGAR DOCK COMPANY, LIMITED.

REPORT OF THE DIRECTORS.

GENTLEMEN,—Herewith your Directors have the pleasure of laying before you the Balance Sheet and Profit and Loss Account of the Company for the half-year ending 31st Dec., 1873.

After making allowance for all necessary payments, there remains on the working of the half-year the sum of $30,914.18, which, added to $3,839.93 brought forward, makes $34,754.11 at your disposal, subject only to payments under Clause 68 of the Articles of Association.

Your Directors therefore propose that a dividend at the rate of 10 per cent. per annum should be declared for the half-year ending 31st Dec., 1873, which will expend $28,960 of the above sum.

The declaration of the above proposed dividend will bring into operation Clause 68 of the Articles of Association, necessitating a payment to the Directors of the sum of $3,193.70, leaving about $2,600 to be carried forward.

During the year $12,000 have been written off the value of your property, for depreciation, and this, in the opinion of your Directors, is a sufficient sum, considering that $16,034.54 have been spent in upkeep during the above period.

Of the 3rd and 4th series of debentures which fell due on the 10th Oct. last, amounting to $203,400, $53,400 were paid off, and the remaining $150,000 provided for by the issue of a 7th series of debentures at the same rate of interest, and maturing on the 10th Oct., 1878. Various loans have also been paid off, amounting altogether to $10,800, reducing the liabilities of the Company by $64,200.

You will observe that the Reserve Fund has now attained the satisfactory amount of $67,248.

Your Directors therefore congratulate you on the prosperity of the Company, and would call your attention to the improvement in revenue, which has enabled you to maintain on the increased capital the substantial dividend now again recommended, and this notwithstanding the considerable loss resulting to the Company by the enforcement of the quarantine regulations in the early part of the half-year.

The West Wharf, as well as the houses for the Company's workmen, and that intended for the accommodation of captains of vessels, mentioned in our last report as in progress, have been finished, the extension of the blacksmiths' shop is completed, and a furnace for heating large iron plates has been added to its appliances. A cupola has also been erected, enabling the Company to execute castings in iron as well as in brass.

It has become necessary that the Company should be in a position to receive and store outward cargo, as well as to receive inward cargo and goods in transit as hitherto, and as the present godowns have been found insufficient for the purpose, your directors have determined on the construction of three more in convenient positions similar to those already erected; the foundations of two of these godowns are in a forward state.

The reading room presented to the Company by Jasper Young, Esq., has been largely availed of, having been visited during the half-year by upwards of 3,000 persons, chiefly officers and seamen of vessels lying at the wharf. Divine Service is held every alternate Sunday, the chaplain to the Seamen's Mission officiating.

The efficiency of your staff and plant has been fully maintained.

THOS. SCOTT, Chairman.

BALANCE SHEET, 31st December, 1873.

CAPITAL AND LIABILITIES.

Capital—Original Shares.		
Total amount received from shareholders ...	$300,000.00	
Total number of shares 3,000		
Do. Do. issued ... ... All		
Remaining unissued ... ... None		
Amount received per share $100		
Arrears of call ... ... None		
Shares forfeited ... ... None		
Original Shares New Issue.		
Total amount received from shareholders ...	300,000.00	
Total number of original shares new issue 3,000		
Total number issued ... ... All		
Remaining unissued ... ... None		
Amount received per share 100		
Arrears of call ... ... None		
Shares forfeited ... ... None		$600,000.00
Liabilities.		
Debentures No. 5 series due 1st Sept., 1876	$65,100.00	
Do. No. 6 series due 19th April, 1878 ...	57,400.00	
Do. No. 7 series due 10th Oct., 1878 ...	150,000.00	
		272,500.00
Loans		900.00
Coolie contractors for December		5.263.31
Due for wages for dock, wharf, and machine shop, office salaries, &c., for December ...	7,673.92	
Quit rents and assessment to 31st December	1,840.50	
Directors' fees under Clause 67	1,000.00	
Interest on debentures to 31st December ...	7,220.40	
		17,734.82
Sundry accounts owing		6,409.88
Reserve fund		67,248.00
Dividends unclaimed		953.43
Payments due under clause 72 to 31st Dec.		2,599.12
Balance at credit Profit and Loss account ...		34,754.11
		$1,008,362.67

PROPERTY AND ASSETS.

Property.		
Freehold land		$56,234.75
Dock, godowns, and coal sheds	$428,881.53	
Wharf	244,252.35	
Machine shop	36,212.62	
Boiler shears	9,500.67	
	$718,847.17	
Less depreciation	4,389.17	
		714,458.00
Moveable Property.		
Working plant	$45,905.96	
Less depreciation	280.29	
		45,625.67
Steam tug *Pilot Fish*	$11,274.90	
Less depreciation at 10 per cent. per annum	563.74	
		10,711.16
Stock in Trade.		
Iron and steel	$23,929.13	
Timber	12,765.25	
Copper and yellow metal	6,034.69	
Miscellaneous stock	31,805.84	
Nails and screws	8,547.85	
Firewood	1,022.67	
Gunny bags	237.86	
		84,343.29
Fire Insurance.		
Premia paid and belonging to next half year		1,796.00
Assets.		
Debts owing to the Company: Local, being chiefly accounts for December		57,519.28
Remittances to London on account of stores ordered, and proceeds of shares sold in London		25,474.39
Goods to arrive from Europe		6,992.45
Cash in Chartered Bank of India, Australia, and China		5,207.68
		$1,008,362.67

We, the undersigned, have examined the above balance sheet with the books of the company, and hereby certify the same to be correct, and to exhibit a fair and correct view of the company's affairs.

W. W. WILLANS, JOHN CAMERON, } Auditors.

We certify that this Balance-sheet contains, to the best of our belief, a true account of the Capital and Liabilities, and of the Property and Assets of this Company.

THOMAS SCOTT, Chairman.
H. W. WOOD, W. H. READ, } Directors.

PROFIT AND LOSS ACCOUNT, JULY TO DECEMBER, 1873.

DR.

To current expenses, including salaries, rent, stationery, directors' remuneration, quit rent and assessment, to 31st Dec., 1873	$11,278.08
To interest on debentures and loans, &c., to 31st Dec., 1873	10,813.30
Depreciation on dock, godowns, coal sheds, wharf, machine shop, boiler shears, and working plant	4,669.46
Depreciation on s.s. *Pilot Fish*, $11,274.90, at 5 per cent. ...	563.74
Loss on fire insurance	233.11
,, exchange	127.57
Payments under Clause 72 to 31st Dec.	2,597.80
Balance	34,754.11
	$65,037.17

CR.

Balance 30th June, 1873	$26,816.93	
Less dividends at 5 per cent.	22,977.00	
		$3,839.93
Profit on		
Boiler shears working account	$319.76	
Carting account	83.58	
Steam tug *Pilot Fish*	2,642.72	
Wharfage and storage account	26,430.41	
Dock account	22,549.07	
Machine shop	9,171.70	
		61,197.24
		$65,037.17

Singapore, 31st Jan., 1874. E. M. SMITH, Manager.

London Agents—MACTAGGART, TIDMAN, & Co., 34, Leadenhall-street.

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OVERLAND ROUTE.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	" "	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, April 9 & 23, at 2 P.M., and every alternate Thursday.	Friday morning, April 17 & May 1, and every alternate Friday.	Monday, April 20 & May 4, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, April 9, at 2 P.M., and every fourth Thursday.	Friday morning, April 17, and every fourth Friday.	Monday, April 20, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE,
JAPAN.

Agent for the *London and China Express.*

MACEWEN AND CO.,

QUEEN'S ROAD, HONG KONG.

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the
LONDON AND CHINA EXPRESS.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,000,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1868.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

HOLLOWAY'S OINTMENT

AND PILLS.—COUNSEL FOR THE DELICATE.—Those to whom the winter is a protracted period of trial should seek the earliest opportunity of removing all obstacles to good health on the return of spring. This cooling Ointment perseveringly rubbed upon the skin is the most reliable remedy for overcoming all diseases of the throat and chest. Diphtheria, relaxed tonsils, sore throat and chest, swollen glands, ordinary catarrh and bronchitis usually prevailing at this season, may be arrested as soon as discovered, and every symptom banished by Holloway's simple and effective treatment. The Ointment and Pills are highly commended for the facility with which they successfully contend with influenza; they allay, in an incredibly short time, the distressing fever and teazing cough.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR IND'A AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director.

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,

Importer of Havana and Manila Cigars.

16, GREAT WINCHESTER-STREET, E.C.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

T. W. JACKSON,

COMMISSION AGENT
SAN FRANCISCO.

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VIOLET, PARIS.

VIOLET, PARIS.

VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

PARIS, 225, RUE ST. DENIS (FORMERLY 317).

NOTICE.

VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness, velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Est. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the skin

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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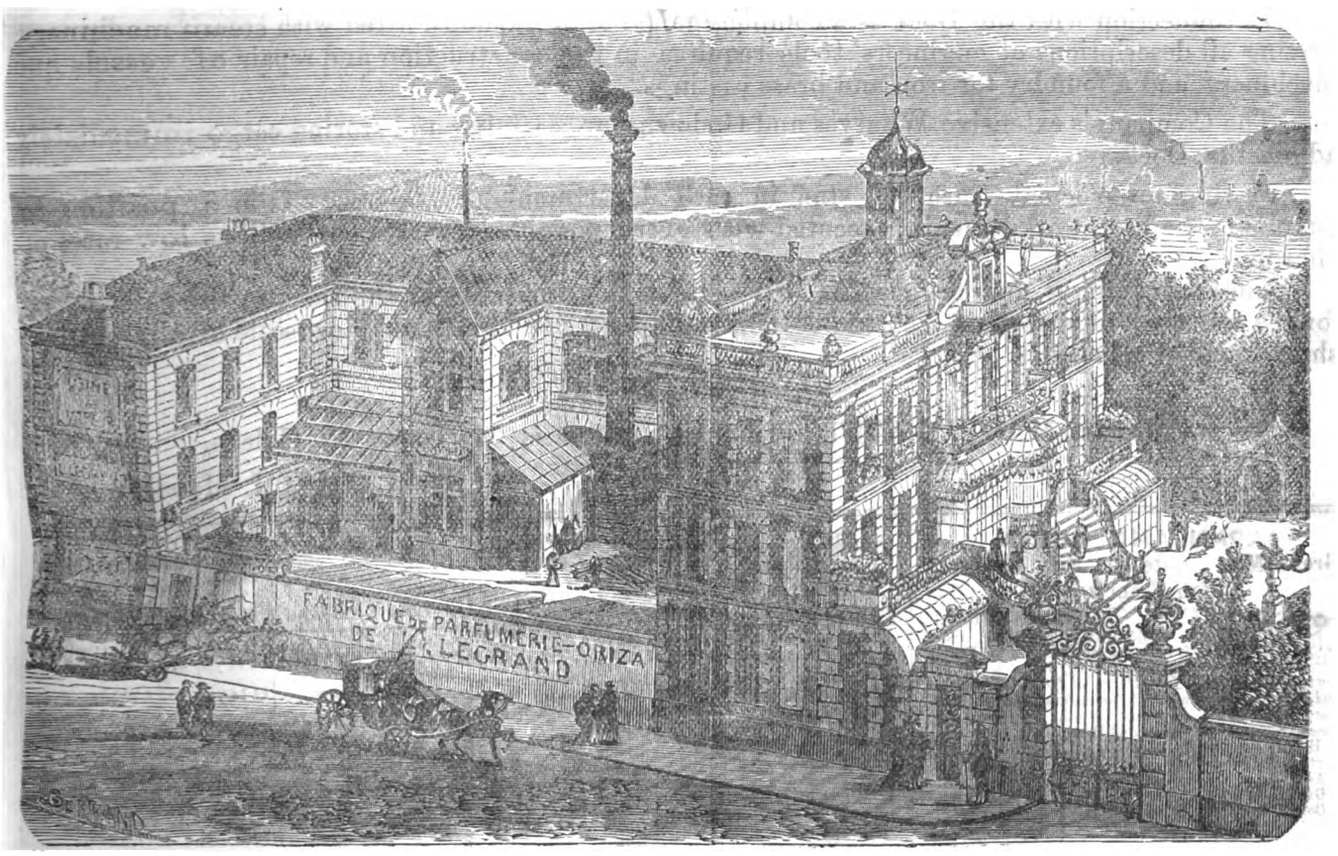
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873.

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS.

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin. In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes, f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchic without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut. In handsome cases.

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade making the hair grow very rapidly. (Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama H. MACARTHUR; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

JAPAN AND CHINA.
Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway transit across the American Continent, and other information, apply to H. STARR and Co., Agents 22 Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on his road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

Fares, £200 and upwards.

H. STARR and Co., 22, Moorgate-street London. Agents, Union and Central Pacific Railway, Pacific Mail S.S. Company, &c.

STEAM TO PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO.—The magnificent steamship BENGAL, 2,036 tons gross register, 275-h-p. nominal, built for the P. and O. Company by Messrs. Tod and McGregor, and engined by Messrs. Laird Bros., will load in the Victoria (London) Docks, and sail about 15th April.

Apply at once to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; or 109, Leadenhall-street, London, E.C., and 51, Pall-mall, S.W., London.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Ava ...	April 12	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Iraouaddy ...	April 26		
Peiho ...	May 10		
Mei Kong ...	May 24		
Sindh ...	June 7		
Anadyr ...	June 21		

The Steamers of the 12th April, 10th May, and 7th June connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 26th April, 24th May, and 21st June connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	May 8
Glenroy	100 A1	2,121	250	May 26
Glenfinlas	100 A1	2,120	330	June 16
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New boat
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow

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SHAW, MAXTON, and CO. will despatch the undermentioned high class ships as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Leucadia...	*A1	896	S.W.I.	April 11
Hong Kong ..	Melbrek ...	A1 15 yr.	870	S.W.I.	April 15
Hong Kong & Foochow ...	Falcon.....	A1 14 yr.	794	S.W.I.	April 25

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Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Sir Harry Parkes.....	A1 13 yr.	S.W.I.D.	With des.
Singapore ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Shanghai ..	Lothair	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Andromeda	855	Wright Bros. & Co.	April 10
Avenir, s.s	101	A. Wigdahl ..	April 13
Glamis Castle, s.s. ...	2,880	Thos. Skinner & Co.	April 30
Glengyle, s s. ...	1,676	McGregoor, Gow, & Co.	May 8
Glenroy, s s.... ...	2,121	Do.	May 26
LIVERPOOL.			
Deucalion, s.s. ...	1,596	Alfred Holt ...	April 14
Ajax, s.s.	1,549	„	April 30

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, April 7, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 554.] LONDON, MONDAY, APRIL 13, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 13.
JAPAN—Yokohama	Dec. 26	Feb. 13	Feb. 24
Yedo			
Osaka and Hiogo	„ 26	„ 15	„ 19
Hakodadi			
Nagasaki	—	—	„ 21
CHINA—Peking	—	—	„ 16
Tien-tsin	—	—	„ 18
Chefoo	—	—	„ 20
New-chwang			
Hankow	—	—	„ 21
Kiu-kiang	—	—	„ 20
Chin-kiang	—	—	„ 15
Shanghai	Jan. 9	„ 26	„ 27
Ningpo	—	—	„ 25
Foochow	„ 9	„ 27	Mar. 1
Formosa			
Amoy	—	—	„ 2
Swatow	—	—	„ 3
Hong Kong	„ 16	„ 27	„ 5
Canton	—	—	„ 3
Macao	—	—	„ 4
PHILIPPINES—			
Manila	—	—	Feb. 23
COCHIN-CHINA			
Saigon	„ 16	„ 22	Mar. 8
SIAM—Bangkok	—	—	„ 4
BORNEO—			
Labuan	—	—	Feb. 28
Sarawak	—	—	Mar. 7
JAVA—Batavia	„ 23	Mar. 2	„ 6
Samarang	—	—	Feb. 24
Sourabaya	—	—	„ 27
MALACCA STRAITS—			
Singapore	Feb. 6	„ 10	Mar. 12
Penang	„ 6	„ 8	„ 14
CEYLON—			
Galle	„ 20	„ 15	„ 20
Colombo	—	—	„ 18

THE MAILS, &c.,

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail with Yokohama advices to the 24th February, reached London on the 8th inst. The next inward (French) mail, with dates Yokohama, 3rd; Shanghai, 6th; Hong Kong, 12th; Singapore, 20th March, which is due, *via* Marseilles, on Monday next, the 20th inst., left Suez on the 8th inst., two days early, and may be expected on Friday or Saturday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Simla*, arrived April 9.—From Singapore: Mr. Marcuum Antioco. From Galle: Mr. Ferguson. To Venice: From Singapore, Mr. E. Lambert, Lady Sidgreaves and child, Mr. A. M. Aitken. From Galle: Mr. Dean.

To Southampton, per P. and O. steamer *Mongolia*, expected to arrive April 20.—From Hong Kong: Mr. Achoy, Mr. King, and three second-class passengers. From Singapore: Mrs. Chambers, Rev. and Mrs. Mesney and child, and two second-class passengers. From Galle: Miss Blackett, Mr. Garthing, Mr. and Mrs. Sinclair and five children and servant, and three second-class passengers.

PASSENGERS OUTWARD.

Per French steamer *Ava*, from Marseilles, April 12 (booked from London).—To Yokohama: Mr. Munier, Mr. Okado, Mr. Koga, Mr. Alouis, Mr. Niwa, Mr. Tsuje, Mr. Engeorge, Mr. Metchinkoff. To Shanghai: Mr. J. H. Cheverton, Mr. Kraus. To Singapore: Mrs. Elzinger and two children, Mr. Bannermann, Mr. J. Hymans. To Batavia: Mrs. Philipsen, Mr. and Mrs. van de Ven and two children, Mr. Gomberg. To Saigon: Mr. Dewatre, Mr. Gaillard. To Hong Kong: Mr. A. Wind, Mr. and Mrs. Chapman, Mr. and Mrs. Levysohn.

Per French steamer *Iraouaddy*, April 26 (booked from London).—To Yokohama: Mr. Sikemeyer, Mr. F. R. Wurin, Mr. W. Saski, Mr. T. Kagoyama, Mr. Mohri, Mr. K. Kuneshi. To Batavia: Mr. van Ryck, Mr. Foussaint.

Per P. and O. steamer *Indus*, from Southampton, April 2.—To Yokohama: Mrs. Bryant and child.

Per P. and O. steamer *Venetia*, from Southampton, April 9.—To Yokohama: Mr. W. Sharp, Mr. and Mrs. G. L. Hodges, Mr. W. M. Smith, Mr. W. Morley. To Hong Kong: Mr. G. Young, Lieut. W. P. Kelly. To Ceylon: Mr. J. B. Cull, Mr. H. Lambert, Mr. Townsend.

Per P. and O. steamer *Simla*, from Venice, April 17.—To Singapore: Mr. R. Booth. To Ceylon: Mr. G. S. Murray. To Penang: Mr. T. T. Ford.

Per P. and O. steamer *Simla*, from Brindisi, April 20.—To Penang: Mr. H. Krauss. To Shanghai: Mr. W. Hamilton.

Per P. and O. steamer *Cathay*, from Southampton, April 23.—To Singapore: Mr. C. Stringer, Mr. R. le Mesurieur. To Ceylon: Mr. G. M. Fowler, Capt. and Mrs. Thompson, Mr. H. W. Gillman.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. and Pacific mails bring advices from this port to the 24th February; no later mail from London had arrived out. The *Japan Herald* supplies the following items of intelligence:—

The rising of the samourai in Saga Ken has proved far more serious than was originally supposed. In the first contest which has occurred a battalion of Government troops has been defeated, and all (with the exception of six) killed. Rumours of several victories gained by the troops are current, but owing to the Government endeavouring to keep news secret, it has been forbidden to give information to the newspapers. There is great difficulty in obtaining authentic intelligence. Meanwhile the Government are despatching all the available troops and men-of-war to the disturbed district; but it seems at present a moot question whether they can be relied on when they arrive at their destination, or whether many of them will not rather side with the insurgents. A rumour is current that Nagasaki is in the hands of the insurgents, but we are not inclined to believe in it. All that is known for certain is that the insurgent party were marching on Fukuoka; but Okubo, with his 1,600 men, may, combined with the troops already there, perhaps be able to hold them in check. Much, however, will depend on whether the Hizen men are joined by those of other Kens. Though there have been several peasant risings in different parts of Japan since the present Government was instituted, the samourai—that wield the sword of the Empire, and who govern it—have not hitherto participated. Now it is otherwise; hence the present insurrectionary movement is formidable from that circumstance alone. Opinions are divided as to whether the Government will be strong enough to put down the insurrection, or whether the insurgents will be powerful enough to put down the Government. We wait the issue of events, for in reality very little can be ascertained by journalists. The confident assertions of one of the newspapers, that the Government will be successful in its endeavours, meets with little credence, since it has become known that these sort of assurances are purchasable for a consideration. With the object of affording additional protection to the foreign inhabitants in the event of the insurrection menacing that city, H.M.S. *Ringdove*, hitherto stationed at Kobe, has received orders to proceed without delay to Nagasaki. In anticipation of possible eventualities, the ships of the China squadron have been directed to hold themselves in readiness for any emergency that may arise.

The Director of the Mint, Major Kinder, has favoured us with specimens of the new copper coins, of the respective values of two sen, one sen, one-half sen, and one rin. In general appearance the coins resemble the gold currency struck at the Osaka Imperial Mint. They are handsome and well proportioned. In the centre a distracted dragon is seen writhing in all the mazes of convoluted confusion, evidently in agony with having taken something disagreeing very much with its interior economy. The dragon is certainly in a very bad way indeed, and the sooner the Japanese permit him to die, the less barbaric will their coins appear.

The 22nd Feb. being the anniversary of the birthday of Washington, the men-of-war and many of the merchantmen in harbour were decked out in their brightest colours, and at noon salutes of twenty-one guns were fired in honour of the occasion. The

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gaiety of the scene was considerably marred, however, by the continued drizzling rain.

The Minister of Finance has presented a very favourable report, in which he states that the surplus of income over expenditure for the year ending on the 1st January, 1874, is nearly 5,000,000 rios.

Part of the French garrison at this port has left for Saigon, though it would have seemed more desirable rather to increase than decrease their number in the present critical state of affairs.

Consequent on the China New Year and the insurrection, our markets are still duller than before; prices are still falling, and no transactions have taken place except in velvets and sugar, both at lower rates.

Our amateurs, assisted by Mr. G. Pauncefort, have given a theatrical performance, as have also the German amateurs, and Professor Vanek has given several *seances* here.

The *Japan Mail* contains the following summary of news:—

The storm which has been for some time gathering burst last week over the provinces of Hizen and Kaga in the Island of Kiushiu. In the first brush the Imperial troops were worsted, and it is reported that some of the Government buildings, barracks in Saga, offices, &c., have been burnt down. Considerable reinforcements have been sent southwards, and several vessels of the Imperial fleet have followed the transports. Reports were rife that Nagasaki was in the hands of the insurgents, but later news has shown that this is untrue. Shimadzu Saburo, uncle of the present Prince of Satsuma, and an all-influential man in the clan, has been despatched to Kagoshima on a special mission from the Mikado. His loyalty to the Government is unquestioned, and the clan has repulsed emissaries from Saga despatched with the view of inciting the Satsuma men to rebellion. So long as these remain staunch nothing very grave is to be feared, and the probabilities are greatly in favour of their so remaining. Yedo is quiet, but very uneasy. The business of the Governments goes on as usual; the higher officers of the Government are confident not only that it is quite strong enough to put down the present disturbances, but that this will be done within a short period. We venture on no prophecies to this effect, but merely state the confidently expressed opinion of high officials. Disaffection among the Imperial troops has been seriously imputed to them, and this not altogether without reason; but the Government must have taken this into account, and yet relies confidently on its power to prevent the flames from spreading. Osaka and Kobe are quiet.

The Prime Minister has issued a proclamation, explaining the present condition of affairs, and exhorting the officials and people to a loyal course of action. For the causes of this outbreak we must look chiefly to the discontent of the samouria produced by the recently issued scheme for the commutation of their hereditary and life pensions. The cry for a war with Korea is a mere pretext, and would subside if the claims of the samouria were appeased. The measure from the first seemed to foreigners a hard one, but was explainable on grounds more particularly given in our summary of the year 1873, and on the belief that the Government has had so long to mature it, that the natural supposition was in favour of its being acceptable to the samourai.

The section of railway between Osaka and Kobé rapidly approaches completion, and was to have been opened in May, under the auspices of the Mikado. But it is to be feared that the occurrences above referred to will delay the ceremony, though this for no long period, we trust.

The Asiatic Society has published the first volume of its Journal of Transactions. At a meeting of the society Mr. Satow read a paper upon the Shintoo shrines of Isé.

Iwakura remains at his post as Udaijin, though he is popular neither with the Cabinet nor the people. Against this it may be said that he is determined, firm and prompt.

A project has been formed to build a new church on the Western bluff.

HIOGO-OSAKA.

Advices extend to the 19th February; the P. and O. mail from London Dec. 26 arrived out on the 15th Feb. The following is taken from the *Hiogo News*:—

We have received the statistics of trade for the ports of Hiogo and Osaka for the half-year ending the 31st of December last, as compiled by the Chamber of Commerce. It will be remembered that the trade of 1872 showed such a very large increase on that of 1871 that it is nothing surprising if we find that a reaction should set in which should prevent the returns for the past year bearing such a relation to those of 1872 as did these latter to those of 1871. This seems to have been actually the case, the total amount of exports and imports showing a considerable falling off. This falling off we believe to have been owing, at any rate in a very great measure, to the want of facilities in Japan for the transaction of such an export trade as she might do, and the measure of which must, of course, be somewhere about the capacity of her absorption of foreign manufactures; and the transactions of the last six months of 1873 offer testimony tending to confirm the truth of our opinion, the permitted export of grain helping materially to place the trade of the second half of the year on a sounder basis than it would otherwise have appeared to stand. In tea, the article of largest export, there has been a falling off altogether of $200,000, which we think may be attributed principally to causes in America (rumours that tea was again to be taxed by the United States Government having materially interfered with the market), and that proportionately less of the present 1873-4 season's tea has been shipped early in the season than was the case in 1872-3. Other exports that show a decrease are silk-worms' eggs, $50,000; cocoons, $12,000; waste silk, $75,000; wax, $38,000; camphor, $62,000; copper and bronze, &c., $100,000; isinglass, $13,000; fish, $12,000; seaweed, $79,000; tobacco, $133,000; medicine, $45,000; beche de mer, $12,000; awabi, $24,000; silk, $30,000; rags, $17,000 —besides various other smaller amounts, against which list there would have been very little to set to the credit of increases had it not been for exported grain, which had already up to the 31st of December reached the value of a little over half a million of dollars. The article of export which most of all seems to have fallen short of merchants' expectations is silk. In the earlier days of Kobe it was thought probable that a large silk trade might be done here, but so far these anticipations have not been realised. What effect, if any, the opening of the railway through to Kioto might have we do not pretend to know, but it is never a very easy thing to alter the locality of a market, particularly when it has possessed a monopoly so long as has Yokohama the foreign silk trade. The appearance of rice and wheat in the list of exports is a cheering sign, but so much has been written and said on the subject that we have very little to add at present. The first shipments have only just reached Europe, and before we can venture upon any speculation for the future we should like to see the London prices settle down. We incline to think that it will at any rate for some time to come be rather a speculative trade, as the price in Europe will always be to a great extent regulated by the supplies from nearer markets.

Amongst the imports, shirtings and T-cloths have improved, as have velvets, china figures, iron, cotton, and kerosine oil, but we find a falling off in cotton yarn, lustres, and orleans cloth (assorted and Italian), mousselines de laine, mohair, sugar, &c., the total imports being less by nearly half a million of dollars In the corresponding six months of 1872 the export of treasure exceeded the import by nearly a million and a half, while last half-year the excess was a little over a million dollars. Of course most of our readers will understand that many of the figures given in these tables cannot be expected to be strictly accurate, and we may, besides, state that on this occasion more than the usual difficulty has been experienced in getting returns from the Chinese merchants, through whose hands it is well known that a large proportion of the trade of certain articles at this port passes. Altogether, although the retrospect of these six months is not so satisfactory as we should have liked to have seen it, it may be some satisfaction to Kobe to feel that she has come through the recent period of depression in Japanese trade better, on the whole, than has Yokohama.

The 2nd Feb. being the day fixed for celebrating in Kobe the marriage of H.R.H. the Duke of Edinburgh with the Grand Duchess Marie Alexandrovna of Russia, the men-of-war in harbour, consisting of the British and Russian gunboats *Ringdove* and *Sobol*, dressed ship, and at noon fired Royal salutes; in the evening both vessels were illuminated and some rockets were fired. To show the business-like way in which the Japanese set about enjoying themselves, even in very small matters, we may state that in consequence of its having got about that fireworks would be let off by the shipping, a number of natives had established themselves on the bund wall, with the usual paraphernalia of blankets, hibachis, teapots, &c.

Uriu, Superintendent of Customs at the ports of Kobe (Hiogo) and Osaka, is about to take his departure for Yedo, probably with a view to his promotion. He is a man of no mean personal attainments, and though a section of the foreign community may be of opinion that he was too much inclined to an arbitrary assertion of the rights and powers of the Custom-house over the affairs of which he presided, his zeal for the prosperity of the department which he served was not unsuccessful, as a comparison of the statistics of the trade of these ports with the Custom-house returns before and since he assumed charge will sufficiently testify, and we sincerely hope that his undeniable merits will receive the reward which they deserve.

The property situated on the hill, and known as the Walhalla has been put up at auction, and knocked down to C. Wiggins, Esq., for Mex. $2,550; also lot 68 on the Concession, with the buildings thereon for Mex. $4,000, Messrs. Bonger Brothers being the purchasers. The following lots of land on the Foreign Concession have also been sold:—Lot 97, containing 267½ tsubos, to Messrs. Stucken and Rasch for $775; lot 123, containing 225 tsubos, to Mr. Kuhhardt for $1,050; and lot 124, containing 225 tsubos, to Mr. Richter for $1,200.

We notice that the Imperial Mint is issuing its new copper currency, a considerable quantity being already in circulation at this port. It is a handsome coin, worthy of the Mint officials, and we hope to live to see the day when tempos and cash will be of value only as curiosities.

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The amateur "dramatics" of H.M.S. *Ringdove* have given an entertainment at the Gymnasium Theatre. The performance consisted of the farce *Catching a Mermaid*, some songs, and the burlesque *Bombastes Furioso*. Both pieces were well put upon the stage, the "get-up" and dresses of the performers being exceptionally good, and the theatre was filled with an audience who seemed highly amused, and who are no doubt genuinely grateful to our visitors for their kind efforts to please.

NAGASAKI.

The negotiations for the disposal of the Takasima Colliery have terminated in the transfer to the Japanese Government of the whole of the interest in this property; and a distribution of the proceeds of the amount it realised is being made to those interested. We understand that the majority of the foreign staff hitherto engaged in working the mine are to be retained in the service of the new owners. The latter have also engaged to complete all the outstanding contracts entered into by the trustee. The steamtug *Argus* has not been included in the sale; and her place has been taken by the steamer known to foreigners as the *Emperor*, which vessel has already furnished work for the engineering factory at Akanora by breaking down after four days employment at her new duties. By the transfer of the mines to the Japanese Government the whole of the mining business in this Empire passes into native hands, and thus it becomes a monopoly, subject to the interference of a paternal government and fettered by red-tapism, which all Government undertakings must necessarily be subject to.

On Feb. 7th a fire occurred in the native town, which has terminated in destruction falling but little short of what occurred some six years since. It first commenced in one of the houses in Yorotsuya-machi, used as a bathing establishment, and owing to a very strong breeze blowing at the time of the outbreak it rapidly spread in four different directions, and has made sad havoc of the following streets: Hamano-machi, Kajia-machi, Abura-machi, Yakara-machi, Douza-machi and Amasaki. At present it is almost impossible to ascertain correctly the number of houses destroyed, but they have been variously estimated to be between 200 and 300; but scarcely any other result could have been expected, owing to the close proximity of the houses with each other, and to the chief materials used in their construction being wood. We learn that several lives were lost during the progress of the fire; the outside number is reported to be seven in all. Rumour attributes the origin of the fire to be the work of incendiaries, whose intentions were to plunder during the confusion.

Miyagawa Fusayuki, governor of the Nagasaki Ken, left here on the 5th Feb., by the P.M. steamer *Oregonian*. He proceeds to Yedo on some official business connected with this Ken. Hiodo Masayoshi Sanji, of this Ken, will perform the duties of his chief during the absence of the latter, who is expected to return to this port in about a month's time.

The counting of the votes given for the election of the new Municipal Council has taken place in the presence of the Consular representatives, and it was found that the following five gentlemen having received the largest number of votes, they have been declared duly elected members of the Council for the year 1874. Messrs. F. Ringer, 160 votes; H. J. Hunt, 149 votes; H. Gribble, 147 votes; Th. Russell, 145 votes; W. Robertson, 135 votes.

The execution of Jentaro, a native of Hiogo, took place on the 4th Feb., inside the jail at Sakura-machi. He was condemned to death for committing four murders at Simabara; the particulars of which were published on the 13th September last.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 27th Feb.; the French mail from London Jan. 2 arrived out on the 21st Feb., and the following P. and O. mail of Jan. 9 on the 26th Feb. The following items of news are from the *North China Herald*:—

Rumours are floating about of renewed symptoms of uneasiness at Tientsin. We are not aware that they have any very definite foundation, but it is always well to regard the course of political straws; and the reported circulation of papers and pictures recalling the massacre of 1870 is good ground for keeping a watchful eye on the North. We believe the *Dwarf* is likely to go on from Nagasaki to Tientsin directly the Peiho opens; but there are already several gunboats in the river, so that there is much less fear of any hostile ideas developing into action than before, when the Settlement was utterly unprotected.

Sunday was the 142nd anniversary of Washington's birthday, but, as usual in such cases, the due observance of the event was postponed till Monday, when salutes were fired by H.B.M.S. *Cadmus* and the U.S.S. *Lackawanna*. Both vessels had hung out a gay display of bunting, and many other craft in harbour paid the same tribute to the memory of the great President.

The pilot boats of the late Blackball Pilot Company were sold on Monday, at auction, by Messrs. Meller and Co. The *Daniel Webster* realised Tls. 4,200; the *New York*, Tls. 1,000; and the *Traveller*, Tls. 135.

The British barque *Lizzie*, which arrived in port the other day, brought a novel passenger from Australia, in the form of a tame kangaroo. The animal leaps about the deck, visits the cabin, and associates with a small terrier and the ship's cat as familiarly as if they were all of the same family and blood.

The American barkentine *Lulu*, Captain Hallet, which arrived from Nagasaki—bringing a full cargo of coals—made the voyage from this to that port and back in thirteen days.

We hear on good authority that the well-known steamer *Tungting* has been sold to the China Merchants Steam Navigation Company for Tls. 40,000. She is intended, we understand, to act as tender to the larger steamers between Taku and Tientsin, much as the *Millet* is used by the S. S. N. Company. She is likely, therefore, to have a good deal to do with the Imperial rice tribute of the provinces.

Another of the pioneers of the P. and O. Company in Eastern waters, the good old *Cadiz*, has gone on what may be regarded as her final voyage, having followed her old consorts, the *Sultan* and *Ganges*, up the Yangtse to serve as a receiving hulk at Chinkiang for the China Steam Navigation Company.

HONG KONG.

Our advices by the present mail extend to the 5th March; the French mail from London Jan. 16 arrived out on the 27th Feb. The *China Mail* supplies the following items of intelligence:—

It would appear that the news of a threatened disturbance at Peking is based upon fact. The information was sent by Mr. Wade in charge of a special courier from Peking to Hong Kong direct, the messenger performing his journey in twenty days. He bore with him despatches addressed, under flying seal, to the Admiral, the substance of which, after being read by the Commodore, was immediately telegraphed to Admiral Shadwell. The answer of the Commander-in-Chief directed the *Curlew*, and, we believe, the *Thistle*, to be immediately got ready for sea, and further stated that he himself would almost immediately come north. With the actual contents of the despatches we are not of course acquainted, but we assume nothing in asserting that they pointed to a very unsatisfactory state of affairs. The fact that H.M. Minister at Peking—proverbially one of the least timid of men when the possibility of a Chinese outbreak is suggested to him—has thought the situation at Tientsin sufficiently grave to authorise the despatch of a special overland courier to the naval authorities, asking that men-of-war may be sent northwards, gives the "rumour" to which we have drawn attention an ugly significance. We are, of course, compelled to write in almost entire ignorance of how far the communication made to the foreign Ministers by the Peking authorities implied immediate danger, and only judge of its probable gravity in the light of Mr. Wade's action.

Our Foochow correspondent writes:—The R. C. *Fei-Hoo* has just returned from her fifth trip to the islands of Ockseu, where another lighthouse is in course of construction, and reports that the buildings are rising rapidly; the cook-house and store-rooms were finished a month ago, and the dwelling house (a fine six roomed one) is now about eight feet above the floor level; two enormous water tanks have been built in and will each hold about 3,000 gallons of water, and the light tower is now well-nigh finished, they having only one tier more of stone to lay. It is thirty-two feet high, and is a splendid piece of masonry. It is expected that by the end of March everything will be finished; this is smart work, and reflects great credit on the Assistant Engineer in charge, viz., Mr. Fawcett. This light is to be the most powerful one on the China coast, will be a revolving light, and will (owing to its great height 300 feet), be visible at a distance of over twenty-six miles.

The tower is built entirely of Ningpo stone, and was put temporarily together at Ningpo, and was afterwards brought down to Foochow in five large junks, and these again were towed from Foochow to Ockseu by the *Fei-Hoo*.

The *Foochow Herald* has the following on the Arsenal:—

The contracts of the foreign employés in the Arsenal at the Pagoda Anchorage terminated on the 12th. We understand that the sum of Tls. 60,000 was handed to the director—Monsieur Giquel—by the Imperial Government, for distribution amongst the European staff, and that the amount has been allotted in sums varying from about $7,000 to $150, in proportion to rank and length of service. Honorary rewards have also been conferred by the Emperor upon Monsieur Giquel and his staff. Monsieur Giquel receives the Order of Merit of the 1st class, and has been promoted to the rank of an official of the 1st class (Civil) Ti-tu, with the right to wear the "Yellow Jacket" (Imperial colour), an honour rarely conferred even upon Chinamen, Monsieur Giquel sharing the distinction alone with Colonel Gordon, the celebrated and honest leader of the Anglo-Chinese forces during the Taeping Rebellion. Monsieur Segonzac and Captain Tracy, R.N., have each received the decoration of the Order of Merit of the 1st class, in addition to the rank of third class officials. Messieurs Zédé, Jouvet, and Borel have been created Officials of the fourth class, and have received the Order of Merit of the first class. Dr. Poujade and Messieurs Roussett,

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Medard, Jules Giquel, Carroll, and Allan are given the fourth class Official rank, and the second class Order of Merit. Messieurs Robin and Brossement are created fourth class Officials, and have received a gold medal. Messieurs Guerrin, Dessant, Louis, Marzin, Pirey, Skey, Le Marchand, Pethou, Harwood, Saunders, Cubouret, Latouche and Rivasseau are created fifth class Officials, and have received a gold medal. Messieurs Schideker, Peter, Raffeman, Gueraud, Dueaneau, Boulineau, Robeson, Decanchins, Pailler, Certe Besancon, Piron, Rabillie, A. Serreau, Vidlou, Muller, Pous, Gosselin, Rey, Vastel, Kerdraon, Estienne, Beloin, and Roberdean are given the sixth class Official rank, and receive a silver medal.

In addition to the above rewards, we are informed that the Chinese Government have given two months' pay and free passages home to the entire foreign staff.

Before taking their departure the foreign employes presented Monsieur Giquel with an address.

At the meeting of the Hong Kong and Whampoa Dock Company, a copy of whose report we gave in our last, the Chairman, Hon. J. Whittall, observed that the accounts for the last six months had not been so good as might have been wished, but he hoped they were satisfactory. This bad state of things was owing to the dulness of trade during the season. The system of economy at the beginning of the present year had worked better than was anticipated, and promised to continue to do well. The chairman, however, did not recommend a dividend, but the question was, what was to be done with the earnings of last year. He urged their appropriation for the reduction of the debt; in this he spoke for himself as well as for the other directors. With the large debt hanging over their heads their position could not be strong, and the sooner it was reduced the better it would be. It might be that some of the shareholders were dependent mainly on the dividend for their income, but he thought such shareholders were very few. But, moreover, the paying off of the debt tended to improve their position ultimately. As regards the steamer *Fame* a large sum (some $1,500) had been spent on repairs, and she was now in as good a condition as ever. The report was unanimously adopted.

Upon the occasion of the opening of the Concordia Hall, Canton, Mr. Giden Nye, jun., delivered an interesting inaugural address, in which he reviewed some of the important events which had lately taken place in China.

A Canton correspondent writes:—A vessel has been built in Canton, of which vague reports have been about, but now the vessel is afloat and anchored in the river, just opposite the Medical Missionary Hospital. In exterior appearance it resembles the sea going junk with large eyes, but side wheels mar the outline of the junk pattern, and the absence of the smoke pipe leaves a sense of imperfection in the mind of one who connects side wheels with the idea of a steamer.

The motive power, however, is cold water, and the only wonder is that it has been left to a Chinaman to apply so simple a mode of propelling vessels. The perfection of an invention is its simplicity! Two overshot water wheels work the side shaft, which turns the side wheels, and at the same time work pumps which keep a supply of water in tanks above. The machinery is by no means complicated. The tanks and the propelling wheels are not yet in place, but they are all on board, and only wait the end of New Year's festivities to be set up, and then the number of knots will be tested by actual experiment!! Given a vessel of fifty tons and overshot water wheels of six feet diameter, with a constant supply of about 100 lbs. of water, and you have at least 10 knots, if the vessel goes with the tide! This vessel is built of teak in the best manner, has two cabins, and is designed as a present from a company of wealthy Chinese to his Excellency the Viceroy. The same company that built the side-wheel vessel are also building a smaller boat for this purpose. It is not yet launched, but may be seen in a shed at the south-west corner of the street immediately west of the residence of the Rev. C. F. Preston. These boats are built by a company of nine wealthy Chinese, and it is said they have spent on them not less than $6,000. As they are intended for presents to the Viceroy, no expense is spared.

The side wheel vessel already launched is attracting the attention of resident Europeans, and doubtless crowds of visitors from your colony and the ports will soon be attracted to Canton. A second inspection has satisfied me that the power to turn the water wheel will not exceed 50 lbs. of water on a leverage of 2½ feet, the semi-diameter of the wheel. This cannot move the machinery, even if the principle was a feasible one. The shareholders will learn a costly lesson, and their experiment will not be without its good results.

The following notification appears in the *Gazette*:—The Governor has been pleased to fix $1,000 as the limit of compensation to persons who may build on land at Kowloong under garden leases, and whose property may be resumed for public purposes before the expiration of the period for which it has been let. The Government will grant compensation to the extent of two-thirds of the value of the building. No compensation will be paid on resumption by Government of any lot, the lease of which has expired through effluxion of time; but they may rest assured that, unless the land is required for public improvements, the leases which have been or may be issued to them in the first instance will be renewed for a further period of fourteen years, under similar conditions.

The cricket match between the Coast Visitors and the H. K. C. C. has not resulted quite as well for the former as did the races—if that be any consolation. The scores for Monday and Tuesday stood as follows:—

1st Innings.—Coast Visitors, 86; H. K. C. C., 159.
2nd Innings.—Coast Visitors, 28; H. K. C. C., 202.
Hong Kong thus winning by 247 runs.

A match and a race for the Shanghai Cup came off on the 23rd at the race course, as under:

Grasshopper *v.* Vis-a-Vis, weight for inches, for $500. 1½ miles. Won by Grasshopper. Time, 3m. 29sec.

Shanghai Cup: $50. For all beaten ponies at the meeting that have not been placed. 1½ miles. Six started, the first three coming in as under:—Black Prince 1, Coroner 2, Sauce 3.

An effort is being made by Mr. Everitt, of the Hong Kong Photographic Company, to photograph the remarkable series of pictures now in the City Hall Museum, illustrative of the ten Buddhist Hells. It is not certain that their strong and gaudy colours will bear reproduction by photography, but, if successful, the effort will give students of Chinese life an interesting set of illustrations. It is, we believe, proposed to issue them with short letter press descriptions.

The Macao correspondent of the *Daily Press* says:—The second election of a deputy for Macao in the Portuguese Parliament took place on March 1st, and the result was that the Government party won by six votes against the popular party. The total number of votes was 479, of which Pinto Basto obtained 241, Dr. Magalhaes 235, Dr. Maher 2, and Capt. Tassara 1. The result has caused considerable disappointment among the general community, and would not have been obtained but for the admission, which is said not to be according to law, of nineteen persons to vote who had only recently arrived from Lisbon.

The Government party used the most strenuous exertions to obtain this result, and complaints are made of the pressure exerted by them.

STRAITS SETTLEMENTS.

SINGAPORE.

The advices by the present mail extend to the 12th March; the P. and O. mail from London Feb. 6 arrived out on the 10th March.

Our Singapore files have unfortunately not come to hand by this mail.

PENANG.

The *Penang Gazette* says:—The Colonial steamer *Pluto* arrived here with four or five of the soldiers' wives belonging to the relieving detachment of the 10th Regiment which arrived in the *Thalia* the following day. She took back about the same number of women belonging to the relieved detachment and about forty convicts. She put in on her way up at Malacca and dropped the Chief Justice, who was to have opened the Criminal Sessions there on Monday last, and she is to call for his Honour on her way back. This arrangement is complete; but we confess that to our thinking it is rather a costly one—allowing six days' steaming for the voyage, and giving the vessel an average consumption of twenty tons of coals a day, which is a moderate allowance for her, the transporting of nine soldiers' wives, a Chief Justice, and forty convicts a distance of three hundred and fifty miles will have cost the colony at least $2,000. The same number of people might have been conveyed by any of the steamers plying between this port and Singapore for $300 at the most. We are aware that the *Pluto* conveyed a few provisions to the lighthouse and to the North Sands Lightship, and that this may be termed the original object of her voyage; but $1,700 (deducting $300 for passengers) is rather too high a price to pay monthly for supplying two lights with provisions. There is no earthly reason, as far as we can see, why Government should not subsidise one of the regular trading steamers, such as the *Sharpshooter*, or any of her line, to keep up the communication and to carry stores from the different settlements to the lighthouses, and thus save the colony the enormous outlays which the trips of the *Pluto* entail on it.

On the Immigration Act the *Gazette* says:—Whatever may have been the causes which called for the passing of the Chinese Immigration ordinance, there can be little doubt of the effects, the bare probability of its being enforced, have produced on the immigration to this Settlement; notwithstanding the increased facilities offered by innumerable steamers to encourage men to come here, it happens that immigration from China has been virtually at a stand still for the last six months. Did the Act benefit the immigrants or give them any positive protection we should rejoice at its enforcement; but since it does not, like all uncalled-for legislation, it can only be productive of harm. We give two instances as examples of how the provisions of the Act can be evaded, and coolies be subjected thereby to all kinds of ill-treatment in the neighbouring Malay states. We have

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known a steamer arrive outside the harbour limits and wait there until her captain had assured himself that the new Act was not in force before he would venture to come into the port; and we now hear that the same vessel has proceeded from Swatow or Amoy direct to Tongkah, where she will land a portion of her cargo, consisting of 800 passengers, we believe, and thence steam in here with as many men as she is allowed to carry by our law. If the Act before it has actually been put in operation causes such results what, we ask, will be the effects of it when it is enforced? Had the Government acted in concert with, or waited till the other civilised Powers joined them in one united course of legislation to control the Chinese coolie traffic, matters would have been different; but as it is, instead of benefiting the coolies they are doing them more harm than good, and furthermore by their legislation are interfering with legitimate enterprise in the province, by stopping immigration at a time when that country is being drained of its labour to meet the hourly increasing demand for Laroot.

The *Charybdis*, seventeen guns, is to relieve the *Thalia* on this station. When last heard of the former had reached Aden on her way out here from England.

His Honour Sir Wm. Hackett left for Singapore per P. and O. steamer *Zambesi*, in order we understand, to assist in the framing rules for the conduct of proceedings under the new Courts Act, in conjunction with the Chief Justice. His Honour is expected to return by the mail steamer on the 14th.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The Chinese new year had intervened, which coupled with the breaking out of an insurrection in the south, had tended to further restrict business. Yarn had again declined considerably, and the market was thoroughly stagnant; Shirtings had been in limited demand at lower rates; sales of velvets had been made at a further reduction, and in Woollens there had been but little doing. Further heavy supplies of Metals had come to hand, prices had receded, and the market was quiet.

HIOGO-OSAKA.—The month had been characterised by extreme dulness. Business had been confined within narrow limits, chiefly owing, it may be assumed, to the Japanese New Year holidays, which though officially abolished, were still observed by the greater mass of the population. Cottons.—Yarns: Prices for No. 16-24 had hardened, and were almost on a par with Nos. 28-32. Grey Shirtings: Deliveries had been on a fair scale, chiefly on old contracts, but prices were weaker at the close. Taffachelass: A good business had resulted, at easier rates. Worsted and Woollens: In Black Orleans some sales were noted, but prices were not so well supported. Mousselines were quiet. Prices for seasonable Cloths were almost nominal, in the absence of any demand worth speaking of. Iron: For Nail-rod the demand had slackened, and prices were lower.

SHANGHAI.—During the interval the Chinese had been engaged chiefly in celebrating their New Year. Occasionally, a transaction had been reported, but generally the quantity of goods changing hands had been insufficient to make a market.

FOOCHOW.—The following sales are reported:—500 pieces 7¼ lbs., Mexican T-Cloths at $2.17½ per piece, and 500 pieces 7 lbs. Grey Shirtings at $2.27½ per piece.

HONG KONG.—A fair amount of business had been done, and the market was considered to have fairly opened, but at prices which show that holders have very little confidence in the future. There had been great anxiety displayed on the part of the importers to press sales, and the dealers had taken advantage of the position to establish a lower range of prices.

CANTON.—Foreigners appeared anxious sellers of Lead since receipt by telegram of lower prices ruling at home. Sales had been effected of 800 pigs at $8.55 to $8.70 for soft brands; Quicksilver on the other hand had materially advanced, the quotation was $190, and at that figure a sale of 30 flasks had been effected.

BATAVIA.—The market had shown a little less dulness, the demand having become rather more general, and now that the Chinese new year holidays were at an end, it was hoped that inquiry would further develop itself. Prices, however, were extremely low, and covering rates were as a rule unobtainable unless long credit be given.

SINGAPORE.—Messrs. Boustead's Report says:—The arrivals with general cargoes are the steamers Yorkshire and Cawdor Castle from London, and Hector from Liverpool. A moderate business had been done in Piece Goods during the fortnight. Grey Goods had been in less enquiry, but stocks are not heavy and prices have been maintained. 36 inch Grey Shirtings: 8¼ lbs. taken at $2.40 for common and $2.42½ for good makes. 7 lbs. have received some attention; sales at $2 to 2.2½. 6 lbs. continue very dull of sale. 45 inch: Retail transactions only in 9 lbs. at $2.85 to 2.87½ and in 8 lbs. at $2.37½. 32 inch T.-Cloths: 7 lbs. Mexican are in small supply and are asked for at $1.90 to 1.95. 7 lbs. ordinary are dull at $1.65 to 1.67½. 6 lbs. continue in fair request at $1.50 to 1.52½. Light weights are in poor demand. 40's Grey Yarn: A fair amount of business done at $1.20. 30's Yarn neglected and sales of 18 to 24's can only be made at very low prices. T. Red Yarn is scarce, and higher prices could be obtained. Light and Dark shades of Green have been in some request. Medium is not wanted. Orange Yarn is out of stock. No inquiry for Yellow. Imperial Red continued dull of sale. Woollens: Scarlet Camlets are in some demand at $19½ to 20. Scarlet Long Ells 12 lbs. and 9 lbs. are saleable at a moderate extent. Bombazettes have been neglected. Spanish Stripes can be placed in small quantities. Assorted and Black Lastings meet with some enquiry. Iron is steady at about former prices. A sale of Govan flat bar is reported at $4.81 "to arrive." Nailrod quiet at $4.35. Hoop is in limited request at $5½.

PENANG.—There had been an active demand during the fortnight for some of the principal staple; 6 lbs. and 7 lbs. T-Cloths, 6 lbs. and 8¼ lbs. Grey Shirtings, and the low qualities of White Cambrics had commanded the most attention, and stocks of the ordinary qualities of these goods, with the exception of 8¼ lbs. Shirtings, had been cleared. Prices had not undergone any change, but the tendency was firmer.

EXPORTS.

—o—

TEA.

YOKOHAMA.—The market had shown a little more animation, and settlements for the fortnight had amounted to about 4,000 piculs: the demand had been chiefly for medium and good medium grades, with some few parcels of the finest. Prices ruled as before, and stocks in first hands were light and of rather inferior quality; arrivals had been moderate, and had not exceeded 1,500 piculs. There had been no further exports. Export from June 1, to date, 10,539,817 lbs., against 10,336,345 for corresponding period last season.

HIOGO-OSAKA.—During the month purchases had been made to the extent of 4,000 piculs, at prices showing no change on last quotations. Stock, 2,000 piculs. The steamer Atalanta, left on the 4th Feb. for New York direct, via Suez Canal, with 203,969 lbs.

HANKOW, KIUKIANG, FOOCHOW, AMOY.—The season at these ports was over.

SHANGHAI.—Black: There has been none on offer. Green: Owing to the Chinese New Year holidays, business had been almost entirely suspended. Prices showed no change.

CANTON.—Messrs. Deacon and Co.'s Report says:—Our market has been very quiet, and our season may now be looked upon as closed. It is estimated that our total export to Great Britain for this season will be less by 4,750,000 lbs. than the year preceding, made up as following: short in Congou 2,000,000 lbs., Scented Caper 900,000 lbs., Scented Orange Pekoe 1,000,000 lbs., and Green Teas 800,000 lbs.

SILK.

YOKOHAMA.—During the fortnight dealers had shown some desire to sell their stocks, but the quality on offer being very undesirable, actual settlements had been but small. On account of the lower prices ruling here than up country, arrivals had been small, and the stock showed a reduction. Prices generally were weak, and may be quoted $10 to $15 lower; some parcels of coarse kinds were on offer, but no business had taken place in them. Settlements to date, 11,300 bales. Stock, 2,000 bales.

SHANGHAI.—Owing to the Chinese holidays business had been much interfered with, and transactions had been too trifling to allow of quotations being given. The only quotable sales had been Koo-Fong-Sings No. 3 at Tls. 445, with No. 3½ at Tls. 425; Tsu-Khe-Yuen's Kahing "Kinling" at Tls. 300; and some market No. 1 Shoongs at Tls. 260. Settlements for the fortnight 300 bales. Total settlements since 1st June, 1873, 51,700 bales; against 1872, 53,700 bales; 1871, 47,200 bales. Comparatively unsold Stock on this market 26th Feb. 3,000 bales; 1873, 700 bales; 1872, 800 bales.

CANTON.—Business had been confined to a small compass, and only very trifling settlements were reported. Holders had become more anxious to sell, and would in many instances accept lower prices than were asked previous to the commencement of the holidays, but the stock of middling and common sorts offered little inducement to purchase, and no really good silk of the different classifications was obtainable.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3¼d.	4s. 3¼d.	4s. 3¼d. to 4s. 4d.
Shanghai „	5s. 10d. to 5s. 10¼d.	5s. 10¼d. to 5s. 10½d.	5s. 10½d. to 5s. 10¾d.
Canton „ ...	4s. 3¼d.	4s. 3¼d.	4s. 3¼d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3¼d.	4s. 3¼d.	4s. 4d.
Manila „	4s. 1½d.	4s. 2d. to 4s. 2¼d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 302 to 303	222½
„ Hong Kong	26⅝ to 27 dis.	—
Bar silver	Tls. 111.3.0	8½ prem.
Mexican dollars	„ 76.3.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 36 per cent. premium.
Hong Kong Gas Company, $70 per share.
Hong Kong and Whampoa Dock, 30 per cent. discount.
China Traders' Insurance Company, $750 premium.
Hotel Shares, 58 per cent. discount.
Hong Kong and Macao Steamboat Company, 18 per cent. premium.
Hong Kong Fire Insurance Company, $500 prem.
Union Insurance Society (new shares), $50 per share.
China and Japan Marine Insurance Company, Tls. 95 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 12½ per cent. prem.

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EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1873, to Feb. 18, 1874	70991458	51143165	361183	16540895	137126731	41498
From June 1, 1872, to Feb. 18, 1873	75012077	51669463	104023	20951771	147787340	54703

Shipments since last report, and included in above total :—

Jan. 25	per Menelaus (str.)	From Foochow	...	651,509	
Feb. 5	... Avoca (str.)	... Shanghai	...	30,655	456
— 10	... Priam (str.	... Do.	...	354,345	106
— 12	... Ava (str.)	... Shanghai, &c.	...	446,099	432

TO THE CONTINENT.

	Bales.
From June 1, 1873, to Feb. 18, 1874	8338242	23904
Do. do. 1872, to Feb. 18, 1873	6274709	22027

Shipments since last report, and included in above total :—

Feb. 5	per Avoca (str.)	From Shanghai, &c.	...	—	194
— 12	... Ava (str.)	... Shanghai	...	3,150	665

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1873, to Feb. 18, 1874	43600432	4692
Do. do. 1872, to Feb. 18, 1873	57716896	8316

Shipments since last report, and included in above total :—

Jan. 23	per Japan (str.)	From Yokohama	...	149,474	
— 28	... Atalanta (str.)	... Do.	...	359,364	
Feb. 3	... Corea	... Do.	...	477,596	
— 5	... Iconium	... Canton	...	21,500	
— 5	... Avoca (str.)	... Shanghai, &c.	...	60,320	124
— 6	... Ava (str.)	... Do.	...	30,675	
— 10	... Priam (str.)	... Do.	...	14,067	
— 12	... Brema	... Canton	...	163,181	73
— 12	... Great Republic (str.)	... Do.	...	22,200	
— 13	... Sarah Nicholson	... Foochow	...	961,337	

TO AUSTRALIA.

From June 1, 1873, to Feb. 18, 1874	...14,456,563
Do. do. 1872, to Feb. 18, 1873	...16,115,953

Shipments since : None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,80[illegible]	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd.
Shanghai Dock Company ...	500 ...	500 ...	195 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	140 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	107 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	64exd.	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500exd	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	40 ...	
Union S.N. Company	100 ...	100 ...	74 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	685 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,650	$250.p.sh
Hong Kong and China Gas Co.	£10 ...	£10 ...	£70 ...	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.95 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$118 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	127 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Feb. 19, Elizabeth Nicholson; from Newport, 15, Dorothy; from Cardiff, April 4, Westminster.

At HIOGO.—From London, Feb. 15, Walton; from Hamburg, Jan. 30, Lotte.

At SHANGHAI.—From London, Feb. 22, Glenartney (str.); from London, &c., previous to April 9, Whitehall, Crocus (str.), Glenfalloch (str.), Diomed (str.), Windward.

At HONG KONG and CANTON.—From Cardiff, Feb. 18, Peter; 26, Ingeborg; from Rotterdam, 27, Valentia; from Newcastle, March 4, Amoy; from London, &c., previous to April 2, Cassandra (str.), Glenfalloch (str.), Yentai (str.), Retrograde.

At SINGAPORE.—From London, Feb. 26, Yorkshire (str.); Cawdor Castle (str.); from Cardiff, Feb. 6, M. Casabona; from Sunderland, Argo; from London, &c., previous to April 7, Agamemnon (str.).

At PENANG.—From London, Feb. 26, Cawdor Castle (str.); March 2, Edeline; from Liverpool 28, Hector (str.); from Shields, March 1, Cardiganshire; 7, Lord Collingwood; from Sunderland, 2, Vanguard; from London, April 8, Tchihatchoff (str.).

At BATAVIA.—From Texel, Feb. 18, Argo.

DEPARTURES.

From YOKOHAMA.—For London, Feb. 16, Vanguard.

From HIOGO—For Falmouth, Feb. 8, Stornaway; for Europe, 1, Windhover; 7, Minna; for New York, 4, Atalanta (str.).

From SHANGHAI.—For London, Feb. 25, Antenor (str.)

From FOOCHOW.—For London, Feb. 15, Priam (str.).

From HONG KONG and CANTON.—For London, Feb. 18, Priam (str.); 20, Lennox Castle; March 1, Antenor (str.).

From SINGAPORE.—For London, Feb. 26, Priam (str.), Golconda (str.); March 9, Antenor (str.); for Liverpool, Feb. 26, A. H. Willie; for Channel, f.o., March —, Jeanie Loutit; for New York, March 4, Eleanor, Agate; 6, Criterion.

From PENANG.—For London, March 1, Priam (str.); 4, H.M.S. Rinaldo; 11, Antenor (str.), Cheviot.

From BATAVIA.—For England, Feb. 22, Ville de St. Servan; for Holland, 19, Noach III.; 21, J. P. Wheeler, Ital (str.), Sophie; 23, Loembing.

From BANGKOK.—For Falmouth, Feb. 12, Varuna; for Marseilles, 15, Louise Marguerite.

VESSELS LOADING.

At YOKOHAMA.—For London, Pride of the Thames.

At HIOGO.—For London, Gancho; for Europe, Glenroy (str.), Araby Maid.

At SHANGHAI.—For New York, St. Andrew's Castle.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For London, Fontenaye, Francis Calderon.

At SINGAPORE.—For Liverpool, Schleswig Bride; for New York, Lewis M. Lamb; for Boston, Harwich, Argo.

At PENANG.—For London, Cardiganshire, Vanguard.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 per ton sailing vessel, and £5 per steamer.

At HIOGO.—To London, per sailing vessel, £3 12s. 6d. to £3 15s. per ton for rice; per steamer, £4 to £4 5s., with 5s. additional for the Continent.

At SHANGHAI.—The rate per Antenor, to London, was £3 per ton o 40 feet; there is now no vessel on the berth; to New York, £2 10s. per ton of 40 feet.

At HONG KONG and CANTON rates remain unaltered.

At SINGAPORE.—To London, per steamer, Tin £2; dead weight, £31 5s.; measurement, £4, Coffee £4 10s.; Pepper £5 10s.; Hides £6; to Liverpool, per sailing vessel, dead weight, £3 2s. 6d.; £3 10s. light freight.

At PENANG.—To London, per steamer, measurement, £4 10s.; Tin, £2; per sailing vessel, bag sugar, £3 7s. 6d.; tapioca flour, £3 10s.; hides, £4 5s.; pepper, £3 10s.

At BATAVIA.—To Channel, f.o. £3 5s. U. K., £3 7s. 6d. to Continent to load rice at Batavia; to Rotterdam, f.62.50 sugar, f.125 arrack; to Boston, sugar, £3 15s.; to New York, £3 7s. 6d. to load at eastward.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Feb. 17	Johanna Maria	Buenos Ayres	Anjer
„ 22	Diana	Singapore	Hamburg
„ 22	Windhover	Ilo Ilo	Falmouth
„ 23	Triton	Singapore	London
„ —	Ferd. and Louis	Newcastle	Cheribon
„ —	Zohrate	Hiogo	Falmouth
„ 25	Sophie	Batavia	Rotterdam
„ 25	J. P. Wheeler	Do.	Amsterdam
„ 26	Palestine	Shanghai	Montreal
„ —	Banian	Manila	Liverpool
„ 28	John Clark	Singapore	London
March 2	Brema	Hong Kong	New York

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 9, at Liverpool, from Rangoon, President Mabire; from Sourabaya, Helios; 8, from Ilo Ilo, Condore; April —, at Falmouth, from Hiogo, Beemah; 8, at Marseilles, from Batavia, Borneo (str.); —, at New York, from Amoy, Oberon; from Shanghai, C. R. Bishop; from Hong Kong, Tamesa; March 30, at Boston, from Manila, Archer; April 12, at London, from Hong Kong, &c., Priam (str.).

DEPARTURES.—April 8, from Cardiff, for Shanghai, Lady Louisa; from Penarth, for Hong Kong, Cleopatria; 5, from Cuxhaven, for Hong Kong, Dan; for Manila, Coquette; April 1, from Cuxhaven, for China, Bellona (str.); 11, from London, for Shanghai, Leucadia; 11, from Cardiff, for Shanghai, Europe, Bolton (str.); from Helvoet, for Singapore, Orient.

CASUALTIES.—A telegram from Lisbon, April 9, announces that the Alblasserdam, from Cardiff to Singapore, had put in there with damage to rudder. The S. S. N. Company's steamer Manchu was lost on passage from Nagasaki to Shanghai about the 4th April.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 189 tons of stores to Hong Kong. At Port Said, April 8, Nestor (str.), from Liverpool, for Singapore, China, &c.; at Aden, April 11, Vancouver (str.), from London, for Hong Kong.

STEAMERS PASSED THE SUEZ CANAL.—April 8, Othello, from London, to Colombo.

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THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, APRIL 10.—The P. and O. Company's steamer Simla, with the India, China, and Australian mails, arrived at 9.30 this morning.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, APRIL 7.—The P. and O. Company's steamer Mongolia, with the homeward India, China, and Australian heavy mail, left here at 11 A.M. to-day, and may be expected at Southampton about the 20th inst.

NEXT INWARD MAIL.—SUEZ, APRIL 8.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, arrived here to-day at 9 A.M., and left for Marseilles, where she may be expected about the 16th inst.

INWARD MAIL, DUE MAY 4.—GALLE, APRIL 10.—The Messageries Maritimes steamer Meikong, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, APRIL 9.—The P. and O. Company's steamer Venetia, sailed to-day for Gibraltar, Malta, and Alexandria, with the heavy India, China, and Australian mails, a full cargo, and 591 boxes of specie, jewellery, &c., value £146,789. After delivering mails, &c., at Alexandria, the Venetia will go through the Suez Canal to Bombay. The corresponding overland mail, *via* Brindisi, will be despatched from London on the 17th inst.

OUTWARD MAIL OF APRIL 3.—SUEZ, APRIL 10.—The P. and O. Company's steamer Golconda left at 4, and the Khiva at 6 P.M., with the outward India and China mail of the 26th ult.,—3rd inst., for Bombay and Calcutta respectively.

OUTWARD MAIL OF MARCH 13.—GALLE, APRIL 8.—The Messageries Maritimes steamer Tigre, from Marseilles 15th ult., left here to-day for Singapore.

OUTWARD MAIL OF MARCH 6.—SINGAPORE, APRIL 6.—The P. and O. mail from London, March 6, arrived here to-day.

OUTWARD MAIL OF FEB. 27.—SINGAPORE, APRIL 1.—The Messageries Maritimes steamer Hoogly, from Marseilles March 1, arrived here to-day.

OUTWARD MAIL OF FEB. 20.—SHANGHAI, APRIL 6.—The P. and O. mail from London Feb. 20 arrived here to-day.

LATEST TELEGRAMS.

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THE SUEZ CANAL TARIFF.

CONSTANTINOPLE, APRIL 9.—In its first reply to M. de Lesseps's letter the Porte expressed readiness to grant his request for a postponement of the application of the new Suez Canal tariff. The Porte, however, having subsequently received from the English, Austrian, German, and Italian Governments a protest against any such postponement, telegraphed yesterday to the Khedive rejecting the demand made by M. de Lesseps. The French Government declared that it did not consider that it was entitled to influence the decision of the Porte. The Russian Government stated that it had no objection to the postponement requested. The *Giornale delle Colonie* states that M. de Lesseps has formally protested against the order issued by the Turkish Government for the execution of the decisions of the International Tonnage Commission. It also says it is believed that he intends abandoning the scheme for a reform of the measurement of vessels, and proposes, instead, an increase of the pilot-tax.

CONSTANTINOPLE, APRIL 12.—The *Giornale delle Colonie* is believed to have been misinformed in stating that M. de Lesseps intends increasing the pilot tax, as at the sitting of the International Tonnage Commission, on the 1st December last, Edhem Pasha made the following declaration:—"No modification can be made for the future in the conditions of transit, even as regards towing, anchorage, or pilotage, excepting with the assent of the Sublime Porte, which will confer and agree with the chief Powers interested before coming to any determination upon such questions."

THE ATCHIN WAR.

PENANG, APRIL 10.—The Dutch have declared several ports in Atchin open to trade.

SINGAPORE, APRIL 11.—Sir Andrew Clark, Governor of the Straits Settlements, is receiving some Atchinese envoys on a visit.

THE LOSS OF THE "NIL".

SHANGHAI, APRIL 12.—Soundings over the wreck of the Nil (str.) show ninety-eight fect of water. No cargo has washed ashore. The weather prevents boats getting alongside. Divers can do nothing on account of weather and position. Cannot ascertain decision of Court of Inquiry.

MARKET REPORT.—CHINA.

HONG KONG, APRIL 10.—Cotton Piece Goods quiet and weaker; nothing doing in Woollens; Grey Shirtings, 6½ catties, 8¼ lbs., $2.15; Cotton Yarn, 16-24, $114; T-Cloths, 6 lbs., ordinary, $1.50; 7 lbs. Mexicans, $2. Cotton: Fair medium Bengal, $13. Exchange on London: Bank bills, six m.s., 4s. 3¾d. Tea: Freights by steamers, £3 15s.

SHANGHAI, APRIL 9.—Cotton Piece Goods and Woollens dull and drooping; Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.5 to 1.9.8 T-Cloths, 6 lbs. ordinary, Tls. 1.0.6; 7 lbs., Mexicans, Tls. 1.5. Cotton: Fair medium China, Tls. 8½. Silk: Quiet, but steady. Tsatlee, No. 3 Koonfoongsings, Tls. 440 to 450; No. 5, Tls. 300; total settlements from 1st June to date, 55,125 bales; total export, 1st June to date (from Shanghai) to England 33,000 bales, to the Continent 16,000 bales; stock 11,000 bales. Exchange on London: Bank bills, six m.s., 5s. 11½d. to 5s. 11⅝d.; Mexican Dollars, Tls. 74. Total export of Tea from Shanghai and Yangtsze ports for the season 63,000,000 lbs. black, 9,800,000 lbs. green; stock, 3,000 half-chests green.

STRAITS SETTLEMENTS.

SINGAPORE, APRIL 7.—Cotton Yarn, 40's, $119; Grey Shirtings, 39-in., 8¼lbs., $2.40; 7 lbs., $2;] T-Cloths, 6 lbs., ordinary, $1.50 Gambier, $4.90. Pepper: Black (Singapore), $10; White (Rhio), $13.75. Tin (Malacca), $25. Coffee (Bonthyne), $20. Exchange on London: Bank bills, six m.s., 4s. 3¾d.

PENANG, APRIL 8.—Tin, $24.50 (nominal). Pepper: Black, $10; White, nominal. Sugar, No. 1, $6.50; No. 2, $3.90; No. 1 basket $2.70. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.52½. Exchange on London: Bank bills, six m.s., 4s. 3¾d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANTHONY—On the 7th March, at Penang, Mrs. J. M. Anthony, prematurely, of a son still born.

IRVING—On the 28th Feb., at Singapore, the wife of Edward Alexander Irving, Assistant Colonial Secretary, Straits Settlements, of a daughter.

STEPHEN—On the 6th April, at Ashbank House, Blairgowrie, N.B., the wife of the late Capt. Samuel Stephen, s.s. *Cyphremes*, of a daughter.

MARRIAGES.

BEUKEMA—TOEWATER.—On the 14th Feb., at Yokohama, by W. C. Van Oordt, Acting Dutch Consul, and by the Rev. P. Veder, Dr. T. W. Beukema to Miss S. C. Toewater.

BRAINE—BECHER.—On the 9th April, at St. Michael and All Angels, North Kensington, Charles Frederick Braine, of Ceylon, eldest son of C. I. Braine, of Caterham, Surrey, to Adeline Mary, only daughter of the Rev. James Young Becher, chaplain H.M.I.S.

CARMICHAEL—FORBES—On the 26th Feb., at Shanghai, by the Rev. Canon Butcher, J. R. Carmichael, M.D., M.R.C.P., of Chefoo, to Anna Adelaide, only daughter of the Rev. John Murray Forbes, D.D., of New York.

DUNN—JONES.—On the 9th April, within the Church of Torryburn, Fife, N.B., by the Rev. John Paterson, M.A., minister of the parish, James Lawrence Dunn, commander of the ship *Falcon*, to Susan Murray, second daughter of H.E. the late Major Rokeby Jones, Governor of the Gold Coast.

MERRILEES—BELBIN.—On the 21st Feb., at Shanghai, Alexander Grant Merrilees, *North China Herald* office, to Elizabeth (Lizzie) Belbin, of Salisbury, Wilts.

MILLEY—POLTON.—On the 21st Feb., at Shanghai, William Thomas Milley, *North China Herald* office, to Matha Baldwin Polton, of Reading, Berkshire.

DEATHS.

ANTHONY—On the 7th March, at Penang, Isabel Marion, wife of J. M. Anthony, aged 23 years.

BRISSONNET—On the 28th Jan., at Kobe, suddenly, Ferdinand Brissonnet, a native of Poitiers, France, aged 33 years.

CHRISTIANSEN—On the 25th Feb., at Penang, Ludwig August Robert, the infant son of Captain K. L. Christiansen, of the steamer *Kalahome*, aged 7 months.

HEWERDINE—On the 29th Jan., at the International Hospital, Kobe, George Albert Hewerdine, aged 29 years.

MARTIN—On the 27th Feb., at Penang, Captain P. L. Martin, aged 73 years.

RUSSELL—On the 4th April, at Shanghai, Robert P. Russell, aged 24½ years, second (twin) son of L. A. Russell, 82, Pembridge-gardens.

SPENCER—On the 20th Feb., at Chinkiang, Samuel Benson Spencer, aged 39 years.

THOMSON—On the 10th March, at Malakhoff Estate, Province Wellesley, from the effects of an accident while riding, Ewan Cameron Thomson, aged 39 years.

WEBB—On the 9th April, at 4, Beech View-villas, South Penge-park, Anerley, Charles G. Webb, late of Shanghai, second son of the late Frederic Parry Webb, captain H.E.I.C.S., in the 31st year of his age.

THE INTERNATIONAL EXHIBITION.

Without ceremony of any kind, but in a practical, business-like way the Exhibition at South Kensington was opened to the public on Monday last. First among those who entered was Mr. Henry Cole, C.B., who, with Captain Clayton, Lieutenant Cole, and a few other of the leading directors who chanced to be present, comprised all that gave even a semblance of officialism to the beginning of the season of 1874. In truth there seems to have been rather an effort to oblige the public by throwing open the portals thus early, when in several important and what will probably be attractive departments scarcely even the preliminary preparations appear to have been made. Thus the Indian Court is for the present a sealed room; the French division is bare of all but a few bronze figures huddled together as if rather ashamed of their loneliness, and in several other sections of the Exhibition there has obviously been somewhat of hurry to get up to time. Exhibits from Germany in one class, exhibits from far Japan in another, do little more than give promise of what may be expected when a few days more have elapsed and exhibitors have had time and opportunity to place their treasures in something like order. The promised competition among the wine-growers of the world must needs be deferred until May, chiefly owing to the delay of the French and the tardiness of the Portuguese. Leaving out these exceptions, there is still an abundant show to occupy the attention of visitors. The lace department alone presents a display of costly and curious productions such as can very rarely be seen in this country. A special stand in this division is devoted to specimens and photographs of Russian lace, lent by the Duchess of Edinburgh, and it need hardly be said that these shared, along with other more elaborate displays, the particular attention of lady visitors. Another division of the Exhibition that reappears in full glory is the Museum of Economic Fish Culture—a combination of an aquarium on a small scale with a museum well-stocked with curious specimens of odd fish. The sections devoted to machinery in motion, printing, sewing, bookbinding, and various mechanical industries are also in full play. The picture galleries, if scarcely so fully furnished or so varied as in former years, are specially rich in works of deceased masters of the British school, notably Wilkie, Constable, and Egg. The Belgian gallery contains a large collection of the works of Flemish artists, but there is still a large gap to fill on the arrival of the lighter works of the French exhibitors, which, as is duly notified, are not expected until May. Outside the building itself temporary buildings are approaching completion to receive the various supplementary exhibits that add no small charm, and certainly give a relief to the more regular display within the walls. A sort of *bijou* refreshment room has been tastefully fitted up for the sale of Vienna beer, together with those solid accompaniments, such as German sausages, that are not unfrequently associated with this particular light beverage.

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Entering by the principal door in the Exhibition-road, the first object of interest is the diving-bell, with other apparatus for walking about comfortably at the bottom of the sea, and these objects are fitly followed by a corridor full of models of lightships and lifeboats. Conspicuous among the former is a beautiful little model of the *Goodwin*, the new light-ship provided by the Trinity Board for those well-known fatal shifting sands. Hard by is a huge clock, with a barometrical apparatus for registering from hour to hour the state of the weather. The building contrivances and materials—a comprehensive class of objects—stretch away beyond all this, but are as yet hardly forward enough to attract many visitors. The long gallery, which shone like a rainbow last year with silks and satins of every possible and impossible tint and hue of earth or sky, is now devoted to one of the most carefully-arranged collections of ancient lace which has ever been exhibited. Revolving screens and glass cases are filled with modern lace, from Brussels, from Irish schools, and from Devonshire villages, whose cunning stitches run those made centuries ago very close indeed. The collection begins with a screen on whose revolving leaves are displayed not only specimens of historical lace, but photographs from old pictures, showing how the quaint ruffles and coppets were worn in the 15th and 16th centuries. In the middle of the avenue of saddlery, of harness, of whips, of leather trappings of all sorts and kinds, stands a case of Japanese leather work. The sheets of dark but supple leather pierced into the semblance of fine lace work have elicited much admiration from both experts and amateurs. In the rooms between the galleries, whose spacious balconies look out on the Horticultural Gardens, are arranged with exquisite artistic skill and harmony various specimens of decorative art as it may be applied to furniture and hangings. In one of these rooms are some beautiful examples of Fine Art Pottery, including a collection of ware exhibited by Mintons, showing what can be done with coloured porcelain clays. In these plateaux the effect is obtained by staining the porcelain and firing it in the biscuit oven, instead of painting it in the usual manner, and it is only the gilding which is treated by the ordinary process. Here also are magnificent shields of Damascene work in silver and gold; and a smaller specimen of the same delicate handicraft is shown in a large pendant of Holbeinesque design made by Bragg, of Birmingham, and offering a fine example of English enamelling and inlaying. The large pair of cases filled with tapestries and curtain borders designed and executed at the School of Art Needlework, under the special patronage of Princess Christian, display some really beautiful samples of what female fingers can achieve even in these modern and degenerate days. In the Fish Museum Mr. Frank Buckland has on view living specimens of the Proteus, from the Cave of Adelsberg, the Axolott, or Devil Fish, from Mexico, splendid specimens of lake trout from Neuchatel, and enough of odd specimens alive or dead to fill a whole cauldron with weird and mystic charms. The process of salmon hatching and cultivation is shown as usual, as are also numerous life-size casts of extraordinary fish of this family that have been caught in British waters within recent periods. Mr. Buckmaster's lectures in the national school of cookery will be resumed on Saturday afternoons, and will be illustrated as heretofore by practical proofs of what may yet be accomplished in the way of culinary art and economy.

In number of pictures there is certainly no falling off this year, whatever may be said as to the quality of the works which cover the walls of the galleries, the screens, and even the staircases. The mere mechanical estimate of this vast conglomeration of pictures in oil and water colour, by artists known and unknown, British and foreign, will give some idea of the quantity of fine art material which has been got together. Including sculpture, the architectural drawings, the engravings, and photographs, the catalogue tells of about 5,000 works. This, at any rate, affords ample proof that painting is flourishing amongst the nations as an industrial art.

THE CHINESE COMMISSIONERS—THE COOLIE TRADE.

(NEW YORK HERALD.)

HAVANA, MARCH 19, 1874.

The Chinese Commissioners have arrived at last, and their countrymen are expecting an alleviation of their present sad condition. The usual tactics of the Spaniards have already begun; and seeing that blustering did not prevent the Commissioners from coming, they are now treating them with ridiculous mock courtesy. Shortly after their arrival the Havana Board of Aldermen sent a commission composed of three members to welcome the Commissioners, and the latter called on the Captain General, who received them in a very affable manner, as Spanish officials of high rank always do their visitors. Later in the afternoon, Mr. Dunlop, the British Consul General, was with them, and to-day they will receive from the French and German Consuls information gathered by these gentlemen by express order of their Governments. It is understood that the Consul of the United States has only been ordered to show every civility and give all assistance to the Commissioners, but he has no special orders to frame reports for their guidance. The *Diario* publishes an extract from a Spanish journal this morning, which states that the American and English Secretaries attached to the commission had used every effort to obtain letters of introduction from prominent people in Spain to prominent people here, as if such letters could be of the slightest use, or an Embassy would go about begging for letters of introduction to private parties, like a commercial "drummer." The paragraph also states that these letters were not asked for Chen Lan Pin, the chief of the commission, and that they were refused by the parties of whom they were asked by the agents of the insurgents. The whole story is undoubtedly a fabrication, as the commission is not here to bother about the insinuation, but to devise means by which the Spanish Government may be induced to abolish the laws now in force condemning the Chinaman to a state of perpetual servitude. An advertisement in the *Diario* calls on all persons desirous of purchasing Chinamen to come forward at once and apply for those who are to arrive on the steamer *Rosa*, the advertisement laying particular stress on the fact that this will be the last lot to arrive toward which the purchasers will not have to enter into obligations to pay their passage back to China, just as if the purcaaser could not get rid of such obligations even if it existed. The Chinese element could have been made a source of great wealth to the islands, but the planters were too accustomed to slavery not to try to reduce the Chinaman to the condition of a slave. If planters would deposit the necessary amount for their return passage at the port of embarkation, and pay them a reasonable salary, there is no doubt that Chinamen would continue to come here and work—this, of course, if that very uncertain thing a return to peace should take place, but if the war continues, as there is every probability it will, the Chinaman will manage to eke out an existence where men of European descent would starve.

THE LOSS OF THE "KWANGCHOW."—A Board of Trade inquiry into the loss of the steamer *Kwangchow*, while on a voyage from Liverpool to Hong Kong, *via* the Suez Canal, has been held at Greenwich Police-court. The vessel stranded about sixty miles from Cape Guardafui, on the African coast. Immediately she was boarded by between 200 and 300 armed natives, who commenced taking away everything of value, threatening the officers and crew with death by brandishing knives, swords, and spears. Later in the day a chief of the native tribe came on board, and offered to leave four armed natives on board to prevent the plundering. Capt. Duncan held a council, at which it was decided to abandon the *Kwangchow*, and accordingly all the crew left, with the exception of the second officer, Mr. George, Quartermaster Mansbridge, and a seaman named Piscoe, who tried to save the vessel, with the assistance of several of the crew of the *Singapore*, who were wrecked there a short time previously. Before the salvage could be affected, the vessel broke up, and the three men, by hoisting signals, attracted the attention of a passing steamer, and were taken to Aden. The rest of the crew had been picked up and landed at Point de Galle. The Court acquitted Capt. Duncan of the charge of improperly abandoning the vessel, though they regretted that the courage of the crew generally had not been equal to that of the three men who remained behind, and, in consideration of the stranding of the ship, suspended his certificate for a month.

AT a meeting of the Russian Geographical Society, held on the 19th ult., General Heine, late in the United States Service, read a paper on the progress of civilisation in Japan, in which he related the following remarkable story:—A young Japanese who was sent to America to study, receiving from his Government an allowance of $1,000 per annum, embraced Christianity and became a Methodist. According to Japanese law he was punishable by death. Considering he was bound to notify the fact to his Government, he wrote home and renounced all further claim to his allowance. The Government of Yedo thereupon instituted inquiries in America into the manner in which the young man was following his studies; the result of these being in his favour, all the reply that he obtained from the Japanese Government in answer to his notification was an increase of his annual allowance to $1,500.

ACCOUNTS have been received from Colonel Gordon, who has succeeded Sir Samuel Baker in the mission which was entrusted to him by the Khedive for rooting out slavery in the country lying between Egypt and Abyssinia. The Colonel had reached Suakin at the end of February, and was to proceed in a day or two to Berber, where he intended to organise his forces. The Khedive has given Colonel Gordon full powers for his mission, but he has declined any higher title than that of commander of the expedition, and has himself cut down by four-fifths the salary allowed him by the Viceroy.

THE Mayor of Brighton has published an abstract of the expenses incurred by Professor Fawcett and Mr. James White (the late members) at the recent election for the borough. The ordinary expenses were paid jointly, but as Professr Fawcett did not employ any paid agent or canvassers, his total is only £373 19s., while Mr. White's is £514 3s. 7d. For so large a constituency the totals for a contested election are very small. The official return of the expenses attendant on the election for the city of Oxford is as follows:—Lord Cardwell's, £1,346 13s. 5d.; and Sir William Harcourt's, £1,233.

A RETURN issued by the Treasury shows that the gross amount received by the Post-office during the year 1872 in respect of telegraphic messages, private and special wire rentals, was £1,359,652, less £389,569, the amounts paid to submarine telegraph for message receipts collected on their behalf, and to postmasters for special deliveries. In the same period the amount expended by the Post-office for salaries, rent, and maintenance was £825,275, but this sum was exceptionally high, as it included payments which, though made in 1872, were proper to the two previous years.

THE *employés* of the Thames Conservancy have succeeded in raising the *Princess Somiwatty*, a large outward-bound barque, which was sunk about a mile below Gravesend three weeks ago by one of the P. and O. Company's steamers. Two lighters, with powerful machinery, have been employed in the work of lifting, which has been one of considerable duration. Hugh chains were successfully placed under the ship's bottom on the 4th inst., and since then she has been lifted by degrees with successive tides, and towed to a position close inshore.

AMONG the passengers by the P. and O. steamer *Australia*, which arrived at Southampton on the 6th inst., were twenty-one officers and crew of the steam-ship *Queen Elizabeth*. All the bodies, excepting three, of the persons lost in the wreck of that vessel have been recovered.

THE China Trans-Pacific Steamship Company's steamer *Vancouver* arrived at Port Said on the 3rd inst., in eleven and a half days from the Isle of Wight, and left Suez for Hong Kong on the 6th inst.; all well.

THE Nederland Company's mail steamer *Konig der Nederlanden*, from Southampton 27th Feb., arrived at Batavia on the 8th inst., and the Company's steamer *Prins van Oranje* left on the same day for Southampton.

ON the 4th inst. a deputation from the French residents in Japan presented M. Thiers with a set of chimney ornaments, manufactured in Yokohama.

At a meeting of the shareholders of the Trident Marine Insurance Company on the 10th inst. it was decided to wind up.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, APRIL 13, 1874.

CHINESE CUSTOMS' SERVICE—WHAT IT HAS NOT DONE.

A REPORT has been going the round of the London papers recently, to the effect that the Director-General of Customs, Mr. HART, had instructed his subordinates in Chinese employ to prepare for publication a series of statistical, geographical, and historical reports upon the several provinces of China, in which the Treaty Ports open to foreign trade are situated. A paragraph to this effect, apparently inspired, first appeared in the *Athenæum*. We hail the report with satisfaction, and we trust before long to pass in review the production in question. It is indeed, we venture to affirm, high time that the costly and extensive staff of the Chinese Customs should justify its existence. For nearly twenty years the Service has now run an unchecked career, attaining, under the guidance of its present chief, a prominence,—and, if report speaks truly, a power—which justifies us in expecting something at its hands. Surely a Service which spends probably £150,000 sterling in annual salaries may well be expected to number in its ranks able, educated, and scholarly men, competent to deal with fiscal and commercial questions in a liberal and enlightened spirit, and capable, too, of advising and convincing the Chinese officials with whom they are in daily contact of the undoubted superiority of Western methods and of the incontrovertible axioms of political economy. It may be that this is so, but we have seen no signs at present of any leavening power, any quickening, vivifying progressive impulse originating with the Customs' Service. At times, indeed, we have been inclined to think that whatever influence the Chinese Customs may exercise is employed to bolster up and support existing anomalies, and that its employés are contented to consider themselves as mere clerks—registrars and executors of the commercial decrees of their Chinese masters.

We have no means of knowing the cost at which the Service is administered, but we dare aver that the sum is one of considerable moment, and we have a right to expect, in the general interests of Europeans in China, that efficiency and economy should both be kept steadily and unwaveringly in view. As regards economy, we have, as we have just said, no data on which to base an opinion or a criticism, but we cannot be blind to the fact that a niggardly expenditure in regard to public works of general utility is too often the order of the day, and is not unfrequently aggravated and made more painfully apparent by lavish and unnecessary expenditure in out of the way directions. As regards the efficiency of the Service, we have better opportunities of judging, and, with all possible respect for the undoubted abilities of Mr. HART, we do not hesitate to say that the Service he has organised is at best of doubtful value and utility. For the initiation of the Service Mr. HART is not responsible, but during a period of about fifteen years he has controlled and guided its destinies; and we make bold to say that it is but seldom in the course of generations that a man enjoys so great and favourable an opportunity of moulding, and shaping, and wielding an instrument of such amazing possibilities and powers. With a practical *carte blanche*, in regard to expenditure, it might have been thought that the Controller of the Service would have inaugurated some reforms, or have induced the Chinese to depart from their time-honoured Toryism and its stereotyped jog-trot. Something even in this direction we might not unreasonably have expected, for the Customs has in the revenue which it collects a standing point and a resting-place for the lever of Western civilisation, with which the Chinese empire must infallibly, at no distant date, be moved.

But passing over this, as necessitating political action, and therefore beyond its sphere, we ask what sign of vitality, of beneficial progressive influence, has the Customs' Service to urge as a reason for its continued existence? It has not advanced our commercial relations one iota, for we have nothing now that the wise prescience of Lord ELGIN did not claim for us in his treaty fifteen years ago. It has not assisted us in regard to social intercourse, for the gulf between Europe and China yawns just as widely as ever. It has not spread knowledge of European institutions in the country, for a European is, we believe, still regarded everywhere, save in the foreign settlements, as a social pariah to be hooted at, stoned, spat upon, and treated with contumely. Lastly, it has done literally nothing in the way of making China known to Europe, and this notwithstanding the enormous facilities at its command. During the past twenty years crowds of books and pamphlets on China of more or less value have issued from the press. Hosts of students, consular and missionary, have entered upon the field of Chinese study, and not a few have already well won their spurs. But while among missionaries we can recall without trouble the names of WILLIAMSON, DUDGEON, PORTER, SMITH, TURNER, BALDWIN, MOULE, and others, who have made themselves conspicuously useful during the past decade, and among consular officials MEDHURST, MAYERS, ADKINS, WATTERS, and others, we seek in vain among the well-paid officials of the Customs' Service for any token that the outside world is held in view at all, or for any proof that the Service really contains that proportion of educated and cultivated men which Europe, as well as China, has a right to expect to find in its professedly representative and cosmopolitan ranks. True, Mr. MACPHERSON has written a brilliant account of Manchuria, Mr. DICK has published an admirable report on the trade of Tientsin, and Mr. TAINTOR a most exhaustive and interesting account of that *terra incognita*, Hainan; but with these exceptions we are not aware of any efforts made by the Customs' Service to utilise the resources at its disposal. We therefore hail Mr. HART'S intended publication with much satisfaction, and trust it will not only justify the continued existence of the Service, but will serve to dispel the impression now very generally prevalent, that its ranks merely afford a refuge for the untutored.

THE WAR IN ATCHIN.

THE latest news of the Atchinese is that the Rajah of GIGHEN has accepted the conditions imposed by General VAN SWIETEN. He has consequently been maintained in power, and the blockade of Gighen has been raised. This information was received at the Hague last week. We are not told the nature of the conditions made, nor is it known what part the Rajah has been hitherto playing in the war, but we may presume that the Dutch find themselves with heavy work still before them, otherwise they would not be taking pains to bring the subordinate chieftains—piecemeal fashion—to such terms as they can persuade them to accept. Sickness appears to have been inflicting terrible ravages among both the contending forces. Inside the Kraton "hundreds of dead Atchinese were "found, many emaciated, their faces blue and distorted, "showing that they . . . . . had been suffering fearfully "from cholera;" large numbers of their dead, too, were discovered in the neighbouring creeks and swamps. As to the Dutch troops, cholera (in February last) was still raging strongly amongst them. Thus two companies of negroes were reduced 25 per cent. in a short month, while to the convict coolies the disease has been equally fatal. And, as to the latter, boat-loads of them are sometimes drowned by swamping in the surf. We must say that this sort of thing is very hard upon the helpless convicts; where the coast is dangerous some safer landing-place could easily be found; and to suffer the launches to be dashed to pieces is a wanton sacrifice of human life, which reflects no credit on the Dutch officers in charge. They act very wisely in endeavouring to secure "secrecy" about such events as

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these. Meantime, we observe that in Holland itself the aim and ends of this Atchin war are beginning to draw a very strong share of public attention. General VERSPYCK is to supersede VAN SWIETEN in the chief command; it also turns out that the cost of the struggle has been hitherto met by the enormous profits realised on the sale of coffee. But coffee has now begun to fall, and there is a "sort of panic" in commercial circles in Rotterdam on that account. The Dutch budget is, in fact, a speculative one, depending on the fluctuating values of certain leading commodities. Should there prove to be a deficit some new tax at home will have to be imposed, and this, perhaps, may hurry on a settlement of the Sumatran difficulty. But if coffee goes up again, then woe to the Atchinese! the war will have to be continued to "the bitter end." For our part we should prefer to see the matter dealt with according to what may really be just and right, and not on a profit and loss system such as this. There is no longer any doubt that the Dutch comtemplate the annexation of Atchin, if that end can be accomplished without too much expenditure. If this was not their intention at the outset then all we can say is that they went to work in a very bungling and unstatesmanlike manner when they sought to get the SULTAN to accept their terms, and the consequence is that they have landed themselves in difficulties which we fear really leave them no course—consistent with their national honour—except to complete the subjugation of their enemy's dominion. They were wrong in the beginning, because they attempted to force their proposals on the Atchinese with too high a hand. The SULTAN was misled by depending on his unabrogated treaty with this country, and found himself left in the lurch. Finally, matters grew to such a head that the Atchinese refuse to receive the Dutch emissaries, to accept any terms whatever, or to hold relations other than hostile with their invaders. What can be done when an enemy has been beaten, and yet stubbornly declines to make peace? A fresh impediment has recently sprung up. The SULTAN is dead—so at least the report runs—and rivals are struggling amongst themselves for the possession of a crown for which no direct heir survives. Hence there is no authority really competent to sign a treaty. Meanwhile the Atchinese troops are at any rate undivided in their resolution to resist the Dutch, and are supposed to be fortifying new strongholds up country. It seems to us a hard matter for the Netherlands Government to find a dignified escape out of the complications and difficulties which thus surround them; and whether coffee go up or down, they will be forced to carry the warfare on, this year at any rate, and very probably next.

IT may be inferred from the Navy Estimates that the service of the Royal Marine battalion in Japan is not to be prolonged over the first half of the financial year.

Literature.

The publication of *Ocean Highways* having been discontinued, Mr. Markham has undertaken the editorship of *The Geographical Magazine*, issued under new proprietorship, but similar in character to the before-mentioned journal, the first number of which has been published by Messrs. Trübner and Co. Among the contents is an account of the journey undertaken by Staff-Captain N. M. Prshevalski, of the Russian army, in August, 1870, with the intention of exploring Mongolia and Tibet, and, if possible, entering India by way of H'Lassa and the Eastern Himalayas. Although he failed in this latter part of his scheme, he acquired most valuable scientific information on the geography, zoology, and botany of Mongolia and Northern Tibet.

Naval and Military.

The following officers, who last served in China, have been appointed as under:—Lieutenant T. C. Heathcote (in the Hornet from 1868 to 1871), to the Agincourt, flag ship of the Channel squadron; Mr. Thomas Hancock, boatswain (in the Nassau from 1870 to 1873), to the Fox, store ship, on particular service; Mr. John James Crews, carpenter (in the Iron Duke from 1870 to 1871), to the Royal Alfred, coastguard ship at Portland; and Mr. Simon Hicks, boatswain (in the Zebra from 1872 to 1873), to the Gladiator, paddle frigate, at Portsmouth.

The colonelcy of the 51st (2nd Yorkshire West Riding) Regiment, vacant by the death of General Sir W. H. Elliott, has been bestowed on Lieutenant-Colonel J. L. Dennis, C.B. This officer served with the 49th Regiment in China, and was present at Chusan (both operations), Canton, and Amoy, after which he was employed as a military magistrate at Chusan.

The offices of Deputy Adjutant-General and Deputy Assistant-Adjutant and Quartermaster-General at Ceylon are, we learn, to be abolished. Henceforth the military staff of the colony is to consist of a Major-General, with an Aide-de-Camp and Brigade-Major.

Mr. P. Cox, who recently served in the Salamis, despatch vessel, has been appointed second-class gunner to the Hornet, gun vessel; and Mr. W. Dailey, second-class boatswain, to the Sylvia, surveying vessel, both on the China station.

H.M.S. Hart, double screw composite gunboat, 584 (464) tons, 608 (120) horse-power, which has been commissioned at Malta for the China Squadron, will proceed on the 14th inst.

The Egeria, 4, composite sloop, 894 (727) tons, 720 (120) horse power, will be shortly commissioned at Devonport for the East India station.

Captain Collins and Lieutenants Graham and Bellingham, of the 57th Regiment, have left England to join head-quarters in Ceylon.

The corvette Modeste having completed some necessary repairs at Malta sailed on the 29th ult. for the China Station.

Staff Surgeon-Major G. Park is under orders to embark for Hong Kong about the 18th inst.

The German frigate Elizabeth has sailed from Malta for Japan.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, APRIL 8.

In waiting for the 16th, when the great Atchin battle will be fought in Parliament, there is a lull in politics. In the meanwhile the papers are still discussing the proposed annexation of Atchin. Both parties—Liberals and Conservatives—use every possible argument, the first to demonstrate that there was no after course to be adopted, the latter to prove that we are adopting a most hazardous policy, and that annexing Atchin will involve the destruction of Holland as a colonial Power. Rumours state that a league has been formed between the Radicals, Clericals, and Conservatives against the present Cabinet, and we are even assured that the members of the succeeding Ministry are already found. Time will show if this is true, but for our own part I think that if Mr. Fransen van de Putte should be defeated by such a league he would have no other choice than to dissolve the Chamber and to ask the nation to decide. There is, however, no question but that the 16th will be the "great day." A Ministerial crisis would be most inopportune now that we are near the 12th of May, when the national festival is to take place, for which preparations on the largest scale are being made throughout the country. It is said that the King will expend the money which was contributed for the present which it was intended he should receive on that day, for educating artists—which is, as is known, the hobby-horse of his Majesty.

It has created a good deal of surprise that not only did the Governor-General pass over without acknowledgment the courageous doings of our army in Atchin, but General van Swieten received no congratulations from Holland. Neither the King, the Cabinet, nor any State department congratulated him upon his victories.

Rumours are current about a marriage in the very highest life. I think it of no use to repeat the names of the parties, because there is not the least ground for the report. It, however, seems to be a fact that the King has bought a hotel in the Hague, which will be rebuilt as a palace for Prince Alexander. Perhaps I may be able to tell you more in my next letter.

The decision of the Parliamentary Commission upon the memorial of Mr. Winckel is generally disapproved by the press, which is of opinion that the action of Mr. Loudon was unjustified. The articles which were written by Mr. Winckel were imprudent, but not in the least insulting. What he did was also done by other journalists, who, nevertheless, are still in Java.

In our political circles it is widely rumoured that the Ministry will surprise the Opposition on the 16th by a sort of *coup d'état* by recalling the Governor-General, Mr. Loudon, who involved our country with somewhat too much haste in a war with Atchin. Perhaps it would be possible to win the parliamentary battle in that way.

On the Stock Exchange affairs are very dull, and no transactions of importance have taken place. It has created some surprise that the loan of ten millions on behalf of the Rotterdam Trading Society was not crowned with a complete success.

Monetary and Commercial.

The Indian Council, in pursuance of the power granted last month, have invited tenders for a Four per Cent. loan of £3,000,000, to be sent in on the 30th inst. The dividends will be payable on the 5th of April and the 5th of October, and the stock is not to be redeemable until the 10th of October, 1888, after which it may be paid off at par upon one year's notice. No tenders are to be for less than £500 stock, and each tender is to be accompanied by a deposit of £5 per cent., the balance being payable partly on allotment and the remainder by instalments extending to the 28th of July. For payment in full, discount at the rate of 4 per cent. will be allowed.

The report of the directors of the National Bank of India (Limited), to be presented on the 22nd inst., states that the net earnings of the bank for the year ended the 31st of December amount to £57,225; that a dividend for the year has been paid at the rate of 6 per cent. per annum, and £25,000 placed to reserve, leaving £5,631 to be carried forward.

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At the meeting of the Delhi and London Bank (Limited) the report stated that the net profits for the six months amounted to £9,914 3s. 8d., out of which a dividend at the rate of 4 per cent. per annum was declared; £2,000 was set aside to meet deficiencies on realisations on the "lock-up" account, and the balance, £648 6s. 3d., was carried forward.

The Bank of Alexandria (Limited) have declared an interim dividend of 5s. per share, being 5 per cent. per annum for the six months ending the 28th February, payable on the 1st prox.

At a general court of the proprietors of the Bank of England Mr. Benjamin Buck Greene was re-elected Governor, and Mr. Henry Hucks Gibbs Deputy-Governor for the ensuing year.

Mr. William Sander Higley, who had been general manager of the London and Westminster Bank, Lothbury, since 1871, died on the 4th inst.

The receipts of the Eastern Extension Australasia and China Telegraph Company (Limited) for the month of March amounted to £19,530, against £17,988 in the corresponding period of 1873. The Eastern Telegraph Company's traffic receipts for the month amounted to £31,899, and to £33,572 in the corresponding period of 1873.

The *Produce Markets Review* prints the subjoined remarks upon the present condition of the Tea market:—

The state of depression of the tea trade during the last six or eight weeks has not, we believe, been witnessed for some years, and the causes of this condition are not, in our opinion, difficult of explanation. Throughout the autumn of last year prices were unusually low, and, as a natural consequence, a very large business was transacted. In November, however, when the lowest point of the market was reached, advices were received from China which indicated a probable falling off in the exports to Great Britain. The merchants had by this time reduced their holdings, and were consequently in a position to demand better prices, which they succeeded as a rule in obtaining; and, as trade continued active, values steadily tended upwards during December and the early part of January, till an average advance of nearly 1½d. per lb. was established. This, however, effectually checked the demand, for, as the trade generally held full stocks which had been bought at low prices, they wisely declined to increase them at advanced rates. The usual results followed: merchants for a short time firmly held their ground, but were soon compelled to give way, and prices have gradually fallen to a comparatively moderate level. The uncertainty which is felt with regard to the duty has so far prevented any improvement in trade, as, although it is very doubtful whether any reduction will take place this year, the retail dealers naturally keep as small a duty-paid stock as possible.

Lower rates have been current for Bar Silver, and business to some extent was done at 58½d. per oz. There is a slight improvement at the close, and the price may now be quoted at 58 9-16d. per oz. Mexican Dollars remain as last quoted, 57½d. per oz.

The bullion by the P. and O. steamer *Venetia*, from Southampton April 9, was, in silver, to Penang, £14,300; to Shanghai, £23,570; to Singapore, £24,000; total in silver, £61,870.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for March show the declared value of our exportations to have been 20,100,814, against 21,744,218 in the corresponding month last year—a decline of 1,643,404, or 7½ per cent. Compared, however, with March, 1872, the reduction is only ¼ per cent. Of coal and patent fuel the quantity exported has been 1,129,740 tons, as against 977,324 tons in the corresponding month last year—an advance of 15½ per cent., while the increase in the value total is but 2½ per cent. Of iron and steel the shipments exhibit a fall of over 22 per cent. in quantity and 16⅛ per cent. in value. In textile fabrics, cotton manufactures figure for a diminution of 9½ per cent., and woollen and worsted manufactures 17 per cent.; linen manufactures have increased 7¾ per cent. (the quantity remaining the same), and silk manufactures 2¾ per cent. Among the few articles which show an augmentation in their value totals are beer and ale, 40 per cent.; chymicals, 18 per cent.; telegraphic wire, 48½ per cent.; and sheep's wool, 38 per cent. The chief falling off has been in apparel, 20 per cent.; earthenware, 22½ per cent.; haberdashery, 14 per cent.; hardware, 15 per cent.; leather boots, 35 per cent.; and machinery, 9½ per cent. Lead and tin again show a largely increased quantity exported. The total value of our exportations for the three months ended the 31st of March has been £57,802,084, against £62,376,366 in the corresponding period in 1873, a reduction of nearly 8 per cent. As regards the importations of the month, the total declared value is £29,748,865, against £29,850,113 in 1873, and £27,819,883 in 1872; a fall of nearly ½ per cent. from the former, and an advance of nearly 7 per cent. on the latter year. Of cotton the arrivals have been 1,273,241 cwt., valued at £4,811,156, against 1,418,029 cwt., valued at £6,236,216 in March, 1873; of wheat, 3,082,485 cwt., value £2,035,968, against 2,820,809 cwt., value £1,831,527; and of flour, 594,005 cwt., valued at £572,394, against 645,791 cwt., valued at £606,636, in the corresponding month last year.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 31st March. 1872.	1873.	1874.
China and Hong Kong	lbs.	742,590 ...	819,200 ...	1,633,300
Japan	„	222,400 ...	777,700 ...	946,400
Straits Settlements ...	„	97,100 ...	242,300 ...	308,160
Ceylon	„	13,060 ...	— ...	29,100
		For the Three Months ended 31st March.		
China and Hong Kong	lbs.	2,529,510 ..	1,935,030 ...	4,087,900
Japan	„	1,685,920 ...	1,998,510 ...	2,176,000
Straits Settlements ...	„	319,610 ...	464,310 ...	611,560
Ceylon	„	32,450 ...	55,800 ...	73,000

COTTON MANUFACTURES.

To		For the Month ended 31st March. 1872.	1873.	1874.
China and Hong Kong	yds.	37,694,500 ...	34,145,400 ...	49,522,900
Japan	„	992,800 ...	2,028,647 ...	2,786,200
Philippine Islands ...	„	1,117,900 ...	1,170,700 ...	1,195,200
Java	„	1,796,000 ...	2,213,900 ...	5,376,000
Straits Settlements ...	„	8,514,900 ...	4,995,500 ...	13,508,900
Ceylon	„	2,872,100 ...	3,547,500 ...	2,580,900
		For the Three Months ended 31st March.		
China and Hong Kong	yds.	104,411,700 ...	94,182,700 ...	140,402,940
Japan	„	3,097,900 ...	6,673,147 ...	9,553,100
Philippine Islands ...	„	3,424,700 ...	1,505,800 ...	2,574,440
Java	„	5,934,700 ...	5,715,550 ...	9,057,500
Straits Settlements ...	„	20,536,700 ...	17,027,700 ...	31,642,400
Ceylon	„	9,400,200 ...	9,189,700 ...	10,928,500

WORSTED STUFFS.

To		For the Month ended 31st March. 1872.	1873.	1874.
China and Hong Kong	yds.	884,250 ...	1,474,590 ...	1,340,550
Japan	„	132,960 ...	231,440 ...	169,360
		For the Three Months ended 31st March.		
China and Hong Kong	yds.	3,410,970 ...	3,931,640 ...	3,149,140
Japan	„	278,140 ...	569,600 ...	321,530

WOOLLEN AND WORSTED CLOTHS.

To		1872.	1873.	1874.
		For the Month ended 31st March.		
China and Hong Kong	yds.	266,780 ...	218,050 ...	78,870
Japan	„	23,830 ..	62,510 ...	2,930
To		For the Three Months ended 31st March.		
China and Hong Kong	yds.	647,220 ...	533,350 ...	226,200
Japan	„	51,020 ...	103,490 ...	12,430

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	1,336 ...	173 ...	1,209
For the three months	„	4,800 ...	696 ...	3,311

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-treet, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

** *Companies omitted in the above list will be included if the particulars are forwarded.*

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BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra	All	7¼ to 7⅛
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	25½ to 26½
20	City	10	13½ to 14½
100	Colonial	30	54 to 56
500fr.	Comptoir D'Escompte de Paris	All	550 fr.
Th.200	Deutsche	All	Th.154
£28½	Hong Kong and Shanghai	All	35 to 37
50	Imperial	15	17 to 18
50	London and County	20	57 to 58
50	London Joint-Stock	15	47½ to 48½
100	London and Westminster	20	69½ to 70½
25	Oriental	All	45½ to 46½
- -	Union of London	15	43½ to 44½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 8
10	Eastern Telegraph	All	7⅞ to 7⅞
10	Great Northern	All	9⅝ to 10½
25	Indo-European	All	15½ to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	30 to 31
20	India-rub., Gutta-perc., & Teleg. Works	All	23 to 25
8	Reuter's	All	11 to 11½
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	3½ to 4½
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1½ to 1⅝ pm.
10	Merchants' Marine	3	1 to 0½ dis.
50	North British and Mercantile	6½	27⅞ to 28½
25	Ocean Marine	5	8 to 9 pm.
20	Thames and Mersey	2	4⅛ to 4⅝
20	Thetis Marine	5	5½ to 4½ dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine	5	3½ to 3¾ pm.
	TEA COMPANIES.		
50	Assam	20	37 to 39
20	British Indian	All	6 to 7
20	Darjeeling	All	18 to 20
10	Eastern Assam	All	
20	Forehaut, Limited...	All	43 to 48
20	Do.	14	15 to 16 pm.
10	Lelong	All	10 to 10½
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 3⅝
20	Do.	5	2⅝ to 2½
50	Colonial	20	7 to 5 dis.
5	Credit Foncier of England	All	2⅝ to 2⅝
10	General Credit and Discount	7½	⅝ to ¼ dis.
21	Hong Kong Gas	All	— —
10	International Finance	5	2⅝ to 2½ dis.
25	National Discount	5	10½ to 10⅝
500fr.	Messageries Maritimes of France ...	All	522.50 fr.
£50	P. and O. Steam	All	57 to 59
50	Do. Do. 1867	10	par to 1 pm.
100	Royal Mail Steam...	60	89 to 91
402fr.	Suez Canal	—	402.50 fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
92½	Do. 7 per cent....	All	94 to 96

ARTICLES OF IMPORT.

There has been scarcely any alteration in the market for colonial and foreign produce since the 3rd inst. Business has been almost entirely suspended, in consequence of the Easter holidays, and is not yet actively resumed.

TEA.

There has been no alteration in the market during the week, the holidays having occasioned an almost entire suspension of business. Messrs. Capel and Co.'s Circular says:—Our market during the past month has been unusually quiet for the time of year. The retail dealers have been working down their stocks in case any reduction should be made in the duty, and in absence of usual orders the trade here have bought very sparingly, whilst the export demand has been very light. Prices have, however, on the whole, been fairly maintained, the great bulk of importers holding firmly. The deliveries show a decline of nearly 3,000,000 lbs. for the three months ending 31st March, about 1,600,000 lbs. being in export, the remainder, being duty payments, may be made up after the question is settled. The stock in the United Kingdom on the 31st ultimo was estimated at 93,183,000 lbs., against 99,700,000 lbs. last year, and the quantity afloat (advices by letter) 4,102,000 lbs., against 9,692,000 lbs. of China Tea, and 1,361,000 lbs., against 995,000 lbs. of India Tea.

Congous.—Red-leaf kinds: Siftings have not been so readily taken of late, and show a decline of ¼d. to ½d. per lb. Broken-leaf kinds, especially those with fair quality, have been readily saleable. Fair to good common have been dull of sale at about previous prices. Fair to good Kaisows have sold ½d. to 1d. per lb. lower. In fine to finest there have been only a few sales made, ranging from 1s. 10d. to 2s. per lb. Pak Lin kinds have been in request at full prices. Black-leaf kinds: Common kinds have sold irregularly, and at public auction have occasionally sold ½d. per lb. lower; privately they have been difficult to move. Fair to good medium, being in moderate supply, prices have been well maintained, but transactions have been moderate; good to fine have sold at previous prices; in finest but little has been done. New-make Canton kinds: Common kinds, at 11d. to 1s. per lb., show ½d. to ½d. per lb. decline. Fair to good have also sold rather lower. Oolongs: Common to fair kinds have been dull of sale, but good to fine in moderate demand at previous prices. Souchongs have been in limited request, and where sales have been pressed lower prices have been established, especially for good to fine kinds. In Flowery Pekoes and Uncoloured Japans there has been but little business done. *Scented Teas.*—Canton Capers: The common to fair glazed kinds have been dull of sale at rather lower prices; good to fine have been fairly saleable, especially olive-coloured leaf, but latterly prices for these have given way a little. Foochow Capers continue to find a ready sale at extreme prices. Orange Pekoes: Canton kinds meet only a slow sale at rather lower prices. Foochow kinds: Common to fair have sold ½d. per lb. lower; good to fine have been saleable at former prices. *Green Teas.*—The export demand has been less active, but, as supplies have been moderate, prices for Moyune kinds have been well maintained. Ping Sueys, of common to medium kinds, have, however, sold at a decline of 1d. to 2d. per lb.

Messrs. Percival and Co.'s Monthly Circular says:—The market has remained very dull and depressed, and business has been on a smaller scale than we ever remember it to have been during the month of March. With a prospect of some reduction in the duty, country dealers have been reducing their duty-paid stocks as low as possible, and refrained from buying, except where absolutely necessary. This has told seriously on the deliveries, which amount to only 11,800,000 lbs. for the month, and as the Budget statement is fixed for the 16th instant, no doubt deliveries will continue small until after that date, when we may expect to see a revival of the trade in all its branches, more especially as the quantity now to arrive before the New Season's crop is small, and the stocks comparatively low.

Duty paid in London for the week ending April 4	lb934,743
Export to ditto	311,159
Stores...	2,175
Coastwise	444,291
Ditto for immediate export...	103,109
Total	lb1,795,477

SILK.

There is no alteration in the market to report. But very few transactions have been entered into, the market having been practically closed, owing to the holidays. The deliveries from 1st to 8th inst. have been 663 bales China, 155 bales Canton, and 128 bales Japan.

COFFEE.—The public sales were resumed Thursday, when a moderate supply was offered. The bulk consisted of pale and foreign kinds, which were bought in above the value, a few lots of coloury Plantation Ceylon selling readily at rather dearer prices; 36 casks 2 barrels 3 bags Plantation sold, small at 97s., middling to good middling bright coloury at 105s. to 106s. 6d., good bold at 109s., pea-berry at 105s. to 106s.; 300 bags Java were bought in at 90s.

COCOA-NUT OIL is very steady, but transactions are limited. Cochin is quoted £38 to £39, Ceylon £35 to £35 5s.

PEPPER.—About 250 bags Black have been sold at 6d. for Singapore, and 5⅝d. for Penang.

RICE.—A very quiet tone has prevailed, and sales have been small.

SUGAR.—The demand for all descriptions continues limited, but as holders are firm, and generally require dearer rates, purchases can only be made at firmer prices. No sales of East India kinds have been effected.

TOBACCO.—In public sale Thursday of 96 bales Java offered part sold at 3d. to 5½d.; 876 bales Japan were all withdrawn; of 457 bales ditto damaged 73 sold at 3½d. to 6¾d.; 622 bales China chiefly sold at 6½d. to 7½d.

TIN.—Straits is scarce, and the small demand which has prevailed has been directed towards Billiton and Australian. Quotations are, Straits on the spot £87 to £87 10s.; afloat nominal; Banca £93, Billiton £87 per ton

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £9 to £9 10s. Bars, £11 to £11 10s. Staffordshire Best: Bars, £12 to £13 10s.; Nail Rods, £12; Hoop, £14 to £14 10s.; Sheets, £15 10s. to £16; Scotch Pig, No. 1, £3 18s. to £4 4s.; Swedes, Bars, Hammered, £18 10s. to £20; Swedes, Steel in kegs, ½ and ⅝ in., £21 to £22.

YELLOW METAL.—Sheets, 4 by 4 ft., 8½d.; Sheathing and Rods, 8¾d. per lb.

TIN.—English Refined, £94. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 29s. to 37s.

LEAD.—WB, £23 10s.; do., other brands, £21 10s.; Spanish soft, ex ship, £19 15s. to £20; Sheet, £23 10s.; Shot (kegs extra), £26; White do., £29; Red do., £23 15s.

SPELTER.—Silesian, £22 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £19 15s.

Messrs. French and Smith's Circular says:—Although there is perhaps a better tone in the market, business continues very restricted. Iron is in a very unsettled condition, prices mostly nominal. Copper is rather firmer. Tin-Plates, owing to the lock-out, nearly at a standstill. Lead very dull. In other metals nothing to notice.

MANCHESTER GOODS.

Since the 2nd inst. the market has been practically closed, owing to the holidays, and the transactions have been almost nominal. Business is scarcely yet resumed, and all that can be reported is that the market continues quiet in tone.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	13	14	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 9d. —	6s. 4½d. 6s. 6d.	7s. 0d. 7s. 1½d.	7s. 4½d. 7s. 6d.	7s. 9d. 7s. 10½d.	8s. 0d. 8s. 1½d.	8s. 6d. 8s. 7½d.	8s. 10½d. 9s. 0d.

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Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	34
Weight ...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 4½d. 9s. 6d	9s. 6d. 9s. 7½d.	10s. 7½d. —	11s. 0d. 11s. 1½d.	10s. 4½d. —	11s. 0d. 11s.10½d.	6s. 6d. —	7s. 6d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	49	56	59
Weight ...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
C..nt ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 7½d. —	8s. 6d. —	10s. 1½d. 10s. 4½d.	12s. 3d. —	10s. 1½d. 10s. 3d.	11s. 6d. 11s. 9d.	12s. 9d. 13s. 0d.	14s. 6d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...	
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4	
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	
Price	5s. 4½d. 5s. 6d.	5s. 4½d. 5s. 7½d.	6s. 3d. 6s. 6d.	6s. 6d. 7s. 1½d.	7s. 0d. 7s. 6d.	8s. 0d. 8s. 6d.	8s. 3d. 8s. 9d.	

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 7½	—
Maddapollams	3 3	—
Long Cloths	9 0	—
White Spot Shirtings (nominal)	10 9	—
,, Brocade do.	10 10½	—
,, Damasks do.	19 3	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½ to	1 0½
,, do. Nos. 28-32 ...	1 0½ to	1 1½
,, do. No. 40 (mock) ...	1 0½ to	1 2½
,, (Mule Twist), No. 40	1 0½ to	1 2½
,, do. No. 30	0 11½ to	1 0½

NEW YORK MARKET REPORT.

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TEA.

Messrs. De Cordova and Sons' Circular, dated March 18, says :—Our last Circular was issued on the 6th ult. The business in Tea since that time has presented the appearance of a struggle between importers and dealers for the maintenance or depression of previous prices, a situation which has tended to make the market duller than it might otherwise have been. So far, the dealers may be said to have rather the best of the fight; fine to choice Greens being fully three cents gold lower, and Japans decidedly off, while low grade Greens are in large decline. Regarding the finest Greens, which are evidently in deficient supply for the remainder of the season, it would not be difficult to predict the ultimate success of importers, if only anything so desirable as a common understanding among them were practicable; but, as all previous experience goes to prove the impossibility of maintaining a combined purpose on the part of those most interested in upholding prices, it now seems probable that even finest Greens may go to lower quotations, to be followed, perhaps, by a reaction when the deficiency of these sorts shall have made itself felt. Medium and common Greens are much depressed, and the recent advices from China of large purchases of these kinds for the American market make the prospect anything but favourable to the importer. Pingsueys are depressed beyond all precedent, and are apparently hopelessly so. Japan Teas have declined from the highest point about 4c. to 5c., gold, per lb., with, however, a trifling reaction at the close for medium to good medium grades, there being little or no stock in first hands. It does not need a very sagacious prophet to foretell a heavy fall when the bulk of the large supplies on the way and yet to be shipped of the present crop of Japans shall have arrived. Oolongs remain unreasonably and almost unaccountably neglected at the present low currency. The auction sales which have been held during the month show lower prices, and there is still a total absence of speculative feeling for these kinds. Tamsuis, of which this season's crop has been very inferior, are likewise much depressed. Congous are very slow of sale, and prices are absurdly irregular. Assams are without inquiry. The decline in Greens is chiefly felt in Gunpowders, Imperials, and first young Hysons. Hysons are also lower than they were.

It is not supposed that our friends in Shanghai need our circulars or the advices of their correspondents here to convince them, by fresh arguments, that even the comparatively low prices of this season are too high for safety, and that there is danger in again competing among themselves next year for green Teas at excessive cost. It is, therefore, as a matter of record, rather than with any idea of offering instruction, that we introduce here the following points for general consideration :—1. That Japan Teas, which have already set aside Oolongs in New England, have begun to largely interfere with the consumption of Greens in the Western country, and will do so still more extensively during the coming season. 2. That the promised large supply of Japans next year (our Japan friends estimate by cable the new crop at 20 per cent. above the yield of last year) will undoubtedly keep down the prices of these Teas, and thus bring them still more into favour with the consumer. 3. That the future competition in this market is likely to be not of Japans against Greens, as has heretofore been the case, but of Greens against Japans, to enable the former to hold their place against the latter, the consumption of Japan Teas being on an increasing, while that of Greens is on a relatively diminishing scale. 4. That the high price in Shanghai must not only result in loss to the importer, but must help the 20,000,000 to 22,000,000 of Japans with which we are threatened for the season of 1874-5 to the uppermost position as against Greens. The alternative, next season, will, we believe, be very cheap Greens or a gradually increasing neglect of Greens in favour of Japans, which will be cheap by reason of very large supply.

SILK.

Messrs. B. Richardson and Son's Circular says :—Business in Raw Silk for the month last past has been dull and languid, and at the present there is little to cheer in the outlook. The expected activity of Spring trade we have not yet seen, nor signs of it even, so far. Throwsters are discouraged, and to avoid increasing their stock now talk of "shutting down" for awhile. In Sewing Silks a moderate business has been done, but even this branch lacks its usual life. At an auction sale of Hainings and usual Reeled Tsatlees there was a fair attendance, but the sale went off with very little spirit, and part of the Hainings were unsold. The stocks of really good Chinas are small, of re-reeled Tsatlees especially so, but the lack of direct silk has been easily supplied from the London market, at rates lower than from China. The advices from London and Lyons are gloomy, and with the great facilities which now exist for supplying this market from the European market, we can expect little improvement here until there is improvement there. Prices of Chinas—owing to there being few parcels offering—have been fairly maintained. Cantons have shared the general quiet, with no quotable change in prices. In Japans there is nothing new to note.

COFFEE.—The market for Brazil Coffee is dull and unsettled. In mild descriptions the feeling was at one time good, but a relapse occurred, and dulness is now the prevailing feature. We quote as follows :—Java (Government bags) 26c. to 28c.; Java (mats) 27c. to 29c.; Singapore, 24c. to 25c.; Ceylon, Native, 24c. to 25c.

CORDAGE.—Prices are as follows :—Manila Cordage, sizes above 12-thread, 16½c.; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 17½c.; do. 12-thread, ⅜ in. diam., 17c.; do. Hay Rope, 17c.; do. Cordage, Bolt Rope Yarns, 18½c.; do. 6-thread and 9-thread, 19½c.; Tarred Manila, 16c.; Fine Tarred Manila Lath Yarn, 17½c.

HEMP.—Business is dull, and there are no sales of importance to notice.

INDIGO.—Prices are steady, business being rather more active. Sales have been made of 25 cases Manila at from 70c. to 80c., and 10 to 12 cases Madras at from 85c. to 90c. currency.

RICE.—There is a fair demand at supported prices. Carolina is quoted at 7½c. to 7⅝c. for fair, and Rangoon 7⅛c. to 7¼c. currency.

SUGAR.—There is an active demand for Raw Sugar for refining purposes. The arrivals are free, but holders remain firm.

SPICES.—The Spice market generally is dull. We quote as follows :—Mace, $1.22½ to 1.25; Nutmegs, $1.15 to 1.17½; China Cassia, 25c.; Batavia ditto, 23c. to 25c.

TIN.—Straits Tin is quoted 24½c. to 25c. gold, and Banca 28c.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar31	Aracan	Bourdon	Saigon	Bordeaux
Feb.23	Kildonan	—	Rangoon	Buenos Ayres
Apr. 5	Kitty	Mulder	Java, for Amsterdam	Dungeness
6	Orienten	Cook	Sourabaya	Falmouth
6	Tranmere	Ellis	Rangoon	Do.
1	Ceruti Pietro	Scolto	Bassein	Hamburg
3	Celebes (s.)	—	Batavia	Texel
3	Hampton (s.)	Blacklin	Do.	Brouwershaven
3	L. J. Enthoven	Mouhingo	Rangoon	Falmouth
4	Antoinetta	Malteo	Do.	Do
	Black Prince	—	Shanghai	New York
2	Wilhelmina Clara	Herwerden	Banjoewangie	Amsterdam
	Samuel	Burgess	Colombo	New York
	Invincible	Braithwaite	Singapore	Do.
9	Beaumonde	Hawkins	Maulmain	London
4	Kearsage	Field	Batavia	Texel
	Silver Eagle	Case	Shanghai	New York
Mar26	Deacon	Reed	Do.	Port Gamble
Apr. 8	Oxford	—	Manila and New York	London
9	Canaan	—	Japan and New York	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 4	Legaspi (s.)	Gardegui	Manila	Glasgow
Mar30	County of Bute	Cumming	Java, &c.	Do.
Apr. 6	Taitsing	Bloomfield	Hong Kong	London
3	Johanna Margaretha	Ruhaak	Cardiff and Singapore	Do.
6	Glenlyon (s.)	Templeton	Singapore and China	Do.
Mar. 2	Aztec	Milne	Galle	Rio Janeiro
	Triton	—	Sourabaya	Rotterdam
Apr. 2	Earl Dufferin	Hacket	Yokohama	Cardiff
5	Somerset	Hicks	Galle	Do.
5	Ferdinand Brumm	Voss	Singapore	Do.
2	Sarpedon (s.)	Ferguson	Singapore, China, &c.	Liverpool
5	Yrurac Bat (s.)	Bollegui	Singapore & Manila	Do.
6	Peace Maker	Clapon	Galle	Cardiff
6	Cathaya	—	Yokohama	Liverpool
7	Comet	Bray	Hong Kong	Cardiff
7	Cameo	Bulford	Singapore	Liverpool
6	Princess Louise	Forster	Do.	Glasgow
6	Harrington (s.)	—	Batavia	Helvoet

(See Shipping Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Yokohama, Hiogo, and Nagasaki: Estepoma. For Singapore, Macassar, and Penang, Avenir. For Colombo, &c.: Timor, Bertha, Good Hope. For Singapore and Manila: Amboto.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel, Remus, John Milton. For Shanghai: Lothair, Wylo. For Hong Kong: Melbrek, Sir Harry Parkes, Hopewell. For Hong Kong and Foochow: Falcon. For Penang and Singapore: Andromeda. For Singapore: Aurora Australis, The Sir Jamsetjee Family. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessica. For Hong Kong: North America. For Shanghai: Hankow (str.). For Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.), Deucalion (str.), Menelaus (str.). For Singapore: Robert Kerr, Belle of Southeak. For Galle: Suzerain.

At GLASGOW.—For Colombo, &c.; Marchioness of Londonderry. For Ilo Ilo: Cosmopolyta.

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SPOKEN.

DUNKELD (schnr.), Batavia to Falmouth, Jan. 14.
FELIX MENDELSSOHN, Newcastle to Singapore, Feb. 2, 50 N., 6 W.
ALBERT CEZARD, Bangkok to Marseilles, March 12, 16 S., 5 W.
BHERING, Hamburg to River Amoor, Jan. 15, 43 S., 82 W.
DORIBLE (Span.), Saigon to Havana, Feb. 7, 22 S., 2 W.
H D W M (barq.), Cardiff to Japan, Feb. 26, 2 N., 27 W.

FREIGHTS AND CHARTERS.

There is not much animation in business this week, but rates generally are fairly maintained. Homeward freights from the rice ports are easier.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 55s. weight, 40s. to 45s. meast. To Foochow: 85s. weight or meast. To Hong Kong: 55s. weight, 40s. to 45s. meast. To Newchwang: — meast. To Chefoo: — weight or meast. To Manila: 80s. meast, To Singapore and Penang: 45s. weight or meast. To Sourabaya and Samarang: 72s. 6d. meast. To Sourabaya and Samarang (direct): — weight, — meast. To Batavia: 60s. weight or meast. To Batavia (direct): — weight or meast. To Padang: 80s. meast. To Cheribon (direct): — weight, — meast. To Saigon: 75s. meast. To Colombo: — weight, 45s. meast.

Per SAILING VESSELS.—To Yokohama: 50s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Nagasaki: — weight or meast. To Shanghai: 42s. 6d. weight, 27s. 6d. meast. To Hong Kong: 37s. 6d. weight, 27s. 6d. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 27s. 6d. weight, 25s. meast. To Penang: 30s. weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: —. To Singapore (f.c.): £33. To Singapore: £32. To Penang: £33 f.c. To Macassar, per ton: —. To Batavia: 27s. 6d. To Java: —. To Padang: —. To Amboyna: —. To Ternate: —. To Galle, per keel: £30. To Colombo: —. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: —. To Hong Kong: 35s. To Manila: —. To Macassar: —. To Java: —. To Batavia: 27s. 6d. To Padang: — To Amboyna: —. To Ternate: —. To Singapore: 30s. To Galle: 28s. to 30s. To Trincomalee: —. To Colombo: 30s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: —. To Manila: —. To Singapore: —. To Penang: —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

CASUALTIES.

A telegram from Lisbon, April 8, announces that the Tynedale (barq.), from Newcastle to Singapore, and the Maria Elizabeth (Dutch ship), from Cardiff to Singapore, with coal, had both put in there with damage.

MISCELLANEOUS.

At MAURITIUS.—Feb. 16, Nenuphar, Souter; 19, Gift, Scott; 21, Hilarion, Read; March 3, Sophie, Williams; and all four sailed same dates for Galle.

At PORT SAID.—April 5, Conrad (str.), and sailed 6th for Naples and Nieuwe Diep.

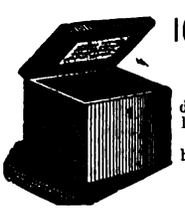
RHEUMATISM AND GOUT

Prevented and cured safely, quickly, and effectually by one box of

STEEL'S GOUT AND RHEUMATIC PILLS.

ESTABLISHED 1835.

The numerous genuine and extraordinary testimonials received by the Proprietor are a convincing proof that these Pills are the greatest boon ever offered to sufferers from these complaints. Sold in boxes, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. Can be obtained of all London houses, and of Mr. Glasse, Hong Kong; Scott, Thompson, and Co., Calcutta, &c. Prepared only by FRANK W. STEEL, M.P.S., 283, Liverpool-road, London, N. N.B. Ask for Steel's Pills.



ICE MAKING CHEST.

PRICE 110 FRANCS.

The complete Apparatus, producing instantaneously lumps of Ice at ½d. the kilogramme.

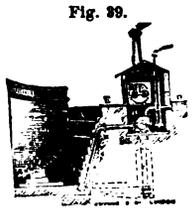
A more simple apparatus for home use, 33 francs.

TOSELLI,
213, RUE LAFAYETTE, PARIS.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

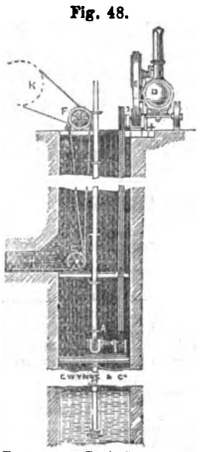
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



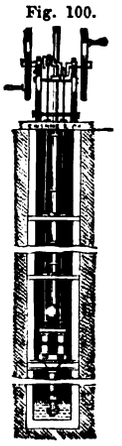
GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



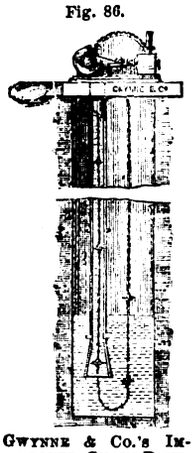
GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



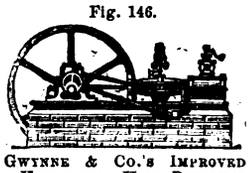
GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.



GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

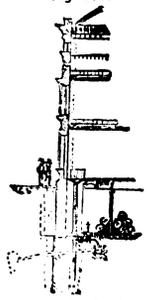


GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.

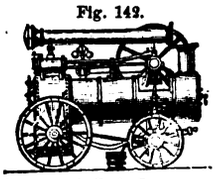
GWYNNE & CO.'S IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 198.



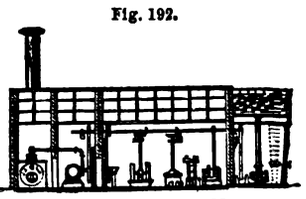
GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 142.



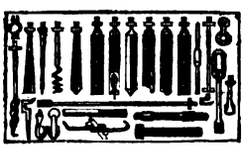
GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



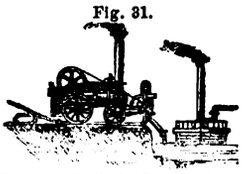
GWYNNE & CO.'S IMPROVED MACHINERY, FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 121.



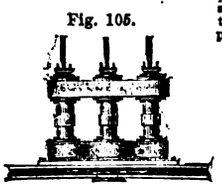
GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

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Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

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PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

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Threadneedle-street, London, 1874.

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Recognised by the International Convention of 30th April, 1862.

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Reserved Fund ... ... f.20,000,000 ... £800,000.

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LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

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The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

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LIEBIG COMPANY'S EXTRACT OF MEAT

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CAUTION.—Genuine only with Baron Liebig's facsimile across label.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

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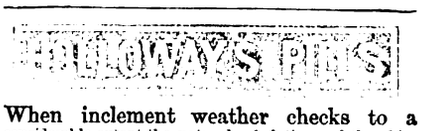

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	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... ... JAPAN	Thursday, April 9 & 23, at 2 P.M., and every alternate Thursday.	Friday morning, April 17 & May 1, and every alternate Friday.	Monday, April 20 & May 4, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, April 9, at 2 P.M., and every fourth Thursday.	Friday morning, April 17, and every fourth Friday.	Monday, April 20, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

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Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
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Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

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San Francisco, in 18 days from England.
Japan... ... in 38 „ „
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Mei Kong ...	May 24		
Sindh ...	June 7		
Anadyr ...	June 21		
Tigre ...	July 5		

The Steamers of the 10th May, 7th June, and 5th July connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 26th April, 24th May, and 21st June connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
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For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

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Glenroy	100 A1	2,121	250	May 26
Glenfinlas	100 A1	2,120	330	June 16
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New boat
Glencarn	100 A1	2,120	330	To follow
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SHAW, MAXTON, and CO.

will despatch the undermentioned high class ships as under:—

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Singapore ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Singapore ...	Hope	AA1	E.I.D.	With des.
Shanghai ...	Lothair	A1 16 yr.	E.I.D.	With des.
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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 555.] LONDON, MONDAY, APRIL 20, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 18.
JAPAN—Yokohama	Jan. 26	Feb. 27	Mar. 3
Yedo			
Osaka and Hiogo	Dec. 26	„ 15	Feb. 24
Hakodadi			
Nagasaki	—	—	„ 28
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 25
New-chwang			
Hankow	—	—	„ 28
Kiu-kiang	—	—	„ 27
Chin-kiang	—	—	„ 19
Shanghai	Jan. 16	Mar. 5	Mar. 6
Ningpo	—	—	„ 1
Foochow	„ 9	Feb. 27	„ 3
Formosa			
Amoy	—	—	„ 8
Swatow	—	—	„ 10
Hong Kong	„ 23	Mar. 7	„ 12
Canton	—	—	„ 10
Macao	—	—	„ 11
PHILIPPINES—			
Manila	„ 16	Feb. 27	„ 5
COCHIN-CHINA			
Saigon	—	—	„ 16
SIAM — Bangkok	—	—	„ 8
BORNEO —			
Labuan	—	—	„ 8
Sarawak	—	—	„ 10
JAVA — Batavia	Feb. 6	Mar. 13	„ 15
Samarang	—	—	Feb. 24
Sourabaya	—	—	„ 27
MALACCA STRAITS—			
Singapore	„ 13	„ 17	Mar. 20
Penang	—	—	—
CEYLON—			
Galle	„ 27	„ 25	„ 26
Colombo	—	—	„ 24

THE MAILS, &c.,

The French mail, bringing advices as above, was delivered, *via* Marseilles, on Saturday, two days in advance of its due date. The next inward (P. and O.) mail, with dates Yokohama, 10th; Shanghai, 13th; Hong Kong, 19th; Singapore, 26th March, is due, *via* Brindisi, on Monday next, the 27th inst.

The Eastern Extension, Australasia, and China Telegraph Company have announced an interruption of their Saigon-Hong Kong cable. Messages for China and Japan will consequently, until further notice, be sent *via* Russia, by the Great Northern Company's lines. The tests received give the fault at a distance of 230 miles from Hong Kong, in a depth of 118 fathoms. Instructions have been given for the repairing ship to proceed from Singapore to the locality of the fault without delay.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived April 16.—From Yokohama: Messrs. Gombey, De Jong, Shuz, Behmetre, Mr. and Mrs. Jackson, Miss Kirby. From Shanghai: Messrs. Hoole, Davey, Vrard, Macdonald, Salzmann, Mr. and Mrs. Johnson. From Hong Kong: Messrs. Imbert, Hillier, Richter, Etienne, Muller, Robeson, Mr. and Mrs. Azevedo, Mr. and Mrs. Burrows, Mr. and Mrs. Tracey, Mr. and Mrs. Smith, Mrs. Meynard. From Saigon: Messrs. Henriot, Sauze, Lehmann, Baleseaux, De Montjon Ferenza, Clement. From Batavia: Messrs. Erdmann, Mulder, Strauss, Mr. and Mrs. Mahie. From Singapore: Messrs. Read, Fuller, Hay, Spech, Chevillard, Macleod, Von Geelen, Boyd, Lahora, Mr. and Mrs. Brennand, Mr. and Mrs. Bradley, Mr. and Mrs. Owen, Mr. and Mrs. Gonzalez, Mr. and Mrs. Riol, Miss Jackmann, Miss Deichmann. From Galle: Messrs. Gordon, Saunders, Beasley, Meiklebam, Ryan, Margary, Sparkes, Ross, Maxwell, Mr. and Mrs. Fraser.

PASSENGERS OUTWARD.

Per P. and O. steamer *Venetia*, from Southampton, April 9.—To Yokohama: Mr. W. Sharp, Mr. and Mrs. G. L. Hodges, Mr. W. M. Smith, Mr. W. Morley. To Hong Kong: Mr. G. Young, and one second-class passenger. To Ceylon: Mr. J. B. Cull, Mr. H. Castle Smith, Mr. R. A. Bosanquet, Mr. R. L. Veritz, and three second-class passengers.

Per P. and O. steamer *Simla*, from Venice, April 17.—To Singapore: Mr. R. R. H. G. Booth. To Ceylon: Mr. G. S. Murray. To Penang: Mr. T. T. Ford.

Per P. and O. steamer *Simla*, from Brindisi, April 20.—To Yokohama: Mr. H. Scharban. To Shanghai: Mr. W. Hamilton. To Singapore: Mr. H. T. Powell, Mr. R. B. Farrar. To Penang: Mr. H. Krauss. To Ceylon: Mr. W. D. Bosanquet, Rev. W. E. Rowland.

Per P. and O. steamer *Cathay*, from Southampton, April 23.—To Yokohama: Mr. Iwaseki. To Hong Kong: Lieut. Kelly. To Singapore: Mr. C. Stringer, Mr. and Mrs. D. H. Dent, Mr. and Mrs. Carrington and child, Miss Carrington, Mr. R. le Mesurieur. To Ceylon: Mr. G. M. Fowler, Capt. and Mrs. Thompson, Mr. H. W. Gillman, Mr. P. W. Conolly, Mr. R. W. Forbes.

Per P. and O. steamer *Sumatra*, from Venice, May 1.—To Ceylon: Mr. and Mrs. C. F. Braine.

Per French steamer *Irawaddy*, April 26 (booked from London).—To Yokohama: Mr. Sikemeyer, Mr. F. R. Wurin, Mr. W. Sasaki, Mr. T. Kagiyama, Mr. Mohri, Mr. K. Kunishi. To Hong Kong: Mr. de Rastang. To Batavia: Mr. van Ryck.

Per French steamer *Peiho*, May 10 (booked from London).—To Batavia: Miss Schukking, Mr. J. S. Toussaint. To Galle: Mr. W. Mitchell.

Per French steamer *Donnai*, May 24 (booked from London).—To Singapore: Mr. Leonard, Mr. and Miss Engster.

Per French steamer *Meikong*, June 7 (booked from London).—To Yokohama: Mr. C. J. Zaal.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from this port to the 3rd March; the French mail from London Jan. 2 arrived out on the 24th Feb., and the following P. and O. mail of Jan. 9 on the 27th Feb. The *Japan Herald* supplies the following items of intelligence:—

During the past few days Tokio has been in a most unsatisfactory state of perturbation. To all appearance business progresses the same as ever, but there are not wanting abundant signs of the troublous times through which we are now passing. At all hours of the day, and in all parts of the capital, are to be met men traversing the streets and wearing the two swords of old Japan. Of course not one of the lesser officials knows any more, or as much as foreigners; but they are confident, and express themselves as convinced that peace will be restored in a few days. With regard to the two-sworded men who are to be seen ostentatiously parading the streets, various rumours are afloat. One, and the most probable, is to the effect that a rising and the seizure of the Royal person is their object. That some such rising was intended is partly evidenced by the fact that the various Government offices are doubly guarded; both soldiers and police being stationed in the Shinbashi terminus, while the residencies of several foreign *employés* are watched by policemen. A few days since the members of the Daijokwan were summoned, and remained in session all one night, while the Palace during that time was doubly guarded, infantry, cavalry, and artillery being all posted in readiness for any enterprise. This rumour as to an attempted seizure of the Mikado is one which finds acceptance with many non-official Japanese, and it is borne out by the extraordinary preparations made to meet any violence. At present, however, all is uncertainty—the Government is utterly bewildered; and though the officials may instruct persons to make light of it, the country is passing through a crisis, the importance of which cannot be over-estimated.

Higashi Fushima no Miya, with a detachment of troops, is on the eve of quitting Tokio for the seat of war. It is stated that there are in all about 15,000 troops in the metropolis. Prince Higashi has also been appointed commander-in-chief of the Imperial fleet despatched for the South. His Highness is accompanied by General Yamagata and Rear-Admiral Ito. We hear that arms are being shipped for the South, and that the *Canton* and *Golden Age* have been chartered for the conveyance of troops. The decree prohibiting the native press from publishing war news has been rescinded. As the Government is in possession of the telegraph, it has a monopoly of the news that comes through its agency, and will take care that only such matters as it desires to have published shall filter into the columns of the native press.

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The latest intelligence is that the Imperial troops engaged the insurgents on the 23rd of Feb. The latter fought hard for some time, it is said, but were eventually defeated at all points. The Government troops were following up their victory, and expected to recapture Saga immediately. Blazing villages marked the retreat of the samurai. It may be supposed that the troops were those brought or reinforced by Okubo. It is probable that they were landed on the 20th Feb., and marched at once on the insurgents, who must have been near to Fukuoka.

The annual general meeting of the Amateur Athletic Association of Yokohama has been held in the Chamber of Commerce, Lieut. Sandwith in the chair. After voting the minutes of the past year, the following gentlemen were balloted for and elected as the committee for the ensuing term:—Messrs. Watson, Abbot, Reid, J. J. Dare, and Hungerford. The discussion of other minor matters and a vote of thanks to the chairman closed the proceedings.

A meeting of gentlemen interested in the formation of a literary society for young men has been held, Mr. W. W. Cargill presiding. The following resolution was proposed by the Rev. E. W. Syle, seconded by Mr. G. P. Ness, and carried :—"That the persons present at this meeting organise themselves into a society, to be called the Young Men's Literary Society of Yokohama." A form of constitution, which had been prepared by the promoters of the society, was then read, and after some discussion and alteration it was finally passed. The following gentlemen were elected the office bearers of the society :—President, Mr. G. P. Ness; Secretary, Mr. G. H. Pole; Treasurer, Mr. J. Y. Henderson.

Iwakura, in response to the numerous letters of condolence sent to him after his late misfortune, has announced that his injuries were not serious, that he has entirely recovered, and has fully resumed his duties.

All scholars in Government schools who are over twenty years old have been notified that they are permitted to leave their studies and to enter the army.

(LATER ADVICES VIA SAN FRANCISCO.)

The Pacific mail Company's steamer *Alaska* arrived at San Francisco on the 3rd inst., with dates from Yokohama to the 10th March. The following summary of news has been telegraphed to the New York press.

The insurrection in Saga was brought to an end on the 1st March. Okubo, Minister of the Interior, sent from Yedo to quell the disturbance, arrived at Fukuoka, a port thirty-five miles from Saga city on the 19th of February, when gathering his forces, he marched upon the insurgent stronghold, overcoming his opponents in a series of trifling skirmishes. On the 28th Saga was invested. On March 1st, the rebels abandoned the place, dispersing in various directions. Meanwhile a second body of troops had embarked from Yeddo, under the command of Higashi Fushima, an uncle of the Mikado. This expedition sailed March 1; but, in consequence of the news from Saga, was stopped by telegraph. The intelligence of the rebel collapse was coldly received by the foreigners generally in Yokohama, a different result having been confidently expected by the majority.

The recent payment of the instalment of the Simonoseki claims has been made the occasion for recalling circumstances of the affairs hitherto forgotten. The indemnity was demanded to defray the expenses of the allied expedition of 1864, commonly understood to have been undertaken in consequence of the firing upon foreign ships while passing through Simonoseki Straits. The English Minister was most active in organising the expedition, but it is now set forth that not a single English ship was ever fired upon or in any way molested, and that while the expedition was in preparation Earl Russell sent frequent despatches to Sir Rutherford Alcock stating that the passage of the Straits was not necessary, and forbidding any aggressive proceedings. The action of the British fleet was approved by the Home Government only after it had been carried through and proved successful.

As regards the cause of France and the United States, it is shown that the French Government, by the special treaty of June 25, 1864, accepted the peaceful terms of the settlement of the Simonoseki trouble, and that this arrangement was known to the French Minister in Japan before the sailing of the expedition, which, nevertheless, proceeded with sanction, and that the United States Minister was in possession of a written acknowledgment of the injury done and a written promise to pay the penalty demanded, and, also, interest, which was not demanded when he agreed to the hostile departure.

It is furthermore shown that the original intention was to fix the indemnity at $2,000.000, but that it was raised to $3,000,000, in consequence of a suggestion that the first-named sum could be too easily paid, and that, in lieu of $3,000,000, the opening of a new port might be urged and secured, a circumstance which gives the whole affair the appearance of being a movement solely for the purpose of exacting commercial concessions. These facts have all been gathered from foreign official documents.

The United States Minister will take up his residence permanently in Yedo this month, and the British Minister will follow as soon as his new Legation buildings are completed. The main body of the British attachés are always stationed at the capital.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 6th March; the French mail from London Jan. 16 arrived out on the 5th March. The following items of news are from the *North China Herald*:—

The annual general meeting of shareholders in the Shanghai and Hongkew Wharf Company has been held. Present: Messrs. A. Michie, chairman; F. D. Barnes, E. H. Lavers, and A. G. Wood, directors; and J. T. Brand, C. J. King, W. E. King, Aug. White, C. L. Grant, G. Jamieson, J. Macgregor, M. Banyard, G. A. Lindsay, G. Withers, H. A. Laurence, Dr. Little, W. G. Greig, F. A. Groom, and A. Sim, representing 1,347 shares. The following report was presented :—

The accounts which the directors have the honour to lay before the shareholders show that the company has, like most other local institutions, been affected by the general depression of trade in China during the year 1873. It will be seen that the net earnings have fallen short of those of the preceding year by the sum of Tls. 6,222.02, the balance at credit of working account for 1873 being Tls. 24,531.86, against Tls. 30,753.88 for 1872. The directors, however, have reason to hope that during the current year the company will recover its former position, and their facilities for wharfage are adequate to meet any increase likely to occur in the shipping business. It is with much regret the directors have to report the discovery of certain frauds and irregularities of their late manager, whereby the company has sustained loss. The circumstances attending these transactions are sufficiently well known to render any detailed reference to them here unnecessary, and the directors would only state that the most stringent precautions have been adopted to prevent the recurrence of these or any other species of fraud.

The usual interim dividend of six per cent. on capital was paid to shareholders for the first half of the year 1873, as up to the 30th June the earnings of the company were amply sufficient; but the diminution in business and the untoward circumstances above referred to, which have all fallen on the second half-year, leave the directors without the means of recommending a further dividend, the earnings having been all absorbed, leaving a small balance at debit of profit and loss. The 120 shares left in the hands of the directors at the last annual meeting have since been disposed of, and the paid-up capital now therefore consists of 2,150 shares, Tls. 215,000; the property account now stands at Tls. 262,169.40; the directors now retire, but are eligible for re-election.

The report was adopted, and Messrs. Lavers, Grant, Behn, King, and Lind (P. and O. Company) were elected directors for the ensuing year.

In consequence of a case that has lately arisen, where Messrs. Overbeck and Co.'s comprodore absconded with certain China bank orders belonging to the firm, the native bankers of Shanghai have addressed a letter to the Chamber of Commerce, proposing two rules with regard to China bank orders in future: first, that the absconding of a compradore shall not be held ground for a second claim in respect to orders he may misappropriate; second, that the finder of a lost order shall be entitled to a reward of 10 per cent. of its value. These rules foreign merchants are asked to sign, but we imagine they will decline the proposal as inconvenient. The question has arisen out of the terms of the settlement come to in the Mixed Court, whereby the loss was partitioned between the bank, Overbeck and Co., and Pustau and Co., into whose hands the order had passed.

A correspondent however assures us that this settlement was not a formal decision, but a voluntary compromise. A China bank order seems to be simply a bank note, for the value of which, under ordinary circumstances, you can no more claim on a bank if you lose it, than you can claim on an English bank for the value of a five-tael note if your servant steals one. The settlement in question, therefore, does not touch a principle; and there seems no reason why things should not go on as before, pending some revision of the system, if that be thought advisable. It has been suggested that the question should be solved by insistance on cash payment, instead of five days' sight, as is now the custom. If bank orders were made payable on demand, there would certainly be so much less time for them to get lost or mislaid in than under the present system. Or why do not the native banks issue orders of the nature of cheques, payable to the order of some special individual? In the meantime business is seriously hindered by the refusal of the banks to issue any orders until the matter is settled.

The following official notification appears in the *Herald*:—

Tientsin, 9th February, 1874.—Statements having appeared to the effect that when investing the Consul at Tientsin with consular powers over British subjects in Peking Her Majesty's Government had contemplated the assertion of a right on the part of British subjects to trade and reside in Peking, the undersigned is instructed by Her Majesty's Minister to remind British subjects that no such right under Treaty exists, and to add that there is no authority for the assumption that it has been proposed to assert it.—J. MONGAN, Consul.

With reference to this notification the *Herald* says :—Does this mean that British subjects are to be denied access to Peking? It can hardly be so; but really the object of the notice is not otherwise apparent. We are not aware what statements are alluded to; but no foreign resident in China can have suspected the late Government or their Representative of a design to assert

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imaginary claims. They would most likely begin by claiming what is in the treaty. Yet it took fourteen years to assert the right of audience, and the transit due clause is still inoperative in the south, and imperfectly observed elsewhere. It was hardly worth while to notify, officially, that men of common clay have no right to penetrate the sanctuary of the gods.

A curious memorial has been presented to Li Hung-chang, regarding the development of the coasting trade in Chinese steamers. It is said to have been drawn up by a foreigner, but is so shallow, and withal mischievous in its tenor, that we can hardly believe it was so. His Excellency is first treated to a short dissertation on the maritime regulations of European States, and asked why Chinese alone should be forced to admit vessels of other nations to engage in her coasting trade, the writer having, notwithstanding, just demonstrated that England allows the privilege. The Chinese Government is urged, then, to notify foreigners that after a given date their ships will not be permitted to engage in this trade, "by which means the protective principle will be clearly promulgated, and Chinese steamship companies will begin to flourish;" the existence of treaty stipulations about sundry ports, and the probable disinclination of foreign Governments to abrogate them, being apparently overlooked. The principle of subsidies to mail steamer companies is next brought forward, and an inducement apparently held out to the Chinese Government to imitate the example, and recoup itself by postal revenues, by a confused quotation of large figures from the last English Budget. We fear, however, that the number of letters which would pass through a Chinese post-office, until the Government has established greater confidence than yet exists in Chinese official institutions, would hardly contribute a large revenue.

Great sensation has been caused among the native population of Peking through the news of the death of Wu K'o-tu, the Censor by whom the Manchu General Ch'êng-lu was so violently denounced for his alleged misdeeds in Kansuh. The reprieve of Ch'êng-lu from execution, after sentence had already been pronounced for his immediate decapitation, was protested against by Wu K'o-tu, who did not hesitate to tell his Imperial master in January last that the prevailing want of snow was a sign of Heaven's displeasure at the leniency shown to a criminal deserving death; and the Censor is now said to have died from grief on finding his remonstrances unheeded and himself subjected to reprimand. Our correspondent says no snow had yet fallen, on the 11th, and the weather was still remarkably mild. Negotiations were proceeding with the Peruvian mission, but its stay in Peking was uncertain. Nothing was known of the Cuban mission except that, owing to the state of things in Cuba, it would probably be detained there a long time by its inquiries.

The C. M. S. N. Co.'s steamer *Fusing* steamed out of the harbour on the 3rd March, the first vessel of the season for Tientsin. The C. C. S. N. Co.'s steamer *Haining* and the S. S. N. Co.'s *Shantung* left on the 4th, and the *Taku*, *Appin*, and *Chihli* on the 5th March.

Among the cargo of the *Glenartney* is a consignment for the Kaou-chang-meaou Arsenal of machinery requisite for iron shipbuilding. A steam hammer weighing fourteen tons has been landed at Hunt's Wharf, requiring the united strength of over a hundred coolies to move it with the capstan.

The Amateur Dramatic Company gave a performance on the 27th Feb. The comedietta, *A Cup of Tea*, with which it commenced, was brief, but well acted throughout, and the burlesque of *Romulus and Remus* was the most successful thing of the kind we have had for a long time. The local hits were wittily conceived and pointedly applied, and the songs and choruses were admirably given by the members of the Glee Society and the soloists of the company. The orchestra, under M. Remusat, lent its talented and efficient aid, in overture, interlude and accompaniments, with the best effect. The amateurs repeated the performance on the 2nd March, and were rewarded by a crowded house. The pit was crammed, and the upper part of the theatre was almost equally full, the number present being estimated at over 700. Both pieces went off, if anything, more easily than before, and sufficient novelty was introduced into the burlesque to give it fresh zest for those who had then heard it.

The Volunteers have been drilling with unusual activity. Probably the last sham fight showed them that they had become rather rusty; and Captain Whyte's offer to lend a drill instructor was gladly accepted. We hope all this preparation will lead to another friendly battle before the *Cadmus* leaves. It will very soon be too late. Paper hunting is already stopped, and in another fortnight it will be unfair to launch three or four hundred men over the crops.

The annual meeting of the Race Club was held on the 27th Feb., Mr. C. L. Grant in the chair. The accounts, showing a balance of Tls. 5,360.06, were passed; and of this amount it was resolved to devote Tls. 1,650 to paying off the remainder of Mr. Keswick's loan on the Grand Stand, including interest; and Tls. 1,750 to the purchase of five Race Club shares, leaving a balance of Tls. 2,000, or Tls. 600 less than the last year was begun with. The old committee were re-elected, viz., Messrs. G. W. Coutts, F. D. Hitch, F. M. Ringer, C. L. Grant, C. J. King, Dr. Gottberg, and Barnes Dallas, Mr. King taking the place of Sir Edmund Hornby, who retires. A motion was carried that, after the Spring meeting of 1874, the standard height of ponies should be raised to 14 hands, and that any over 13.3 should carry 5-lbs. for an extra inch or fraction of an inch in all weight for inches races. An amendment that no limit should be placed on height was lost.

A meeting of the Base Ball Club has been held. The accounts, showing a balance in hand of Tls. 160, were passed; and Messrs. T. Olyphant, J. E. Waller, L. F. Fisler, P. K. Dumaresq, S. D. Webb and J. O. Carleton (Secretary and Treasurer) were elected a committee for the ensuing year.

A concert is to be given for the purpose of defraying the passage to England of Mrs. Caine and her family.

An interesting lecture has been dedivered by Mr. Wylie, at the Temperance Hall, on the "Relics of Buddha."

The Race Course has been opened for training.

HONG KONG.

Our advices by the present mail extend to the 12th March; the P. and O. mail from London Jan. 28 arrived out on the 7th March. The *Daily Press* supplies the following items of intelligence:—

All whose sympathies are upon the side of law and order must regret the unfortunate occurrences which have recently caused so much excitement at Macao. As is usually the case at election times, considerably party feeling was aroused in reference to the deputy to be sent to the Parliament at Lisbon, and the fact that a very large number were in favour of Dr. Magalhaes, who about a year ago was sent away by the present Governor to Timor, in consequence of some articles which he had published that were displeasing to the authorities, added further interest to the contest. Dr. Magalhaes, in fact, became the popular candidate as opposed to Mr. Pinto Bastos, whom the Government party supported. The first return of votes was in favour of Dr. Magalhaes, but as there was not an absolute majority, it was necessary to have a new poll. This was accordingly done, and strenuous efforts were made on both sides to obtain a majority—the result being in favour of the Government candidate by some five votes. This in itself was sufficient to cause considerable excitement, the more so as it appears that there were several, both officers and men, among the troops who gave their vote in favour of the popular candidate. But it appears that one point excited the public especially, and that was the fact very generally asserted that a portion of the Government votes were not valid, as they were those of non-residents in the colony. The result of all this was that something very like a petty revolution was anticipated at the holy city, and matters went so far that it was found necessary to place the colony under something very much like martial law. Fortunately matters quieted down by degrees, and nothing very serious has resulted, but very severe complaints are made of the strong measures adopted by the Governor, and there is a widespread feeling of discontent on the subject.

The steamer *Sunfoo* has been wrecked on a small island close by the Asses' Ears, about thirty miles from Hong Kong. The news was brought on by a pilot boat, the captain of which reported that she went ashore at about 9 P.M. on the 11th March. He stated that the crew and all the passengers had landed safely on the island, and that two open boats besides himself had put off for Hong Kong. In one of the boats was Mr. Kerr, of the Oriental Bank. They have not yet arrived, but there are no serious grounds for apprehension as to their likelihood of coming in safely. The total number of passengers on board was said to be about 150 Europeans and Chinese. The first account of the matter was to the effect that the vessel had sunk up to her deck at the time the pilot left her; but it was stated, on the other hand, that she was not seriously injured. On receipt of the news arrangements were made for the tug boat *Fame* to proceed to the scene of the disaster, and that vessel has left. The *Sunfoo* was employed on the new Australian Mail line, and was, we understand, bringing on the passengers and cargo, the mail having already arrived by the *Swiftsure*.

Mr. Stewart has issued his report upon the Government Schools. The main feature in the report is the satisfactory indication which it affords of the spread of education generally in the colony. It appears that at the present time a total number of 3,500 children are educated at the different schools in Hong Kong, but this, Mr. Stewart tells us, is far short of those who should be at school, although, comparing the results with those of previous years, there is much cause for satisfaction, and great encouragement to perseverance. The necessity for larger accommodation for the schools has been repeatedly urged, and we trust that steps will ere long be taken to meet this want. We regret to notice that Mr. Stewart states there is little hope of the difficulty with reference to the Morrison Scholarship being settled without having recourse to a legal decision.

The following account of the average amount of bank notes in circulation in Hong Kong, during the month ending Feb. 28, 1874, is published in the *Gazette*:—

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Oriental Bank Corporation	$369,375
Chartered Mercantile Bank of India, London, and China	769,670
Chartered Bank of India, Australia, and China ...	575,523
Hong Kong and Shanghai Banking Corporation	1,787,662
Total	$3,502,230

The *Ysabel* has left Macao for Callao, with 697 emigrants. She will be followed by the *Lola*, which will be the first vessel to leave Macao with emigrants for Peru.

Madame Arabella Goddard's first concert drew a crowded house, and went off with great success throughout.

STRAITS SETTLEMENTS.

SINGAPORE.

The advices by the present mail extend to the 20th March; the French mail from London Feb. 13 arrived out on the 17th March. The following summary of the news is from the *Straits Times*:—

The principal event has been a banquet given by the Maharajah of Johore on the 10th March, on the occasion of the first official visit of H.E. the Governor to Johore Bahru, to which the principal residents of Singapore, official and unofficial, were invited. H.E. and suite, with Lady Clarke, went over to Johore in H.M.S. *Thalia*, and the *Pluto* followed next day, affording any of the invited guests an opportunity of a trip over by water. The arrival of the English mail and the expected arrival of the homeward mail prevented many from availing of the Maharajah's hospitality on the occasion, but the banquet was, notwithstanding, a very successful one, and gave much pleasure to all who attended.

After his visit with the Governor to Salangore and Langkat, Admiral Shadwell remained here a few days, and left on the 27th Feb. in H.M.S. *Iron Duke* for China, the *Frolic* leaving the same day for Hong Kong by way of Labuan and Manila. Her Majesty's navy is, however, still represented here by the *Thalia*, *Midge*, *Avon*, and the gunboat *Growler*. The *Salamis* and *Rinaldo* have both left on their homeward cruise. The *Thalia*, which has been for some time the senior naval officer's ship at this station, will leave for Hong Kong on the 20th March, and will be replaced here by H.M.S. *Charybdis*, expected here daily, together with the gunboat *Swinger*. On the arrival of the *Charybdis*, the *Midge* will also leave for the north. The *Avon*, under a new commander, expected by next mail, will visit Klang, Salangore, Perak and Laroot, and will afterwards probably also proceed to the northward.

Since the pacification of Perak and Laroot, and the trial and execution of the eight pirates at Langkat, we have heard of no cases of piracy in the neighbourhood of Malacca or Penang, and we trust that permanent good has been effected by the prompt and well-timed action of Sir Andrew Clarke, in his recent visits to these States. In connection with the trial of the pirates at Langkat, we have to correct a serious misstatement in our last overland summary. The trial was not conducted on board the *Thalia*, but by the native Court on shore; nor had the two commissioners on board the *Thalia* anything to do with the trial or execution, their business being merely to see that the Sultan adhered to the engagements he had entered into with the Governor. Though Laroot and Perak are now quiet, and mining operations are in a fair way of being resumed, it is not yet deemed advisable for Europeans to venture there without first consulting the Government authorities here. Probably, however, when all arrangements have been perfected, these two territories will prove a lucrative field for European enterprise and capital.

The Dutch do not appear to be making much progress in Atchin. Since the fall of the Kraton they have captured two or three forts, but have directed their energies mainly to fortifying themselves in the Kraton, with a view, we may naturally infer, of permanently occupying the place. Short telegrams announce the submission of a headman or two, but the chiefs seem as hostile as ever, and the Dutch army does not appear very eager to follow up its hard-earned victories by making further inroads into the country, which is briefly described as "difficult," and where, probably, the force could not count on the assistance of the guns of the navy in encounters with its spirited enemy. There is, so far, little to show after all for the cost incurred in blood and treasure in this war, and it has been shown that, though the Kraton was said to be the last stronghold of the Atchinese, they are adepts in the art of fortification, and throw up earthworks and admirable defences with great skill, in, for them, an incredibly short time. The following is the latest telegram from Lieutenant-General Van Swieten, dated Atchin, 28th Feb. :—

"No change in the political situation; everything quiet in the neighbourhood of Bivouac and Kraton. Hard at work at our fort in the Kraton. Three war steamers left on 18th February for the North East and West coast of Sumatra with proclamations and the necessary documents for acknowledging our supremacy."

The weather during the past month or so has been oppressively hot, with scarcely a drop of rain to moisten the parched earth or the heated atmosphere. The wells have run almost dry, water is scarce and high-priced. the streets are covered with a thick layer of finely powdered dust that impregnates the very air we breathe, and the drains are choked up with accumulated filth that emits a most offensive effluvia. Under these circumstances, it is fortunate indeed that no pestilence has broken out in our midst, for, at the present time, it could not fail to be a dire calamity. It is gratifying to report that at last the Government has fully determined to provide the long needed water supply, which. but for the needless procrastination of the late Administration, might have been now far advanced, if not wholly completed.

A fire has occurred in the Chinese village at Rhio called Campong Singarang. The campong consists of a large number of attap huts, built on piles over the mud, and contains besides a number of larger attap erections used as stores. The Resident, Mr. Schiff, was early at the scene of conflagration, and was untiring in his efforts to check its progress, but it being low water at the time, the fire spread rapidly, and all attempts to save any of the buildings were unavailing. The entire campong, consisting of some three hundred attap buildings, was destroyed, and with it, we are informed, all the stores, produce, and everything else it contained. It is of course impossible as yet to form any correct estimate of the losses sustained, but our informant believes the amount will reach some $350,000 to $400,000.

On the 12th March smoke was discovered issuing from the hatches of the Italian barque *Luigi Madre*, Captain Marini, lying in the roads laden with Newcastle coals. The alarm was at once given, and boats came to her assistance from British men-of-war lying in the harbour. A man-of-war's boat lay alongside the ship all night, pumping water into the hold, but on the morning of the 13th, the fire still increasing, and the smoke from all the hatches becoming more dense, it was determined to beach and scuttle the vessel. The tugboat *Pilot Fish* was accordingly brought alongside, and the vessel was towed to a mud-bank, holes were made in her sides, and she was scuttled in three fathoms water. During the 14th and 15th, as the state of the tide permitted, hands were employed lightening the vessel, and she was floated off and towed alongside the Tanjong Pagar wharf, where the cargo is to be discharged.

Sir Andrew Clarke has remitted the sentences of rigorous imprisonment passed in the Province Wellesley Police Courts on Messrs. Thomson and Durnford, who have now each served out two months of their sentence. Mr. Thomson has therefore been released, but Mr. Durnford has still to undergo his Supreme Court sentence of three months' simple imprisonment.

We have the pleasure to announce that a superior degree of Masonry has been established in Singapore. On the 14th March, "the Mount Calvary" Chapter of Rose Croix, authority for holding which has lately been received from England, was opened in ample form and worked in the Chapter House, under Warrant granted by the Supreme Grand Council 33 deg. for England and Wales to Companions F. H. Gottlieb, M. W. S., and W. H. Read, E. S. P. M., on which occasion several of the most influential and zealous members of the fraternity were received into the Order. We are assured that this exalted degree has been most successfully introduced here.

The French war steamer *Belliqueuse*, Captain Libaudiere, anchored in the roads on the 18th March from Saigon, bringing down Admiral Dupré, Governor of Cochin China. The *Belliqueuse* saluted the British flag, the salute being returned from Fort Canning.

Mr. Evan Thompson, of Penang, has, we regret to hear, been killed by a fall from his horse.

Dr. W. Jackson has been appointed Assistant-Surgeon in Province Wellesley.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	TEA. From Foochow.	TEA. From Amoy.	TEA. From Canton, Macao, &c.	TEA. Total lbs.	SILK Total Bales and Cases.
From June 1, 1873, to March 4, 1874	71351853	51751292	361183	15846180	138395538	42666
From June 1, 1872, to March 4, 1873	76285499	51669463	104023	21054261	148113246	55387

Shipments since last report, and included in above total:—

Feb. 18	per Priam (str.)	From Canton, &c. ...	809,476	
— 19	... Lennox Castle	... Canton ...	10,000	
— 19	... Golconda (str.)	... Shanghai ...	12,600	954
— 24	... Antenor (str.)	... Shanghai, &c. ...	316,458	
— 26	... Iraouaddy (str.)	... Do. ...	120,273	214

TO THE CONTINENT.

	Bales.
From June 1, 1873, to March 4, 1874	8338418 24287
Do. do. 1872, to March 4, 1873	6280617 22517

Shipments since last report, and included in above total:—

Feb. 19	per Golconda (str.)	From Shanghai ...	—	173
— 26	... Iraouaddy (str.)	... Canton ...	176	210

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TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1873, to March 4, 1874	43672389	5245
Do. do. 1872, to March 4, 1873	58443317	8451

Shipments since last report, and included in above total :—

Feb. 12 per Great Republic (str.)	From Shanghai, &c.	—	292
— 14 ... Costa Rica (str.)	... Shanghai	38,808	216
— 27 ... Alaska (str.)	... Hong Kong	32,999	45

TO AUSTRALIA.

From June 1, 1873, to March 4, 1874	14,701,797
Do. do. 1872, to March 4, 1873	16,374,653

Shipments since last report, and included in above total :—

Feb. 22 per Lady Belmore From Foochow ... 245,234

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3½d.	4s. 3¾d.	4s. 3¾d. to 4s. 4d.
Shanghai ,, ...	5s. 10d. to 5s. 10½d.	5s. 10½d.	5s. 10½d. to 5s. 10⅝d
Canton ,, ...	4s. 3½d.	4s. 3¾d.	4s. 3¾d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Manila ,, ...	4s. 2d. to 4s. 2¼d.	4s. 2¼d. to 4s. 2⅜d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 303	221 to 221½
,, Hong Kong	26⅝ to 27½ dis.	—
Bar silver	Tls. 111.3.5	8½ prem.
Mexican dollars	,, 76.5.5	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 42 per cent. premium.
Hong Kong Gas Company, $70 per share.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance Company, $775 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 16 per cent. premium.
Hong Kong Fire Insurance Company, $500 prem.
Union Insurance Society (new shares), $50 per share.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $23 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 18 per cent. prem.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Feb. 28, Ida Iredale.

At SHANGHAI.—From Liverpool March 2, Patroclus (str.); from London, &c., April 14, Cassandra (str.).

At HONG KONG and CANTON.—From London, March 10, Yorkshire (str.); from Liverpool, 10, Ichang (str.); Cawdor Castle (str.); from Hamburg, 10, Palma.

At MANILA.—From Liverpool, Feb. 27, Buenaventura (str.); from Glasgow, 20, Corregidor; from Cardiff, 9, America; from Hamburg, 11, Albatross.

At SINGAPORE.—From London, March 15, Yentai (str.); from Liverpool, 17, Diomed (str.); from Hamburg, 17, Cape Horn; from London, &c., previous to April 14, Gordon Castle (str.), Tchihatchoff (str.); Hong Kong (str.), Glaucus, Rover of the Seas.

At BANGKOK.—From London, Feb. 1, Felixstowe; from Hamburg, Jan. 29, Carolina.

At PENANG.—From London, &c., previous to April 15, Sylvia, Russia, Hector.

DEPARTURES.

From SHANGHAI.—For London, none.

From HONG KONG and CANTON.—For New York, March 11, Anna Dorothea.

From MANILA.—For London, via Cebu, Feb. 13, Whinfell; 25, Ino; for Liverpool, via Cadiz, 6, Leon; 14, Banian; 24, Dona Feliciana, Haidee; for Gibraltar, f.o., 15, Canadienne; for Cadiz, 11, Conchita; for New York, via Cebu; 24, Golden State; March 2, Kingsbridge; Feb. 5, Mermon.

From SINGAPORE.—For Liverpool, March 18, Schleswig Bride; for Falmouth, 16, Aurora; for Marseilles, 16, Mohely.

From BANGKOK.—For Falmouth, f.o. Feb. 13, Varuna; for Marseilles, Jan. 24, Yeavering Bell; Feb. 14, Louise Marguerite; 24, Mohely; March 3, Tranquebar.

From PENANG.—For London, April 15, Hector (str.).

LATEST TELEGRAMS.

THE ATCHIN WAR.

PENANG, APRIL 14.—The Dutch have opened to trade several pepper ports on the West Coast of Sumatra.

THE HAGUE, APRIL 14.—An official despatch from Buitenzorg of yesterday's date confirms the news of the opening of ports on the West Coast of Sumatra, the States between Troemen and Waylah having recognised the sovereignty of the Netherlands.

THE SUEZ CANAL.

CONSTANTINOPLE, APRIL 17.—The Porte has telegraphed to the Khedive confirming the instructions given relative to the Suez Canal, and stating that it cannot modify the views expressed by the International Commission. The Porte has authorised the Khedive to undertake the management of the Canal on behalf of the company in case M. de Lesseps carries out his threat of stopping the navigation.

STRAITS SETTLEMENTS MARKET REPORT.

SINGAPORE, APRIL 14.—Cotton Yarn, 40's, $119; Grey Shirtings, 39-in., 8¼lbs., $2.37½; 7 lbs., $2; T-Cloths, 6 lbs., ordinary, $1.50 Gambier, $4.90. Pepper: Black (Singapore), $10.10; White (Rhio), $13.75. Tin (Malacca), $24⅝. Coffee (Bonthyne), $20. Exchange on London: Bank bills, six m.s., 4s. 4d.

PENANG, APRIL 15.—Tin, $24. Pepper: Black, ¾ $10; White, nominal. Sugar, No. 1, $6.50; No. 2, $3.90; No. 1 basket $2.70. Tapioca, $4.50. Cotton Yarn (Mule Twist), 40's, $118; 30's, $100. Grey Shirtings, 8¼lbs., $2.47½; T-Cloths, 6lbs., $1.60. Exchange on London: Bank bills, six m.s., 4s. 4d.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, APRIL 16.—The Messageries Maritimes Company's steamer Peiho, with the inward French mails from China and Japan, arrived here to-day at 9 A.M. She brings 160 passengers and a general cargo, including 544 bales of silk and 860 sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Euphrate, due in London on or about the 28th inst.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, APRIL 16.—The P. and O. Company's steamer Mongolia, from Alexandria 7th inst., with the India, China, and Australian (heavy) mail, leaves at six o'clock this evening for Southampton, where she may be expected on the 21st inst. Heavy weather experienced. All well. Specie, £335,000.

INWARD MAIL, DUE MAY 11.—GALLE, APRIL 16.—The P. and O. Company's steamer Nubia, from Australia, arrived yesterday, and the Zambesi, from China, to-day. The Khedive leaves for Suez to-morrow. Australian gold for Europe, £390,000.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, APRIL 15.—The P. and O. Company's steamer Venetia, from Southampton on the 9th inst., with the outward India, China, and Australian mails, arrived here to-day at 6 a.m., and leaves at noon for Alexandria.

OUTWARD MAIL OF MARCH 13.—SINGAPORE, APRIL 14.—The Messageries Maritimes steamer Tigre, from Marseilles March 15, arrived here to-day.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 16, at Falmouth, from Japan, Southesk; for Singapore, China, &c., Deucalion (str.); 16, at Bristol, from Batavia, Marys; off Deal, from Manila, Vera Cruz; 15, at Sunderland, from Maulmain, Villa Franca.

DEPARTURES.—April 16, from Liverpool, for Singapore, Belle of Jason; off the Lizard, from Japan, Beemah; — from Blyth, for Penang, Margaret Knight; 15, from Glasgow, for Ceylon, &c., Marchioness of Londonderry.

CASUALTIES.—The Guthenburg, from Java to Greenock, put into Falmouth, April 16, with loss of mizzenmast and maintopmast. A telegram from Lisbon, April 15, announces that the Somerset (British ship), from Cardiff to Galle, had been signalled off the coast, leaky. Port Said, April 14, the Holland (Dutch trading str.) got ashore at Suez, afterwards floated, and would proceed for her destination. The Vera Cruz, Billater, from Manila to London, arrived off Deal with maintop gallantmast down. The Marchioness of Londonderry, from Glasgow to Ceylon, &c., grounded at Dumbarton, April 15, she succeeded in getting off during the night, and now lies at the Tail of the Bank, awaiting a favourable wind. Mauritius.—Aden, April 16, 6 P.M. The Peru (barq.), from Colombo to London, has put in here to-day, to repair damages received in severe gales; she is leaking round the rudder post, and her bulwarks and part of stanchions are started, but she is making no water. The Committee of Lloyd's will be glad of any information respecting the Michael Scott, Llewellin, which is reported to have sailed from Newcastle for Galle, Sept. 27. The Earl Dufferin, Hackett, from Cardiff to Yokohama, has been towed into Vigo, dismasted.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BAYLEY—On the 6th March, at Nuwera Eliya, Ceylon, Mrs. F. Bayley, of Galle, of a son.
COOPER—On the 3rd March, at Pootung, Mrs. H. Cooper, of a son.
GEARING—On the 3rd March, at Shanghai, the wife of J. G. W. Gearing, of Chinkiang, of a daughter.
POOK—On the 15th April, at Lewisham, the wife of Henry W. Pook, of a son.
ROPER—On the 16th April, at 17, Granville-park, Blackheath, the wife of Arthur Roper, surgeon, of twin sons.

DEATHS.

CAMPBELL—On the 11th March, at Colombo, Ceylon, Guy, the only surviving son of George W. R. Campbell, Inspector-General of Police, aged two months.

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DEVINE—On the 28th Feb., at Yokohama, Robert Devine, a native of Germany, aged 34 years.

DUNN—On the 8th March, at Hong Kong, Susannah, eldest daughter of William and Mary Ann Dunn, of Brighton.

ENTHOVEN—On the 15th April, at The Gable House, Sydenham, Henry John Enthoven aged 85.

HARDING—On the 11th April, at 67, Leverton-street, Kentish Town, Susan, widow of the late Capt. Samuel Harding, of the Army, Warwick.

PARRY—On the 30th March, at Sook el Gharb, Mount Lebanon, Syria, Amelia Henrietta, wife of the Rev. William Parry, D.C.L., late vicar of Timsbury, Hants, and youngest daughter of the late General Sir Edward Barnes, G.C.B., sometime Governor of Ceylon, and Commander-in-Chief in India.

Naval and Military.

We hear that the successor of Vice-Admiral Sir Charles Shadwell, K.C.B., whose period of command on the China station will terminate in August next, has not yet been selected, the appointment of Rear-Admiral Seymour made by the late Government having been cancelled. The names of at least three gallant officers are mentioned in connection with the command, which is hereafter to be held by a Vice-Admiral, and not, as at the present time, by a Rear-Admiral with only a higher rank locally.

A return has just been published, showing the distribution of the British Army in the colonies on the 1st of Jan., 1874. In Hong Kong and the Straits Settlements there were two garrison batteries of the Royal Artillery, and two battalions of the infantry of the line. In Ceylon there were two garrison batteries of the Royal Artillery, and one battalion of the infantry of the line.

The Audacious, fitting out at Chatham dockyard as flag-ship for the China station, has still a very large number of hands employed upon her, but the work to be done will occupy nearly three months.

Sir Alexander Armstrong, K.C.B., the Director-General of the Medical Department of the Navy, has been re-appointed to the office he now holds for a further period of five years.

Lieut.-General J. M. Percival, C.B., has been appointed Colonel of the 97th Regiment, in succession to the late General G. T. Colomb.

Major-General H. Renny will return to England in June, his period of command in Ceylon then terminating.

Captain D. G. Jones, of the Royal Engineers, has been promoted from the Hong Kong station to the Mauritius.

A YEAR'S GRANTS AND EXPENDITURE FOR THE ARMY IN THE FAR EAST.

An elaborate return has just been published showing the sums granted by Parliament for the army in the year ending the 31st of March, 1873, and the expenditure during that period. We select the items relating to the Far East:—

On Vote 1, for general and regimental pay, &c., there was an arrear claim of £15,235 4s. 11d. from the Indian Government for the cost of troops employed at the Straits Settlements and in China in the years 1871 and 1872. No provision was made for this charge in the estimates for 1872-3, as it was contemplated the troops would be removed before the 1st of April, 1872, which was not the case. The amount was temporarily defrayed from the saving upon the ordinary grants for the army. On Vote 10, for provisions, fuel and light, &c., the grant for colonial allowances was £57,000, but the expenditure was only £47,594 16s. 11d., showing a balance of £9,405 3s. 1d., which is ascribed to the alteration in the distribution and diminution of forces employed in China, Ceylon, and the Straits Settlements. It appears that in consequence of a report from the General commanding, that no reduction had taken place in the charges for rent at Hong Kong, the Treasury consented to grant an additional 50 per cent. to the authorised rates of lodging allowance till the 31st of March, 1874. The sum of £329 6s. 3d. was obtained from the Foreign-office for the Legation Guard in China and Japan; £216 only was estimated in vote 13, for works, buildings, &c. The expenditure for providing additional magazine accommodation in China was, during the year, £992 4s. 5d., and the estimate £1,500, showing a surplus of £507 15s. 7d. The total estimate of the work was £10,000, and the total payments to the 31st of March, 1873, were £9,466 5s. 5d. The expenditure on quarters for four officers with necessary out-buildings at Kowloong was £1,025 3s. 5d., and the estimate £1,250, showing a surplus of £224 14s. 7d. The total estimate of the work was £1,250, and the total payments to the 31st of March, 1873, were £1,025 3s. 5d. The expenditure on smaller works, amounting to less than £1,000 each, in China and Japan, was £1,003 5s. 5d., and the estimate £1,120, showing a surplus of £116 14s. 7d. The expenditure on similar works in barracks was £1,300 6s. 10d., and the estimate £1,081, showing an excess of expenditure of £219 6s. 10d. On the smaller works in Ceylon the expenditure was £267 14s. 7d., and the estimate £534, showing a surplus of £266 5s. 5d. There was no expenditure for works on barracks, for which there had been an estimate of £35. The expenditure for small works in barracks in the Straits Settlements was £156 11s. 3d., and the estimate £35, showing an excess of expenditure of £121 11s. 3d. On the ordinary and current repairs to fortifications and Control buildings in China and Japan the expenditure was £478 18s. 11d., and the estimate £712, showing a surplus of £233 1s. 1d. The expenditure on barracks was £4,948 17s. 3d., and the estimate £5,879, leaving a surplus of £930 2s. 9d. On repairs to the fortifications and Control buildings in Ceylon the expenditure was £297 11s. 4d., and the estimate £336, showing a surplus of £38 8s. 8d. The expenditure on barracks was £4,968 2s., and the estimate £5,592, showing a surplus of £628 18s. The expenditure on repairs to barracks in the Straits Settlements was £1,030 8s. 4d., and the estimate £1,242, showing a surplus of £212 11s. 8d. The following contributions from colonial revenues in aid of military expenditure were made during the year: Ceylon, £141,045 18s. 5d.; Hong Kong, £19,653 1s. 5d.; Straits Settlements, £9,005 9s. 1d. and £72,199; Labuan, £709 15s.

PARLIAMENTARY PAPERS ON CHINA.

(PALL MALL GAZETTE.)

The two papers on China afford food for reflection as to the present and future of that country and its foreign relations. The first gives the correspondence respecting the audience granted to Her Majesty's and the other foreign representatives at Peking by the Emperor of China. It is not long—the whole correspondence being within the compass of eight pages; in curious contrast with the interminable length of the discussions which preceded the ceremony. It was talked of before the late Minister left Peking in 1869, and has ever since been intermittingly on the tapis. For the last four months it has occupied all the representatives of foreign Powers, and in the end it appears like a studied stroke of irony that a Japanese ambassador took precedence of all the representatives of the Great Powers of the West, and had a special audience to himself, while the others were kept waiting in an outer pavilion. They, no doubt, can afford to laugh at such pretensions as the Emperor of China is pleased to put forward and the petty humiliations devised for their representatives, but we confess our inability to understand the tone of gratulation on the achievement which this audience has given rise to in the public press of China and Europe. It pierces through the measured and half-deprecatory language even of the British Minister in the official correspondence before us, although Mr. Wade is much too able and experienced in Eastern diplomacy not to see the insolence and fatuity of the measures taken by the Emperor and his Ministers to reduce to a minimum anything in the shape of concession, while profiting by the opportunity of publishing to his own world that the foreign Ministers had "humbly begged" or "implored" an audience, and studiously avoided giving to the letters of credence any higher place in the text than if they had proceeded from a tributary State. After this, not to receive the foreign representatives in the palace—evidently too great an honour for barbarians—but in a pavilion, and too keep them waiting some two hours, on a plea of important despatches to read, was really to play out the whole programme of Oriental insolence and assumption. It is difficult to understand why the representatives of Russia, England, France, and America should have submitted to such indignities. We cannot help thinking it would have been both wiser and more politic to have asserted more firmly the dignity of the great Powers they represented, and refused to allow them to be compromised by such puerile attempts to lower them in the eyes of the Chinese nation, if not in their own. Instead of remembering, as Mr. Wade urges, "the long standing pretension of the Emperor of China, and the tradition of isolated supremacy on which that pretension was based," it might have better answered the true ends of a national polity to have let the Chinese Court remember how baseless those pretensions had been shown to be in the field on more than one occasion within the last twenty years. Submission to unfounded assumptions of superiority or power is not good diplomacy anywhere in the East, and nowhere less than in China, if we are to judge by all past experience. By the light of such experience, indeed, we cannot understand Mr. Wade's assertion that "the Empire has for the first time in its history broken with the tradition" which denied an audience without the performance of the kotow. We are strangely astray in our history if a British ambassador, in the person of Lord Macartney, did not at the close of last century stand face to face before an Emperor of China when Taoukwang reigned, and if a Russian envoy had not a similar privilege at a still earlier period. Under all the circumstances, past and present, we find it impossible to join in the feeling that the foreign representatives have achieved a triumph of diplomacy in the audience, and we should scarcely think there was much ground for congratulation if some of its surrounding conditions had been less objectionable. As to the slight practical effects to be anticipated, we expressed our opinion when the news of the ceremony first reached Europe, and we do not find anything in this correspondence materially to affect it, notwithstanding that the Emperor was "pleased to bestow refreshment upon the Ministers," while they were kept waiting outside his palace for a couple of hours in the early dawn.

Of the correspondence respecting the Macao Coolie Trade—the other paper—we are tempted to say that if anything could justify the immobility of the Chinese Court, and its airs of superiority over Western States, it would be the history of the Macao coolie trade, and the fact that the Emperor's subjects have been notoriously kidnapped and all his rights trampled upon in spite of international law and remonstrance for more than twenty years, before one of the smallest States in Europe could be induced to take any step for its suppression. And when we remember that the neighbouring British colony of Hong Kong was a persistent accomplice, offering a harbour for the fitting out of slave ships under foreign flags, and otherwise participating in the profits of this infamous traffic, we may well feel humiliated at reading the date of the Colonial ordinance which compelled the departure from Hong Kong waters of four Peruvian ships—the last of the ill-omened fleet, which were even then refitting—and to whose country 1,600 Chinese had been shipped, as Mr. Wade informs Lord Granville in the month of August, 1873. It is enough to make one despair of justice, or honesty, and good faith, whenever a question of interest or profit, however paltry, stands in the way. All Western Powers condemned this traffic as utterly indefensible, and all stood by supinely while the little half-Portuguese islet of Macao under the Portuguese rule was made one vast barracoon, from whence year by year some 18,000 kidnapped Chinese were shipped to slavery in Peru and Manila in foreign ships protected by national flags. And then we wonder that the Chinese do not trust us or love us, and are slow to recognise the superiority of foreign nations and Western civilisation, except in the manufacture of guns and the building of ships for purposes of war! In that they are willing to copy us, in the hope that in the end they may prove as strong as we are, and keep China for the Chinese, rid of all intruders and barbarians.

MR. T. T. FERGUSSON, of Chefoo, has been appointed Belgian Consul at that port.

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Miscellaneous.

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COFFEE CULTIVATION.

The *Journal of the Society of Arts* for April contains an interesting paper on Coffee, by Mr. W. P. Branson. The writer in his review of the present condition of the growth of Coffee says:—"Whilst during the last fifty years we have made rapid progress in most branches of science and industry, we cannot but regret that in this late age there should be with us so little attention paid to an article of food which a former great nation freely used and valued centuries ago." After giving a brief history of the cultivation of the coffee plant in Arabia, Abyssinia and elsewhere, the writer proceeds to notice the culture of the plant in Java. He says:—"The culture of coffee in Java is effected by tribute or partially enforced labour. The Dutch Government maintain the old Indian idea of sovereign right to a supreme lordship of the soil. They do not allow freehold possession of land to the people, except where a few foreigners held certain rights before our cession of the island. With these exceptions the Government have a monopoly of the land, and each family holds its farm on the stringent condition of having to plant and maintain in bearing six hundred and fifty trees, of which they must harvest and deliver the produce, about two cwt. only, into the Government warehouse. In such a task the people have naturally more interest in the speed with which they get through their harvesting than in a good result, and much coffee is wasted." Mr. Branson considers that a better feature in Java is the employment of Malays, who prove valuable labourers. Under this compulsory system the production of coffee in Java has reached 1,000,000 bags per annum; but, says the writ so little in accord with the progress of civilisation that under it the highest out-turn has been passed, and the export now is 100,000 bags less yearly than that of ten years ago.

THE *Venice Mail*, a small newspaper published at Venice in English, gives the following particulars with reference to the new docks to be built at that port:—"An English company has applied to the Syndic for permission to construct a floating dock on Clarke's system, the engineer being Mr. Tolme, constructor of the Hydraulic Dock at Malta. The cost of the undertaking is estimated at about f.3,000,000. The same journal also mentions that the agent of the Cunard line of steamers in Venice is endeavouring to establish an Italian line of ships to Liverpool, with Italian crews and captains, and interests centered in Venice."

NEWS has been received by some of the principal planters in Peru from Macao that only free Chinese emigration will henceforward be allowed from that port. Efforts have been made by the Government with the Portuguese Legation at Lima to arrive at some other solution, the present measure being represented as injurious to Peruvian interests. It was, however, replied that the instructions from the Lisbon Cabinet were couched in unmistakable terms. This collapse of the coolie traffic is attributed to the influence of England.

WE are promised the appearance in London, in the course of a few days, of a Special Anglo-French journal, the *Eastern Echo (Echo de l'Orient)*, devoted to the publication of Eastern intelligence of interest to European readers, and of European news for the information of residents in the East in general, and the Levant in particular. The editor will be Mr. E. St. John Fairman.

Messrs. Grant Brothers announce the issue of 500 Seven per Cent. First Mortgage Debenture Bonds of £100 each, being the balance of £100,000 Debentures, repayable in ten years, of the River Plate and Brazil Telegraph Company. The Debenture Bonds are to bearer, with coupons for the interest attached, payable half-yearly in gold in London, at the banking house of Messrs. Grant Brothers and Co., on 1st March and 1st September in each year. The price of subscription is £90 per £100 Debenture Bond. Full particulars will be found in our advertising columns.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, APRIL 15.

The members of the First Chamber have re-assembled, and at their first sitting the President proposed the following resolution:—"The First Chamber expresses its gratitude to the army and the navy, and the commander-in-chief, for the patriotism, courage, and prudence shown during the military operations in Atchin." The vote was carried unanimously, and was forthwith wired to General Van Swieten by the Minister of the Colonial Department. The Chamber will now proceed to deal with the various Bills which have been passed by the Lower House. In the meanwhile the members will examine the Atchin documents which have been laid before them. To-morrow the debate about these papers will be opened in the Second Chamber, and I scarcely need add that everyone is most anxious about the result of this Parliamentary struggle, "the to be or not to be" of the Cabinet, and possibly the Chamber. It is not unlikely that the political situation may be completely changed by this debate. The question is whether the Opposition is quite ready for the *coup*, and this can only be shown by the results, for the public will hear very few particulars about the discussion, as the documents, in accordance with the desire of Mr. Fransen Van de Putte, are to be kept secret, notwithstanding that one of the members, who is at the same time the editor of a local paper, declares that without hurting the public interest they might be published. Another member assures us, on the other hand, that they contain particulars about diplomatic negotiations, by the publication of which the Governor-General would be greatly compromised. Of course, these are only more or less trustworthy rumours.

It is once more positively asserted that there is a prospect of a marriage between the Prince of Orange and a noble Dutch lady, without, however, one princely drop of blood in her veins. It would be somewhat indiscreet to give her name, which is whispered from ear to ear, the more because I believe the report, which is the topic of the day, to be unfounded. Such a marriage would be most injudicious; certainly it is to be regretted that a Crown prince cannot marry *la dame de son Cœur* but such a marriage must annul his prerogatives. One report says that the Prince is so love-lorn that he would be content to sacrifice his right to the throne in favour of his younger brother, who in a few months will leave the Leyden Academy to occupy his palace in the Hague.

The documents which were laid before the Members of the Second Chamber respecting the revision of our electoral laws throw but very little light on the real question. The inquiry which was made by the Minister has not given any satisfactory result. The new franchise Bill remains still what it was, a leap in the dark. Mr. Geertsema seems to have been rather over-worked, and some days ago he started for a German watering-place to restore his health; he will return before the end of the week.

The *Staats Courant* has published long lists of the dead and wounded in the second Atchin expedition. It must be acknowledged that the Minister has taken the greatest care to advise the families of those soldiers who suffered. On the 5th of this month a post-card was forwarded to the families of those who were wounded, and in case of death the family was informed by the Burgomaster.

In a few days another conference will be held at Brussels, in order to deal with the insolvable sugar duty question. The subject of the discussions seems now to be a proposal to levy the duties in the manufactories of refined sugar.

Litterateurs in the Far East will be happy to hear that the third and last part of the translation of Dante's "Comedia Divina," by the late Dr. J. C. Hacke van Mynden, has been published in the same elegant form as the two first parts.

The two flags which belonged to H.M.'s *Djambi* and *Marnix*, and which were used in the first expedition against Atchin, have been presented to the India Military Asylum at Bronbeek. The flags are much damaged by the fire of the Atchinese.

I hear that the new steamer *Amalia*, of the Steamship Company Nederland, will not start before November.

PRODUCE MARKETS.

COFFEE.—The market has been very dull this week; good ordinary Java is quoted 52c., but a very small quantity is offered at this price, and holders seem disinclined to operate.

SUGAR has met with a good demand at somewhat firmer prices. About 4,000 mats sold at f.2¾ to f.2½ under November value.

TEA is dull, and no transactions of importance have taken place. Prices, however, are firm.

RICE unaltered; no business done.

SPICES.—A very quiet tone has prevailed in the market, but prices remain steady.

TOBACCO (JAVA).—Several parcels of sundry marks have changed hands at prices that were kept secret. The stock is very large.

MANILA SEGARS.—160,000 pieces Nuevo Cortados sold at f.30¼ to f.42, and 20,000 Nuevo Habanos at f.31½ to f.34⅜, the whole being more or less damaged.

COTTON.—No business of importance; quotations remain unaltered.

RATTANS.—61 piculs ex Zephyr, 125 piculs ex Reichstag, and 150 piculs ex Haamstede have found buyers.

INDIGO meets with a good demand, both for Java and Bengal.

TIN is somewhat firmer, and a smaller quantity has been offered. Some transactions have taken place at f.52½ to f.52¾, whilst important lots have been sold at f.52½ for delivery out of the May auction. Billiton on the spot is quoted f.50¾ to f.50½. The market closes very quiet.

COCOA-NUT OIL.—No business doing; holders decline to operate without an advance.

SHIPPING.

DEPARTURES.—April 9, from Texel, for Macassar, Zeenymph; from Hellevoetsluis, for Singapore, Orient; 12, from Texel, for Batavia, Bestevaer, Electra; for Samarang, Helena and Henriette; for Sourabaya, Sourabaya Packet, Nicolaas Witsen, Elisabeth Maria.

ARRIVALS.—April 8, from Batavia, at Texel, Schiedam; 11, from Banjoewangie, at Texel, Daylight.

PASSENGERS OUTWARD.—For Java, per Electra, Messrs. R. van Wyck, C. Mettler, Mrs. J. Cramer-Debbetz and five children; per Nicolaas Witsen, Messrs. F. Wegener, B. C. J. Heyman and family, and five children.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, APRIL 4.

The Cortes were closed on Thursday last at eleven o'clock. There was but little ceremony, his Majesty being represented by the Ministry. The new Parliament will be opened in January next, unless any urgent matter should necessitate an earlier meeting. The elections take place in November, and the contest promises to be severe in some districts. In addition to the opposition offered by the Liberal party, the Miguelites are likely to cause some trouble in the North.

A letter has been received by a Spaniard residing in Lisbon from an important personage in the Carlist army, in which some of the plans of the Carlists with regard to Portugal are described. It appears from this letter that the plan devised for promoting sedition in various parts of the province of Minho has been abandoned in favour of a scheme for raising money to place the son of Don Miguel on the throne of Portugal should the Carlists be successful. The letter complains of the want of energy on the part of Don Carlos, while the son of Don Miguel is eulogised. The Liberal press treat the efforts of the Miguelite party with contempt. It was rumoured that the Government intended to send the Miguelite leaders out of the country, a measure that would be highly approved by the majority of the people.

Messrs. Antonio d'Aguiar, commissioner of the Portuguese Government to the Exhibition of Wines in London, Antonio Vasconcellos, and Batalha Reis started on Thursday for London, with three hundred boxes of wines.

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A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or genera matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, APRIL 20, 1874.

RECALL OF THE JAPANESE STUDENTS.

IN our issue for September 1, 1873, we mentioned that the Japanese students in this country, on the Continent, and in America, were recalled by an Imperial decree, forwarded by the new Minister of Education. At the time some letters appeared in the press, commenting unfavourably upon this sudden resolution, when the greater number of them had scarcely passed through half of the curriculum each was intended to study at the universities, so as to qualify them for posts in the Civil Service, or educational establishments in Japan. Remonstrances were made by the students and their relatives at the injustice of the order of recall, which had the desired effect of its being rescinded, and they were allowed to remain until their studies were completed. Each student on his departure was allowed his travelling expenses, and a certificate was given, authorising him to draw upon the Treasury at Yedo for his maintenance and payment of class fees. These allowances, we understand, averaged about two hundred pounds per annum, exclusive of travelling expenses. These have been duly honoured, but now the Finance Minister of Japan, from motives of economy, has induced the Government to recall the Civil Service students, whose maintenance abroad cost not less than £110,000 per annum. Those, however, who are intended for the army and navy do not come under this order of recall, but they form not much more than one-twentieth of the whole. This time the decree is peremptory, and all must leave for their destination, within two months of the date when they received the order. Hence there will be a complete exodus of these dusky, yet amiable young gentlemen, who have made friends that will miss them,—not a few of whom belong to the fair sex. From one of the most intelligent students we learn there are at present about five hundred and fifty of them at the colleges and other educational institutions in Europe and America. They are classed and distributed in the following manner:—In England and Scotland (there are none in Ireland) the largest number are attending classes to qualify as civil engineers; then come those who study commerce, banking, political economy, and law. Those on the Continent study law and sericulture in France, medicine in Germany, and a few in Russia acquiring a knowledge of diplomacy. In the United States they are chiefly engaged in agriculture, and for the same purpose there are a few in Scotland. Those acquiring a knowledge of the naval profession number fifteen in Britain and four in America, of the army twelve are in France and five in Germany, making thirty-six in all, to remain until they show a certain degree of proficiency before the examiners for the navies and armies of these countries. None have yet passed examinations in either of the services, but several have obtained the degree of Doctor of Medicine in Germany, and Bachelor of Arts in England. From this it will be seen that the countries selected as the base for acquiring the professional knowledge necessary to perfect Japanese institutions through their agency are those most famous for each specialty; such as Britain for its navy, commerce, and finance; France for its army, code of laws, and silk manufactures; Germany for its medical colleges, Russia for its diplomacy, and America for its agriculture. Besides these Government students, there are about 160 gentlemen of different ages, but mostly belonging to noble families, who are learning European languages, and acquiring a general education, at their own expense, or that of their parents. Of these there are stated to be seventy in America, fifty in Britain, and forty on the Continent; making a total of 710 students. If to these we add the Ministers and members of Legations, the Consuls and Consular officers, there have been during the past two or three years not less than 800 Japanese abroad, maintained at the public expense, and spending at least £200,000 per annum.

THE SERVICES OF M. GIQUEL.

WE note with much regret the reported retirement from the Chinese Service of M. GIQUEL. We cannot but think it a matter to be much regretted that he did not remain in the Customs' Service, and devote his great abilities and influence to the developing of a system which, however we regard it, is a power, and must, after all, be the lever which shall move and stir the enormous mass of Chinese immobility, prejudice, and ignorance. Up to the present time no signs of weakness, no indications of a desire to relax or resign his firm and tenacious grasp have escaped Mr. HART at Peking; but it is a curious fact that throughout the Customs' Service there is no man to whom rumour or public opinion assigns the rod of Empire when Mr. HART shall desire to quit the capital of the SON of HEAVEN for perhaps the political turmoil of St. Stephen's, or the life of a country gentleman in the Emerald Isle. That the Service contains able men we cannot doubt; but whom among them is qualified to assume and discharge the onerous and arduous duties which devolve upon its present chief? Rumour has frequently pointed to Mr. J. MCCLEAVY BROWN as the probable successor of Mr. HART, and it is possible that, to those behind the scenes, this gentleman's qualifications may be considered adequate. But to the outside world it seems difficult to say why Mr. BROWN should have been selected as the fittest on whom the purple can fall. He is known to the public as a secretary and supporter of Mr. BURLINGAME'S sham and pinchbeck embassy; as one who, knowing the truth, yet gave his tacit support to a bewildering tissue of misrepresentations and falsehoods, and he appears to have ridden into esteem and publicity on the shoulders of a presumed superior knowledge and mastery of the Chinese language. It may be that he has claims on the Chinese Government, but some other means of satisfying these claims might surely be found than those involving the sacrifice of a service which has singularly favourable opportunities of aiding the development of commercial relations between Europe and China. We make the foregoing remarks, not with any desire to disparage Mr. BROWN, but because we think he has been accepted too readily as a candidate for the prospective vacancy in the Director-Generalship of the Customs. Mr. HART'S successor should be a tried and capable man, with self denial and singleness of purpose, wide and liberal views, and able to command the respect and esteem of the somewhat motley crew he commands. Such qualities we conscientiously believe M. GIQUEL possesses.

THE dispute as to the Suez Canal dues has assumed a somewhat serious phase. A protest having been made by the Governments of Great Britain, Austria, Germany, and Italy, against the postponement of the new tariff, as requested by M. DE LESSEPS, the Turkish Government has informed the KHEDIVE that the postponement cannot take place. Thereupon M. DE LESSEPS has informed the KHEDIVE that he cannot carry on the Canal subject to the conditions of the International Tonnage Commission, and that he shall therefore dismiss the pilots, extinguish the lights, and virtually close the Canal. The KHEDIVE has replied that, in such a case, he would himself provide for the working of the Canal. The French Government has counselled M. DE LESSEPS to accept the decision of the International Commission respecting the tonnage dues.

SIR RICHARD GRAVES MACDONNELL, whose memory as Governor of Hong Kong is still green with our readers, and whose extraordinary energy, talent, and governing power effected such wonderful changes in the colony, has placed himself as a candidate for the Dublin University. Sir RICHARD'S address is—as might be expected—forcible, outspoken, and epigrammatic. It refers to his long expe-

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rience of official life, his many services to the Crown, and appeals to the memories and associations which connect the University and his family. He asks support as a Conservative and as an adherent of the DISRAELI Ministry. We heartily wish him success.

A SHORT Bill has been printed, entitled "The Harbour of Colombo Loan Bill," by which the power granted in 1853, under the "Galle Harbour Loan Act," is repealed and transferred to Colombo for the purpose of authorising a loan not exceeding £250,000 at 3½ per cent. interest, to be repaid in thirty-five years.

BORNEO CONSULAR REPORT.

The report by Consul-General Bulwer, Resident at Labuan, on the trade of the port of Brunei for the year 1872, gives the following particulars relative to that place. The trade of this port with foreign countries is almost exclusively conducted with the British settlements of Singapore and Labuan. The port lies about fifteen miles up the river Brunei, the navigation of which is easy. The total value of imports from Singapore during 1872 is returned at £20,723; that of exports to Singapore at £30,299.

The total value of imports from Labuan during the same year is returned at £9,960; that of exports to Labuan at £5,442. The principal articles of import are cloth, shirting, and cotton thread; and the chief articles of export sago and gutta-percha.

Exclusive of specie, the total value of imports from the two British settlements during 1872 is put at £29,640; that of exports to those settlements at £32,825. The chief article of the export trade of Brunei is sago flour, which contributed no less than £18,200 to the total value of exports above shown. The next in importance is india-rubber (under which heading is included gutta-percha), which made a further contribution of £10,445; thus leaving but little over £4,000 to represent the value of all the other articles of export taken together. The character of this trade will also be further understood when it is borne in *mind that nearly* all the articles of export are articles of what is *known as jungle* produce. Sago (with some qualification), india-rubba, gutta-percha, bees' wax, edible birds' nests, bezoar stones, camphor, all come under this denomination. These exports are, therefore, the indications of the natural, as distinguished from the cultivated, produce of the country, the test of its spontaneous resources rather than of the industry of the people, though, of course, there is the industry which is engaged in the collection of the produce.

In placing sago under the head of jungle produce, some qualification is undoubtedly necessary, because it is not the raw, but a manufactured sago which is exported. The raw sago is brought down by natives from the interior to Brunei, and is there washed, and undergoes a refining process before being shipped. The labour employed in the washing and manufacturing process is exclusively Chinese, and the three sago manufactories which are to be found in Brunei were established by and belong to Chinese traders. The cultivation, then, is of the simplest character, but, such as it is, it is noticeable as everything is noticeable which marks an industrial tendency amongst a rude people. The industrial occupations of the people of Brunei and the surrounding country were touched upon in my last report. They serve in some measure to supply the wants of the country, but with the exception of the industry before referred to, which is engaged in the collection of jungle produce, and the one last mentioned, which is directed to the extension of the sago palm, they add little or nothing to the export trade; while, on the other hand, two items—rice and cocoa-nut oil—appear among the imports, for which properly there ought to be no place, which ought rather to be on the export side of the returns. The neighbourhood of Brunei presents a soil capable of producing an unlimited growth ofpaddy and the cocoa-nut tree. Both are cultivated to some extent, the former sufficiently perhaps for the wants of the rural population which cultivates it, with a surplus for the consumption of the town of Brunei. But the fact that it is necessary every year to import considerable quantities of rice and cocoa-nut oil suggests a failure in native industry which ought not to exist.

The population of the town of Brunei is estimated at from 20,000 to 50,000 natives and Chinese.

THE CHINESE COMMISSION TO CUBA AND PERU.

The Anti-Slavery Society have addressed the following letter to the Secretary of State for Foreign Affairs:—

The Committee of the British and Foreign Anti-Slavery Society have learnt with much satisfaction that a Commission has been appointed, by the Imperial Government of China, to proceed to Havannah and Lima, to examine into the treatment of Chinese coolie immigrants in Cuba and Peru, and to report thereon to the Emperor of China. They are advised that a British, an American, and a German gentleman, as well as a Chinese lawyer, belong to the Commission.

The Committee of the British and Foreign Anti-Slavery Society have for a considerable time been informed of the ill-treatment and wrong inflicted in Cuba on Chinese coolies. This information has been confirmed by the official despatches from Her Majesty's Consul-General in Cuba, who, under date of January 16th, 1871, estimated the number of Chinese coolies in Cuba to be between 50,000 and 60,000, whom he describes, "whilst, under bond of labour, to all intents and purposes slaves." Acting Consul-General Crawford, under date of November 3rd, 1871, states that "the condition of obligatory and continuous servitude to which the Chinese immigrants are now subjected is tantamount to slavery;" and he says, "they are treated as slaves."

The Committee are strongly convinced that, so long as slavery is allowed to exist in any form whatever, whether as negro apprenticeship or otherwise, in Cuba, no emigration from India or from China should be permitted. It is with extreme gratification that the Committee see Lord Granville stated in his despatch to Mr. Layard, under date of April 10, 1871, that "Her Majesty's Government could only consider a scheme for the introduction of British immigrants, when slavery is *absolutely abolished* in the island, and under the protection of a treaty." They are earnestly persuaded the same principle should be carried out with regard to emigration from China or elsewhere.

The Committee are deeply impressed with the extreme importance of the mission of the Commission from the Imperial Government of China, and of the great value of such assistance as shall secure its success.

With this view the Committee of the British and Foreign Anti-Slavery Society would entreat Lord Granville to instruct Her Majesty's Consul-General in Cuba to render such aid to the Commission as shall be consistent with his official position, and as shall facilitate their labours in examining into the real condition of the Chinese coolies in Cuba.

CONDITION OF CHINA COOLIES IN PERU.

A correspondent, under date of 27th Feb., 1874, writes respecting the Chinese coolies in Peru:—

"The political regulations are downright barbarian as to Asiatics and their own Indians. As to the detached haciendas in Peru, the number is near 200, spread over a length, north and south, of above 500 miles, with from 150 to 1,000 and more coolies on each, kept like malefactors, flogged, chained, starved, and even killed at pleasure, without a vestige of control of their masters, or their mostly still more outrageous major-domos or drivers, with *copper-wired whip-tongues*, that draw blood at the first touch. Some of the masters themselves and their underlings boast of these barbarities.

"As to indemnity, these overgrown planters (haciendeiros) in Peru have not the shadow of a claim to it. They have been guilty of enormous injustice, even in contravention of the constitution of their own land, they knowingly committed in enslaved freeborn people, and treated them diabolically besides. We hope the Chinese Commissioners will call upon the planters to show how many they have taken away from the ships and from Callao, from the beginning, to their haciendas, how many are still alive, what numbers have died, and from what causes. If the truth is stated it will be seen that not a few have died under the whip or cudgel, by the pistol, or in the private dungeon; some even torn by bulldogs. Then let inquiries be instituted to show how many coolies have been turned upon the streets after being crippled, blinded—often by a stroke of the whip—how many have the marks of laceration on their backs, and how many have had to wear for years heavy chains on their ankles and necks. . . . . There are now many of such miserable and bodily-injured coolies—freed from their contracts because absolutely unfit for labour of any kind—begging all over the land.

"All these and many other things should come out before the Commissioners appointed by the Chinese Government, when it will be clear that the poor Chinese immigrants have suffered more than the Africans in the worst days of Negro slavery."

Monetary and Commercial.

Tenders for £400,000 in bills on India were received on the 15th inst. at the Bank of England. The amounts allotted were —to Calcutta, £250,000; and to Bombay, £150,000. Tenders on Calcutta at 1s. 10½d. will receive about 3 per cent., above in full; and on Bombay at 1s. 10⅝d., about 83 per cent. The demand for the means of remittance to the East is shown in these figures to be much the same.

At the meeting of the Chartered Bank of India, Australia, and China, on the 15th inst., the directors' report was adopted, a dividend of 5 per cent. per annum was declared, and the retiring directors and auditors were re-elected. A discussion arose in the course of the proceedings on the long usance of China bills, which is reported in another column.

The report of the Directors of the Chartered Mercantile Bank of India, London, and China, to be presented on the 21st inst., is as follows:—

"The Directors now present the audited annual balance-sheet, profit and loss, and reserve fund accounts for the year ending 31st December last. The profit for the year, including £477 3s. 5d., carried forward from previous year, and after deducting charges and losses, amounts to £66,661 11s. 4d., out of which a dividend at the rate of 8 per cent. per annum has been paid for the half-year ended 30th of June last. A dividend for the past half-year, at the same rate, is now declared, making for the whole year a dividend of 8 per cent. Of the remainder, £5,000 is appropriated to the reserve fund, and £1,661 11s. 4d. carried forward to the account of the present year.

"The Directors regret to announce the resignation of their valued colleague Sir William Grey, K.C.S.I., on his appointment as Governor of Jamaica. Mr. John Nutt Bullen, of the firm of Messrs. Kettlewell, Bullen and Co., of Calcutta and London, is a candidate for the vacant seat. From his long connection and intimate acquaintance with the trade of the East, the Directors congratulate the shareholders thereon,

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and recommend him accordingly for election. The Directors retiring in rotation are Mr. J. J. Mackenzie and Mr. C. J. Erskine, who being eligible, offer themselves for re-election, and the Court recommend them accordingly."

At the meeting of the Eastern Extension, Australasia, and China Telegraph Company (Limited), the directors' report, which we have already given, was adopted, and a dividend of 2 per cent., making 6½ per cent. for the year, was declared.

The directors of the Royal Mail Steam-packet Company have decided to recommend to the shareholders at the meeting to be held on the 29th inst. a distribution of £3 15s. per share, including dividend and bonus, for the half-year ended 31st December last, free of income-tax. At the corresponding period of last year a distribution of £5 15s. per share was announced.

At a meeting of the Java Steamship Company at Amsterdam, on the 10th inst., a dividend was declared of 8½ per cent. for the first six months' working.

In reference to the meeting held to report on the liquidation of the Bank of Hindustan, we understand that the return of 10s. per share agreed on will be shortly ready for distribution, and that probably a further sum of 10s. will be available on the realisation of the estates in India.

Drawings to the extent of £100,000 will take place in May on the Japan Nine per Cent. Loan, and we understand that remittances for its payment have been arranged through the Oriental Bank Corporation.

The question of insurance on the coming season's tea is still discussed, but the rates adopted by most of the offices on steamers *via* Suez Canal, from Hankow, are 70s. and 60s. for mail steamers, from Shanghai and Foochow 60s. and 50s., and from Canton 50s. and 40s.

The *Oberon*, Captain Burgoyne, has again made a rapid passage. She left Hiogo on 15th January, with 1,400 tons rice and 400 tons sundries, and arrived off the Lizard on the 15th inst., ninety days.

The Manchester Market has exhibited a steadier tone, the better feeling in the Liverpool Market has imparted strength, and the inquiry for the better descriptions of Grey Goods has become more marked. Producers are very firm in holding for full rates. The lower grades still continue difficult to move. For Yarns the demand has been only moderate, but prices remain very steady.

The demand for Bar Silver has, during the past few days, almost entirely ceased. Mexican Dollars have been in good demand, and have been sold at 57¾d. per oz., showing a rise of ¼d. per oz.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

The annual general meeting of the shareholders of this bank was held on the 15th inst., at the London Tavern, Mr. Andrew Cassells in the chair. Mr. MULLENS, the secretary, having read the notice convening the meeting, the report of the directors (which was given in our last issue) was taken as read.

The CHAIRMAN said: It now becomes my duty to move that the report and accounts we have submitted to you be confirmed and adopted. Now, gentlemen, you must have observed that our profits in 1873 fall short of those of the preceding year, while our expenditure has increased. With regard to the diminished profits they are due to the unsuccessful working of our China branches; but for that fact they would have been fully up to those of the preceding year. The increased expenditure is partly to be accounted for by the opening of a new branch at Manila, which, I am glad to say, promises to be an entire success, and also to the very large outlay we have had to incur during the year 1873 on telegrams, in consequence of the very troublesome and perplexing state of business during the twelve months. Now the year 1873 was a most perplexing and harassing year for everyone connected with trade in India and China. I fancy every man of business in this room will bear me out in saying shipments of goods outwards and shipments of goods homewards alike arrived at bad markets. Then, again, as regards our diminished profits I must remind you that our money market here was frequently and greatly disturbed during the year. In October and November last, for instance, the Bank rate of discount rose to 8 and 9 per cent., and what these rates of discount mean for a business like our own, having to deal largely in discount, of course, must be apparent to every gentleman in the room. I may also say that, with regard to our expenditure on telegrams, the facility of communicating with the East, costly though it be, affords the opportunity of keeping the operations of distant agents more under control than was possible in bygone years, and enables us to avoid risks that we used to run. In 1873 we made no bad debts, but the amount we write off is due to depreciation in the value of old assets. We have thought it wiser to write them off boldly, and no longer look at them at all. On the other hand, I am glad to say that our business is everywhere progressing satisfactorily. Our credit is everywhere good, and it ought to be good, gentlemen, for our business is most thoroughly sound. We have not an asset that we can look upon as unsound. We have no skeletons in our cupboards, and the bank is extremely well managed by our excellent manager, Mr. Gwyther. I think if you, gentlemen, will heartily co-operate with us, we shall make steady and good progress. You can help us very much by encouraging your friends and connections to place deposits in our hands. Of the absolute safety of such deposits there cannot be a doubt. There are £1,600,000 at any rate between the depositors and the possibility of loss. I confess I am rather envious when I see the large amounts held on deposit by institutions similar to our own, when I know they are not one iota safer than they would be in our hands, and if you will only help us in that way I think we shall make very good progress indeed. I hope that what I have said will make you feel the same confidence in the future of the bank that I feel, and I am quite sure at any rate with the very anxious care and vigilance that the board and Mr. Gwyther give to the business of the bank it deserves success. With these very few remarks I beg formally to move that the report now presented, together with the balance-sheet and profit and loss account, be approved and adopted. Mr. JOHN JONES seconded the motion.

Mr. MORRISON, in the course of some remarks upon the trade of India and China, gave it as his opinion that the usance of six months was too long, and afforded means for the speculator to enter into improper speculative transactions, and that therefore the usance should be shortened, especially as the usance between Australia and London—a greater distance—was from sixty days' to ninety days' sight.—Mr. CHAPMAN considered that the India and China banks seemed to be simply supplying a few merchants and traders with capital to carry on their business, and he was not satisfied with the small return which the directors offered upon the employment of the capital.

The CHAIRMAN, in reply, said that the bank had got out of the rut and was now sailing in smooth water. The dividend was a fair one, considering all things, and taking the whole time that the bank had been in operation it had made a return of 5 per cent. per annum to the shareholders upon the capital they had embarked. He concurred with Mr. Morrison upon the advisability of shortening the usance wherever possible, and assured him that it was a matter which was never lost sight of by the board.

The report was adopted and the dividend declared. The retiring directors and auditors were re-elected.

Mr. MORRISON moved a resolution as follows: "That it is the opinion of this meeting that the shortening of the usance on bills would be as advantageous to the interests of trade as to those of sound banking." This having been seconded, the CHAIRMAN said it was not a resolution which he could submit, as it did not refer to the business for which the shareholders were called together. Mr. MORRISON thereupon put the motion himself, and only two hands were shown in its favour.

The proceedings closed with a vote of thanks to the chairman and his colleagues.

THE EASTERN, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY (LIMITED).

The first ordinary general meeting of this company was held on the 14th inst., Mr. John Pender, M.P., in the chair. Mr. George Lyons (the secretary) read the notice convening the meeting, and the report of the directors was taken as read.

The Chairman said that since the amalgamation the different cables, with some exceptional and minor faults, had worked satisfactorily. The difference between 1872 and 1873 was something like £20,000 in favour of the latter year. The directors were in negotiation with the Australian Government with the view to the reduction of the rate. A proposition had been made to subsidise the company to a certain extent, so as to enable them to work at a lower rate than they were doing at the present moment. There was no doubt at all that with a lower rate they would increase the traffic, and if the Australian Government were prepared to run the risk of any immediate loss from a reduction in the tariff, of course the directors would only be too happy to meet their wishes. He believed that the arrangement was likely to be carried out. The company laboured under certain disadvantages in trading with such distant places as Australia. They had not the business resulting from stock exchange operations, which tended greatly to feed the Atlantic Cable, but they had a steady commercial business, and as people got accustomed to telegraphy of course their traffic would steadily increase. The joint-purse arrangement with the Great Northern Company was working well, and the traffic was being steadily developed. The directors had decided upon carrying over a considerable amount to reserve, and they thought that that was desirable until they got such an amount as would enable them to be more certain in their dividends. One of the lines which they brought into the amalgamated company was the Tasmanian Cable. He was glad to say that that had earned something like 7 per cent. in the year, and the traffic was increasing, so that altogether the prosperity of the line was satisfactory. The progress was not rapid, but it seemed to be very certain. He moved that the report be adopted, and a dividend of 4s. per share be declared, or 2 per cent. per annum, making, with the interim dividend already paid, 6½ per cent., free of income-tax, for the year 1873. The Right Hon. W. N. Massey, M.P., seconded the motion, which was put to the meeting and carried.

Mr. John Ball and Mr. Henry Dever, the retiring auditors, were re-elected. A vote of thanks to the chairman and directors then terminated the proceedings.

ARTICLES OF IMPORT.

Since the re-opening of the markets after the Easter holidays the depression previously manifest has been prolonged, and the instances of a further reduction in value are numerous. Tea exhibits an improvement. Coffee, after again giving way, making a total reduction of 40s. to 45s. per cwt., closes with more firmness. The uncertainty regarding the Budget has kept the market for Sugar in a state of suspense. Hemp, Pepper, Ginger, Cassia, Cloves, and some other Spices have importantly declined. Rice has shown a more decided depression, and prices are lower. Tin has attracted more demand, and prices have recovered.

TEA.

During the past week there has been a decided improvement in the tone of the market, and a fair amount of business has been done, the trade having bought more freely, whilst there have also been some speculative purchases of fair to good medium black-leaf Congous.

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Prices have been fully maintained, and, as nearly the whole season's Export has now arrived, a steady market may be expected for some time to come. *Congous:* Red-leaf kinds; siftings have been without change. Broken-leaf kinds in fair request. Fair to good common have been in moderate demand from 11½d. to 1s. 0½d. per lb. Fair Kaisows have been rather slow of sale from 1s. 1d. to 1s. 2d. per lb.; good from 1s. 3d. to 1s. 7d. have been wanted, and prices show a slight advance. In fine to finest there have been but few sales at 1s. 9d. to 2s. per lb. Pak-lin kinds remain in demand. Black-leaf kinds; common show no change. Fair, from 1s. to 1s. 1d. have been more saleable. Fair to good medium have been sold to some extent from 1s. 2d. to 1s. 4½d. per lb. Good to fine remain in moderate demand at previous prices; finest also have been firm. New-make Cantons kinds; common have been sold from 9d. to 11d. per lb., fair from 1s. to 1s. 3d. per lb., good from 1s. 5d. to 1s. 7d., fine at 1s. 11d., being former prices. Oolongs have been very quiet. In Souchongs the few sales made show no material alteration. Flowery Pekoes and Uncoloured Japans have been neglected. *Scented Teas:* Canton Capers have been only in moderate demand, but prices remain much as before. Foo Chow kinds continue strong. Orange Pekoes; Canton kinds have been dull of sale at previous rates. Foo Chow kinds show no change, but the demand is not active. *Green Teas:* The supplies continue moderate, but the demand is quiet, and prices for Ping Suey kinds, especially common to medium sorts, show some weakness. Moyune kinds remain firm.

The deliveries for the week amount to 2,187,000 lbs., against 3,266,000 lbs. last year.

SILK.

The market has been extremely quiet, the large business of last month having apparently satisfied the requirements of the trade for the present; prices of Asiatic Silk, however, owing to the firmness of the holders, have as yet experienced no reaction. In China Silk transactions have been on a small scale, but the few parcels that have changed hands have realised full rates. Canton Silk has been in good request, and prices have undergone a further slight advance. Japan Silk has been neglected, very few transactions having taken place, and to effect sales to any extent a decided reduction on present prices would have to be submitted to. Deliveries, 1st to 15th inclusive—China, 1,385 bales: Canton, 298; Japan, 239; total, 1,922 bales.

LONDON QUOTATIONS—APRIL 17.

CHINA.	
Tsatlee, No. 1	23s. 6d. to 24s. 6d.
„ No. 2	22s. 6d. to 23s. 6d.
„ No. 3	21s. 6d. to 22s. 6d.
„ Red Peacock	17s. 0d. to 17s. 6d.
Yuenfna and Hainin, Nos. 1, 2, and 3	16s. 6d. to 20s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	15s. 0d. to 19s. 6d.
Long Reel	12s. 6d. to 14s. 0d.
Canton	13s. 6d. to 18s. 0d.
Chinese Thrown	15s. 0d. to 18s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	20s. 0d. to 25s. 0d.
Idah	(none)
Sodai	(none)
Oshiu, Nos. 1, 2, and 3	19s. 0d. to 23s. 0d.
Koshiu	(none)
Eichizen	13s. 0d. to 18s. 0d.
Mashta	(none)
Hatchoji	(none)

COFFEE.

The supplies of Plantation Ceylon at auction, although moderate, have been larger than for several weeks past, and with a gradually improving demand, prices have recovered 2s. to 3s. from the lowest point. In Native business has been unimportant. The closing prices of Plantation are:—Triage, 84s. to 95s. 6d.; small, 94s. to 98s.; low middling grey, 100s. to 101s.; middling, 101s. 6d. to 104s. 6d.; good middling to fine middling bright coloury, 105s. to 107s. 6d.; good bold, 108s. to 110s. 6d.; pea-berry, 103s. to 107s. The sales of other East India kinds have included 600 bags Java, ordinary pale greenish, at 83s. to 84s. 6d., and 969 bags Singapore, low black garblings at 29s. 6d. to 32s., good ordinary mixed pale at 76s. 6d. to 78s., good Pari Pari at 79s. to 79s. 6d., good pale Bonthyne sort at 81s. 6d. to 82s., pale Manila sort at 80s. per cwt.

The continuance of large landings and scanty deliveries has increased the stock until it now reaches 15,000 tons, or twice the amount at this time last year. The Dutch Trading Company have announced 74,600 bags Java, &c., for public sale on the 22nd inst.

SUGAR.

The uncertainty regarding the action of the Government in respect to the duties has led to a general desire to suspend operations as far as possible. There has been some inquiry for brown Penang, without leading to business. An improved demand has prevailed for clayed Manila, and an advance of 6d. has been obtained, but business has been checked by the firmness of holders. The only sales of East India have been 17,500 bags clayed Manila, common to fine (duties 2s. and 2s. 5d.) at 19s. 6d. to 21s. 6d., and 150 tons unclayed Zebu at 16s. 9d.

CAMPHOR.—There have been no transactions in China or Japan.

COCOANUT OIL has been in only limited demand; but about 100 tons Ceylon have changed hands at £35 per ton.

COIR GOODS.—The public sales have not yet been recommenced.

CUTCH.—The market has been very quiet, with small sales at 21s. 6d. to 22s. per cwt.

COPRA.—Penang is in request.

CUBEBS.—Market steady; no business of importance reported.

COLOMBO ROOT is in steady demand, but the superabundant stock checks any advance in price.

DRAGON'S-BLOOD.—Demand quiet; 20 cases lump in public sale retired.

EBONY.—In auction Thursday 30 logs (12 tons) Ceylon sold dearer at £22 15s.

ESSENTIAL OILS.—*Aniseed* quieter; sales recently at 9s.; afloat a few cases at 8s. 7½d. to 8s. 9d. *Cassia* continues very dull. *Nutmeg* very quiet, and four cases retired. *Cinnamon:* Scarce. *Citronelle:* Rather better; 26 cases sold at 1¾d. per oz., and business privately at the same figure. *Lemon Grass:* quiet, at the late decline.

GAMBIER is very firmly held, but is quiet; small sales, ex quay and warehouse, at 25s. 3d. and offering at this price new; afloat steady but quiet. In auction 131 bales sold at 26s. to 27s. 6d. per cwt. for middling pressed cubes.

GALLS.—The market continues quiet; 300 cases China are reported sold at 52s. to 53s. per cwt.

GALANGAL ROOT.—No transactions.

GUTTA-PERCHA.—Market quiet, and offers for the most part retired.

GUMS.—*Benjamin:* Siam steady; of 4 cases offered one sold at £10 17s. 6d. for 3rds. Sumatra steady, and fine scarce; 7 cases sold, good and fine at £9 5s. to £10 17s. 6d. *Copal* dull; 41 cases at auction retired. *Damar* very firmly held; of 341 cases offered the bulk sold at 46s. to 49s. 6d. per cwt. for good Singapore. *Gamboge* quiet; 5 cases retired.

HEMP.—Manila continues very dull, and prices are again easier; privately only about 600 bales have been sold, fair current at £33, good at £36 10s., and at the periodical public sales Manila met offers only at a further decline, and was mostly bought in, a few lots white selling at full rates.

HIDES.—There was but a small attendance of buyers at the sales Thursday; the demand was very limited, and more than half the quantity offered was withdrawn. Light weights must be quoted ½d. per lb. lower on the average, whilst heavy generally maintained about former rates. Singapore Ox and Cow were in limited demand, and sold rather in buyers' favour.

INDIA-RUBBER.—Scarcely anything doing.

ISINGLASS.—No change since the last periodical sales.

JAPAN WAX.—Market quiet; of 600 cases offered in public sale a fair proportion sold at 58s. to 60s. 6d. for good to fine saucer; there are sellers of fine now at 59s. The article is very plentiful, and has a drooping tendency.

MUSK.—The auctions have embraced 10 caddies Tonquin, which sold, middling selected Pods at 35s. to 35s. 6d. per oz; rough, badly and false packed 18s. to 20s.; 16 caddies Yunan, one-third sold at 31s. 6d. to 32s. 6d. for fair; and 27s. skinny and horny; of 12 tins Cabardine, 2 sold at 13s. 6d. to 13s. 9d; and of 17 tins Grain, barely half was placed at 44s. 6d. to 52s. per oz. for fair to good.

PEPPER.—*Black* has again given way; up to the 15th inst. about 2,000 bags changed hands privately at 6d. down to 5⅞d. for Singapore, and 5⅝d. down to 5¼d. for Penang; in the auctions of the 15th, of 3,590 bags offered, only about 1,000 bags found buyers, Singapore at 5⅝d., West Coast Penang at 5¼d., Atchin at 5d., at which there are further sellers and no buyers, market closing very dull. *White* has also declined ½d. per lb.; Singapore fine has sold at 7¼d. down to 7½d.; good at 7⅜d. to 7½d., Penang at 6⅞d. per lb.

PLUMBAGO.—The market for Ceylon has been quiet; of 549 barrels at auction only a few sold, Chips, middling at 12s., dust at 9s. to 10s. per cwt. Thursday a further offer was made of 581 barrels Ceylon, and one-half found buyers at former prices, fair to good lump at 19s. to 24s., ordinary dull ditto 13s., ordinary to good chips at 10s. to 12s. 6d., common to fair dust 8s. 6d. to 11s.

RHUBARB.—No business done in China during the interval; 80 cases offered in public sale were bought in.

RICE.—A more decided depression has prevailed than for some time past, resulting in a decline of quite 6d. per cwt. from the previous highest point for cargoes of Burmah. On the spot there has been only a limited inquiry, and prices are also lower. The sales on the spot include 250 bags Ballam at 12s. 9d., 3,000 bags Rangoon at 10s. 11½d. short prompt, and 7,300 bags cleaned Japan at 13s. 6d. The following floating sales have been effected:—The cargo per Antoinetta, 810 tons old Rangoon (Ngakyouk), arrived off coast, at 11s. for Bremen. Three cargoes of new crop, about 300 tons February-March-April-May shipment, vessel to be named on 1st July, at 11s. if Rangoon, 10s. 9d. Bassein, or 10s. 6d. if Necransie—and two of new Necransie 1,500 tons, now loading at 10s. 9d. to 11s. open charter.

RATTANS.—Market quiet, except for fine, which are scarce. At auction 16,000 bundles for the most part sold at 2s. 5d. to 7s. 6d. per 100 canes.

SPICES.—*Cinnamon:* The market for Ceylon has been quiet without change in prices. *Cardamoms:* 78 bags Ceylon disposed of at 4s. 8d. to 4s. 10d. for good, being comparatively an extreme price. *Cassia Lignea* dull and again lower; of 1,686 cases at auction, about 300 cases sold at 63s. to 64s. (1 lot 65s.) for good unworked. *Buds* dull. *Cloves* lower; of 71 packages Amboyna offered, a few sold at 1s. 2d. for fine, with heads. *Mace* dull, and of 25 cases offered, very few only sold at 3s. 5d. for good bright, being 4d. per lb. decline. *Nutmegs:* Very firm; of 64 cases in auction, about two-thirds sold, 65's to 60's at 4s. 1d. to 4s. 4d.; 87's to 75's at 3s. 4d. to 3s. 6d.; 124's to 116's at 3s. to 3s. 2d.; 140's at 2s. 7d. to 2s. 9d.

SAGO.—Market quiet; of 807 bags at auction, one-fourth sold at 16s. 6d. to 17s. for fine small; and 18s. to 18s. 6d. medium, being the previous value. *Flour* firm, and in good demand.

STAR ANISEEDS are lower: 50 cases in public sale retired; sales have been effected privately at £5 15s., and there are now no buyers; large parcels expected.

STICKLAC.—Siam dull, owing to large arrivals; about 100 cases were sold some days since at £7 per cwt.

SHELLS.—The monthly sales are fixed for the 21st inst.

SAPANWOOD is scarce and in request. In auction yesterday 13 tons Ceylon of new import sold at £12 12s. 6d.

SOY.—No transactions.

TAPIOCA.—Market for both Flake and Pearl steady; of 967 bags at auction, three-fourths sold; Singapore at 1¾d. to 2d. for middling; Pearl at 23s. to 23s. 6d. per cwt. for good medium and large. Flour firm, and inquired for, last price of good 2¼d.

TIN has become suddenly much in demand, and prices have advanced considerably. Straits is reported up to £93 per ton, and Banca £95 to £96.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 9	President Mabire	Matie	Rangoon	Liverpool
9	Helios	Lindh	Sourabaya	Do.
8	Condore	Tamuete	Ilo Ilo	Do.
	Beemah	Blackstone	Hiogo	Falmouth
8	Borneo (s.)	Sprinkel	Batavia	Marseilles
	Oberon	Schmidt	Amoy	New York
	C. R. Bishop	Cenerich	Shanghai	Do.
	Tamesa	Jones	Hong Kong	New York
Mar30	Archer	Pike	Manila	Boston
Apr.12	Priam (s.)	Searle	China, Singapore, &c.	London
11	Maria Sarah	Volkerz	Batavia, for Rotterdm.	Off Scilly
	H. Upmann	Schwartz	Hong Kong	New York
14	Mary	Thompson	Java	Bristol
14	Mount S. Elphinstone	Golden	Maulmain	London
14	Lucerne	Russell	Foochow	Do.
	Bernard Carl	Luder	Hong Kong	Plymouth
11	Daylight	Reed	Banjoewangie	Texel
10	Emilio Rodanino	Campanino	Probolingo	Brouwershaven
11	F. H. Drews	Vorsatz	Hong Kong	Marseilles
12	Constanza	Rottini	Sourabaya	Do.
	Sparrowhawk	Calhoun	Hong Kong	San Francisco
Mar 2	America	Lansirica	Macao	Callao
10	Manca Capao	Olaguival	Do.	Do.
	Toowoomba	Bolt	Zebu	Sandy Hook
	Queen of the Fleet	Witheridge	Galle	New York
Apr.14	Ottolina	Griek	Java, for Amsterdam	Off Dungeness
	Atlantic	—	Hong Kong	Falmouth
15	Oberon	Burgoyne	Japan	Off the Lizard
Mar27	Doria	Erzaga	Saigon	Havana

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 8	Lady Louisa	—	Shanghai	Cardiff
8	Cleopatra	—	Hong Kong	Penarth
5	Dan	—	Do.	Cuxhaven
5	Coquette	Lauridsen	Manila	Do
1	Bellona (s.)	Schultz	China	Do.
11	Leucadia	Mearns	Shanghai	London
11	Europe (s.)	Bolton	Do.	Cardiff
9	Orient	Oriander	Singapore	Helvoet
14	Aurora Australis	Barber	Do.	London
15	Avenir (s.)	Bachellerie	Singapore, Macasr., &c.	Do.
15	Lothair	Orchard	Shanghai	Do.
	Nicolaas Witsen	Dryver	Java	Amsterdam
	Bestevaer	Vanderplas	Do.	Do.
	Sourabaya Packett	Rolff	Do.	Do.

(See Shipping Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal. For Singapore, Yokohama, Hiogo, and Nagasaki: Estepona. For Colombo, &c.: Timor, Bertha, Good Hope. For Singapore and Manila: Amboto.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel, Remus, John Milton. For Shanghai: Wylo. For Hong Kong: Melbrek, Sir Harry Parkes, Hopewell, Lord Macaulay. For Hong Kong and Foochow: Falcon. For Penang and Singapore: Andromeda. For Singapore: The Sir Jamsetjee Family. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessica. For Hong Kong: North America. For Shanghai: Hankow (str.). For Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.), Menelaus (str.). For Singapore: Robert Kerr. For Singapore and Manila: Leon (str.). For Galle: Suzerain. For Colombo, &c.: Golden Age.

At GLASGOW.—For Colombo, &c.; Marchioness of Londonderry. For Ilo Ilo: Cosmopolyta.

SPOKEN.

JUAN F. PEARSON, Cardiff to Hong Kong, March 11, 48 N., 12 W.
LEONORE (Germ. brig), Hamburg to River Amoor, April 11, 53 N., 2 E.

MISCELLANEOUS.

Advices from St. Thomas, March 27, state that the Marshal Pelissier, from Singapore to New York, which put in there, Feb. 19, leaky, had been condemned by surveyors, as the expense of repairing her would exceed her value; the cargo had been discharged.

At GIBRALTAR.—April 2, Atalanta (str.), Mangelson, from Yokohama, and sailed, 4, for New York.

At NAPLES.—April 12, Conrad (str.), from Batavia, for Nieuwe Diep.

CASUALTIES.

Advices from New York, April 1, state that the Black Prince, Inglis, from Shanghai, which arrived there March 31, experienced a hurricane Jan. 31, and whilst lying to shipped a heavy sea, carrying away steering apparatus, compass, binnacle, and lifeboat, and smashing bulwarks on both sides.

The Gutenberg (Hamburg ship), from Probolingo, arrived off St. Agnes, Cornwall, April 14, dismasted.

THE *North German Gazette* says, it learns from a reliable source that the Board of Admiralty in Madrid has ordered the two German merchant ships, *Marie Louise* and *Gazelle*, to be set free, together with their cargoes, which were seized at Sooloo. The authorities at Manila have been ordered to carry out this decision, and it is hoped that the indemnification of the owners for the losses they sustained by the unjustifiable seizure of their vessels will shortly be settled by negotiation.

A FEW days since the Royal Mail Company's steamship *Tagus*, on arriving in the Southampton docks, ran into the P. and O. Company's steamer *Deccan*, lying in her loading berth. The *Tagus* struck the *Deccan* on the port quarter, carring away her rail, bulwarks, davit, and boat.

THE Pacific Mail Company's new steamer *City of Peking* sailed from Chester on the 2nd inst. for New York.

RHEUMATISM AND GOUT

Prevented and cured safely, quickly, and effectually by one box of

STEEL'S GOUT AND RHEUMATIC PILLS.

ESTABLISHED 1835.

The numerous genuine and extraordinary testimonials received by the Proprietor are a convincing proof that these Pills are the greatest boon ever offered to sufferers from these complaints. Sold in boxes, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. Can be obtained of all London houses, and of Mr. Glasse, Hong Kong; Scott, Thompson, and Co., Calcutta, &c. Prepared only by FRANK W. STEEL, M.P.S., 283, Liverpool-road, London, N. N.B. Ask for Steel's Pills.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

102 LEADENHALL STREET, LONDON, E.C.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London, E.C.

CHINA, JAPAN, OR THE STRAITS SETTLEMENTS.

THE ADVERTISER, who has had considerable experience in the Far East, and is well acquainted with the Chinese language, desires to obtain a MERCANTILE ENGAGEMENT there. Is a good accountant and correspondent, and thoroughly understands the French language. Can furnish the highest testimonials and references. Is prepared to go out at once.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,

Importer of Havana and Manila Cigars.

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COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

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Agent for the *London and China Express*.

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EMPIRE OF BRAZIL.

ISSUE OF 500 SEVEN PER CENT. FIRST MORTGAGE DEBENTURE BONDS OF £100 EACH,

Being the Balance of £100,000 *Debentures, repayable in Ten Years, of the*

RIVER PLATE AND BRAZIL TELEGRAPH COMPANY

(COMPANHIA TELEGRAPHICA PLATINO-BRAZILEIRA).

Incorporated as a Société Anonyme under the Laws of the Empire of Brazil.)

Under exclusive privilege from the Imperial Government of Brazil for Sixty Years for Submarine Telegraph communication between the Capital of Brazil and the States of the River Plate.

To be worked and maintained free of charge to this Company by the Western and Brazilian Telegraph Company (Limited), on the terms of this Company receiving Twenty per Cent. of the entire Gross Receipts of the united system. These Debenture Bonds are a first charge on the entire Net Receipts accruing to the Company from the Cables and Land Lines, and are secured by a Deed of Mortgage executed to Trustees for the Bondholders.

The Debenture Bonds are to Bearer, with Coupons for the Interest attached, payable Half-yearly in Gold in London, at the Banking House of Messrs. Grant Brothers and Co., on 1st March and 1st Sept. in each year.

ISSUE PRICE, £90 PER £100 DEBENTURE BOND.

The rate of Interest to the Investor will be about 7¾ per cent. per annum on the price of subscription, in addition to a Bonus of £10 per Bond, as the Debenture Bonds are paid off at Par.

Messrs. GRANT BROTHERS and Co., as Bankers and Agents in Europe, are authorised by the River Plate and Brazil Telegraph Company (Companhia Telegraphica Platino-Brazileira), to offer for public subscription the above-mentioned 500 First Mortgage Debenture Bonds of £100 each, being the balance of £100,000, constituting the entire Debenture Capital of the Company.

The Price of Subscription is £90 per £100 Debenture Bond, payable *as follows*:—

£5	per Debenture Bond	on	Application.
25	,,	,,	Allotment.
20	,,	,,	1st June, 1874.
20	,,	,,	1st July, 1874.
20	,,	,,	1st August, 1874.
£90			

Payment in anticipation of the instalments may be made in one payment on allotment, under discount at the rate of £5 per cent. per annum.

The Debenture Bonds bear interest at Seven per cent. per annum, payable by Coupons attached, half-yearly, in London, at the Banking-house of Messrs. Grant Brothers and Co., on the 1st March and 1st September in each year, the principal being repayable at par—namely, £100 per Debenture Bond, on 1st March, 1884.

The River Plate and Brazil Telegraph Company (Companhia Telegraphica Platino-Brazileira) is formed to complete the chain of communication between Europe and South America, by connecting by a Submarine Cable the City of Rio de Janeiro, the capital of Brazil, with the Cities of Montevideo and Buenos Ayres.

For this purpose an exclusive privilege has been granted by the Imperial Government of Brazil for a period of sixty years.

By this concession facilities will be afforded to the important commercial districts of the River Plate and (by the Transandine Telegraph system) to Valparaiso, and the West Coast of South America, not only for intercommunication, but also for communicating by telegraph directly with Europe.

The Submarine Cables, about 1,130 miles in length, have been constructed by the well-known firm of Messrs. Siemens Brothers, and have been despatched to Brazil by the steamers *Ambassador* and *Gomos*.

By the latest advices the steamer *Ambassador* had arrived at Rio de Janeiro, and was laying the first portion of the Cables; the steamer *Gomos* would, upon her arrival, proceed to lay the remainder, and the intelligence that the whole of the Cables have been completely and successfully laid may now be daily expected.

The specifications of the Cables have been prepared by Sir William Thomson and Professor Fleeming Jenkin, the well-known Electricians and Telegraph Engineers, under whose superintendence they have been constructed.

The Company also owns the land lines erected under the concession granted by the Montevidean Government for that Republic.

An Agreement has been entered into with the Western and Brazilian Telegraph Company (Limited), whose line extends from Para to Rio de Janeiro, to work and maintain, free of charge, all the Cables of this Company, and to pay to this Company for the term of forty years 20 per cent. of the gross receipts of the entire system between Para on the north and Montevideo on the south.

An Agreement has also been made between the Montevidean and Brazilian Telegraph Company—whose cable extends from Montevideo to the Brazilian frontier, and which was laid on 6th September last—by which that Company agrees to hand over its Cable to this Company, receiving for the same 3 per cent. out of the 20 per cent. to be received by this Company from the Western and Brazilian Telegraph Company.

Upon the net receipts coming to this Company from the working of the Cables, and the land lines, the Debenture Bonds now for subscription are secured as a first charge by a deed of mortgage duly executed to Trustees for the Bondholders.

The Western and Brazilian Company have already completed the laying of their lines from Para to Pernambuco, and from Pernambuco to Rio de Janeiro.

The Debentures take precedence over the Share Capital of £400,000.

The total amount required for the interest on the £100,000 Debentures is only £7,000 per annum, and the estimate of receipts, from competent persons resident in Brazil, is from £50,000 to £70,000 per annum, therefore affording an unusually large margin for security.

Scrip Certificates to bearer will be issued against allotment letters and receipts for deposit, and will be exchanged for the Bonds at the Banking-house of Messrs. Grant Brothers and Co., as London Agents for the Company, when all the payments are completed.

Certified Copies of the Concessions, &c., may be inspected at the offices of Messrs. West and King, Solicitors, 66, Cannon-street, E.C., London, where also the Agreements with the Western and Brazilian Telegraph Company and the Montevidean and Brazilian Telegraph Company may be seen.

Applications must be made in the annexed Form, accompanied by the deposit of £5 per Debenture Bond on the number applied for. Should the amount allotted not require the whole sum so paid, the surplus will be applied towards the payment of the amount due on allotment.

In case of default in payment of any instalment, all previous ments will be liable to forfeiture.

In case no allotment is made, the deposit will be returned forthwith without deduction.

Forms of Subscription may be obtained on application.

In addition to the favourable terms above mentioned, Messrs. Grant Brothers and Co. desire to draw special attention to the fact of this Company differing from nearly all other Telegraph Companies, in the fact of its having an exclusive concession or monopoly for a period of sixty years over the enormous traffic of the River Plate and Brazil, secured by the same.

Debentures on Telegraph enterprises are now fully recognised as an eligible security; as an illustration may be mentioned the Six per Cent. Debentures of the Eastern Telegraph Company, which are officially quoted at the London Stock Exchange at 103 105 c.d. per £100 Bond, whilst the Eight per Cent. Preference Shares of the Mediterranean Extension Telegraph are quoted 110 to 120 per cent.

London, 24, Lombard-street, E.C., 16th April, 1874.

FORM OF APPLICATION.

ISSUE of 500 SEVEN PER CENT. DEBENTURE BONDS of £100 each, being the Balance of £100,000 Debentures, of the

RIVER PLATE AND BRAZIL TELEGRAPH COMPANY

(Companhia Telegraphica Platino-Brazileira).

Price of Issue—£90 per £100 Debenture Bond.

To Messrs. Grant Brothers and Co., 24, Lombard-street, E.C., London.

I request that you will allot to me of the above-mentioned Debenture Bonds, on which I enclose £ , being the required deposit of £5 per Bond, and I agree to accept the said Debenture Bonds, or any less number you may allot me, and to make the remaining payments thereon, in accordance with the Prospectus issued by you, dated 16th April, 1874.

Name at full length.....
Address.....
Date .....
Signature .....

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REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the olonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,000,000.

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JOHN O'HAGAN, Res. Sec., West-end Office
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Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

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LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

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Established in 1833.

CAPITAL, £1,000,000.

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Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.
Capital, 5,000.000. All paid up.
Reserve Fund, $1,000,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
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The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

IMPROVED AND ECONOMIC COOKERY.—Use
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as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

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15,000,000 Thalers (£2,250,000).

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MANAGER.
G. Pietsch, Esq.

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the inferior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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Restaurant and Table d'Hote. Baths and all other conveniences.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOLLOWAY'S OINTMENT AND PILLS.

DISEASES OF ADVANCED YEARS.—When man has passed to the borders of old age, the digestion becomes more or less impaired, the nervous system grows feeble, and the physical power shows increasing weakness. Hence arise the congestions of liver, lungs, head, followed by dropsy, asthma, or apoplexy, which too frequently afflict the aged. The liver usually first gets torpid; but its activity may speedily be revived by rubbing Holloway's Ointment thoroughly over the pit of the stomach and right side at least twice a-day, and taking the Pills at the same time. The same treatment cures all other congested organs, by varying the parts rubbed according to the situation of the congestion.

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VIOLET, PARIS.

VIOLET, PARIS.

VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

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VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

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A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness, velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Ess. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the skin

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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OVERLAND ROUTE.—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	,, ,,	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, April 9 & 23, at 2 P.M., and every alternate Thursday.	Friday morning, April 17 & May 1, and every alternate Friday.	Monday, April 20 & May 4, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, April 9, at 2 P.M., and every fourth Thursday.	Friday morning, April 17, and every fourth Friday.	Monday, April 20, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

JAPAN AND CHINA.

Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway transit across the American Continent, and other information, apply to H. STARR and Co., Agents 22, Moorgate-street, London.

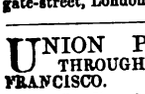
UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 ,, ,,
China... ... in 44 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.



STEAM TO PENANG,

SINGAPORE, HONG KONG SHANGHAI, YOKOHAMA, and HIOGO.—The magnificent steamship BENGAL, 2,086 tons gross register, 275-h-p. nominal, built for the P. and O. Company by Messrs. Tod and McGregor, and engined by Messrs. Laird Bros., will load in the Victoria (London) Docks, and sail about 24th April.

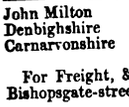
Apply at once to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; or 109, Leadenhall-street, London, E.C., and 51, Pall-mall, S.W., London.

FOR YOHOHAMA AND HIOGO.—

The undermentioned high-classed SHIPS will be despatched as follows:—

Ship.	Class.	Tons.	Dock.	Last shipping day.
John Milton ...	A1 14 yr.	619	E.I.D.	With des.
Denbighshire ...	A1 15 yr.	488	E.I.D.	To follow
Carnarvonshire ...	A1 14 yr.	388	E.I.D.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).



HONG KONG, with quick despatch, the LORD MACAULAY, A1 14 years.

Apply to ROBERTSON and Co., No. 5, Newman's-court, Cornhill, E.C.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Iraouaddy ...	April	26	For Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho ...	May	10	
Donnai ...	May	24	
Mei Kong ...	June	7	
Sindh ...	June	21	
Anadyr ...	July	5	

The Steamers of the 10th May, 7th June, and 5th July connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 26th April, 24th May, and 21st June connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,,

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

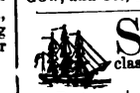
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF CHINA, AND JAPAN STEAMSHIPS.—

The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	May 8
Glenroy	100 A1	2,121	250	May 26
Glenfinlas	100 A1	2,120	330	June 16
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencagles	100 A1	2,120	330	New boat
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India avenue, London.



SHAW, MAXTON, and CO.

will despatch the undermentioned high class ships as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong..	Melbrek ...	A1 15 yr.	870	S.W.I.	April 22
Hong Kong & Foochow ...	Falcon.....	A1 14 yr.	794	S.W.I.	To follow

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal.

TO YOKOHAMA,

HIOGO, and NAGASAKI, with liberty to call at Singapore (and-or) Hong Kong (last shipping day, 21st April), the favourite full-powered Clyde-built screw steamer ESTEPONA, 100 A1, 1,049 tons gross, 676 net register; 120 horse power nominal, 700 effective; L. B. HUBBUCK, Commander; South West India Docks. This fine steamer was built in 1873 by Messrs. Inglis, of Glasgow, and from her great power is expected to make a rapid passage. Has good accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C. (corner of Cornhill)

SINGAPORE AND CHINA.

THE following SPLENDID

First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Sir Harry Parkes.....	A1 13 yr.	S.W.I.D.	With des.
Hong Kong	Hopewell ...	A1 13 yr.	S.W.I.D.	With des.
Singapore ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Singapore ...	Hope	AA1	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—

The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	April 30
Glengyle, s s. ...	1,676	McGregor, Gow, & Co.	May 8
Glenroy, s s.... ...	2,121	Do.	May 26

LIVERPOOL.

Ajax, s.s.	1,549	Alfred Holt ...	April 30

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

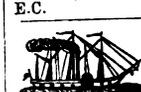
With quick despatch.

FOR YOKOHAMA AND HIOGO, the well-known China clipper LAUREL, A1 14 years (owned by Messrs. John Willis and Son), 638 tons register; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

CASTLE LINE OF STEAM PACKETS, FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-h.p. nominal, is now receiving cargo at Glasgow, and will shortly be at a loading berth in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., No. 5, East India-avenue, Leadenhall-street, E.C.



CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—

The s.s. VASCO DA GAMA, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama on the 10th May.

The s.s. VANCOUVER, 3,000 tons, will leave San Francisco for Japan and China about the 10th June.

For Through Tickets from Liverpool to Japan and China apply to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C., Shipping Agents in London to the C.T.P.S.S. Company.

CHINA AND JAPAN TRADE.

A GENTLEMAN (28) well acquainted with the manufacture and buying of WORSTED AND WOOLLEN GOODS used in the above, is desirous of an appointment as RESIDENT BUYER in the manufacturing districts for a good firm at home or abroad. Highest references given.

Address, HOLLANDAIS, *Globe Express* Office, Bradford, Yorks.

KING'S COLLEGE.—The Rev. A. J. D'ORSEY, B.D., Lecturer K.C.L., receives resident pupils at 13, Prince's-square, W.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Bremen...	G. STEINMEYER.
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Point de Galle ...	T. M. BARKER, Oriental Hotel.
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Batavia	HOUGHTON and Co.
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Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	H. FOGG and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSKI
Yokohama	H. MACARTHUR.

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 20, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 556.] LONDON, MONDAY, APRIL 27, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 27.
JAPAN—Yokohama	Jan. 16	Mar. 7	Mar. 10
Yedo			
Osaka and Hiogo	,, 9	,, 3	,, 5
Hakodadi			
Nagasaki	,, 9	Feb. 28	,, 8
CHINA—Peking	—	—	,, 2
Tien-tsin	—	—	,, 4
Chefoo	—	—	,, 6
New-chwang			
Hankow	,, 9	Mar. 2	,, 7
Kin-kiang	—	—	,, 8
Chin-kiang	—	—	Feb. 27
Shanghai	,, 16	,, 5	Mar. 13
Ningpo	—	—	,, 11
Foochow	—	—	,, 6
Formosa			
Amoy	—	—	,, 13
Swatow	—	—	,, 17
Hong Kong	Feb. 6	,, 17	,, 19
Canton	—	—	,, 17
Macao	—	—	,, 18
PHILIPPINES—			
Manila	Jan. 16	Feb. 27	,, 5
COCHIN-CHINA			
Saigon	—	—	,, 20
SIAM — Bangkok	,, 30	Mar. 11	,, 20
BORNEO			
Labuan	—	—	,, 8
Sarawak	—	—	,, 19
JAVA — Batavia	Feb. 6	,, 13	,, 19
Samarang	—	—	,, 15
Sourabaya	—	—	,, 17
MALACCA STRAITS—			
Singapore	,, 20	,, 24	,, 26
Penang	,, 20	,, 22	,, 28
CEYLON—			
Galle	Mar. 6	,, 29	Apr. 4
Colombo	—	—	,, 2

THE MAILS, &c.,

The (P. and O.) mail, bringing advices as above, was delivered, *via* Brindisi this morning, its due date. The next inward (French) mail, with dates Yokohama, 17th; Shanghai, 20th; Hong Kong, 26th; Singapore, 3rd April, which is due, *via* Marseilles, on Monday next, the 4th proximo, left Galle on the 10th inst., one day late.

The repairs to the telegraph cable between Saigon and Hong Kong are expected to be completed by the 30th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived April 24.—From Yokohama: Mr. Grobb. To Venice: From Yokohama, Mr. Eusmota, Mr. Jamahmoh, Mr. Shikamah, and four second class passengers. From Hong Kong: Mr. O. Ulrich. From Galle: Mr. Anstruther, Mr. Tatham.

To Southamptou, per P. and O. steamer *Peshawar*, expected to arrive May 4.—From Yokohama: Mr. Neil Hansen. From Hong Kong: Mr. W. Balfour. From Singapore: Right Rev. Bishop of Brisbane, wife, two children, and servant, Mr. Ross, and three second class passengers.

PASSENGERS OUTWARD.

Per French steamer *Irrawaddy*, April 26 (booked from London).—To Yokohama: Mr. Sikemeyer, Mr. Siebold, Mr. Gooding, Mr. F. B. Warin, Mr. W. Sasaki, Mr. T. Kagiyama, Mr. Mohri, Mr. K. Kunishi. To Hong Kong: Mr. de Rastang. To Batavia: Mr. van Ryck, Mr. Toussaint, Mr. Rosear. To Galle: Mr. W. Mitchell.

Per French steamer *Peiho*, May 10 (booked from London).—To Batavia: Miss Schukking, Mr. J. S. Toussaint, Mr. and Mrs. C. L. Cramer.

Per French steamer *Donnai*, May 24 (booked from London).—To Singapore: Mr. Leonard, Mr. and Miss Engster.

Per French steamer *Meikong*, June 7 (booked from London).—To Yokohama: Mr. C. J. Zaal.

Per P. and O. steamer *Cathay*, from Southampton, April 23.—To Yokohama: Mr. Iwaseki. To Hong Kong: Lieut. Kelly, Dr. and Mrs. Park. To Singapore: Mr. C. Stringer, Mr. and Mrs. D. H. Dent, Mr. and Mrs. Carrington and child, Miss Carrington, Mr R. le Mesurieur. To Ceylon: Mr. G. M. Fowler, Capt. and Mrs. Thompson, Mr. H. W. Gillman, Mr. P. W. Conolly, Mr. R. W. Forbes, Mr. J. C. Rodger,

Per P. and O steamer *Sumatra*, from Venice, May 1.—To Ceylon: Mr. and Mrs. C. F. Braine.

Per P. and O. steamer *Malwa*, from Southampton, May 7.—To Ceylon: Mr. Maclean.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. and Pacific mails bring advices from this port to the same date, the 10th March; the French mail from London Jan. 16 arrived out on the 7th March. The *Japan Herald* supplies the following items of intelligence:—

The rebellion in Saga, which appeared to threaten the existance of the Government, has been suppressed. Owing to the increased facilities given by the telegraph and steamers, the Government were enabled to send down a sufficient number of troops to crush the outbreak ere it assumed very serious proportions. After two or three skirmishes (for they cannot be called anything else) the Government troops entered the castle of Saga on the 1st March, the insurgents taking to flight. That the members of the Government were very much disquieted, even to the last minute, is proved by the fact that the same morning that the news of the taking of Saga reached here, a Japanese squadron, consisting of an ironclad, a gunboat, and several steam transports, conveying troops, the whole under the command of Prince Fushimi no Miya, who had been appointed to the command of the forces in Saga, left here for that place. Whether the *prestige* which the Government have gained by the suppression of the outbreak will prevent similar attempts elsewhere, remains yet to be proved. But it is a noteworthy fact that the leaders of the movement have not been captured as yet, and the Government are naturally apprehensive that they will foment disaffection in other districts, to which they have made good their escape, especially as the elements of disorder require only a spark to set them ablaze. Rumours of threatened risings in other parts of the Empire are continually being heard, but require authentication before being made current by the press. Much poverty and dissatisfaction exists in the country, which a bad rice harvest or other circumstance beyond the control of the Government would bring into revolutionary activity. In the interests of peace it has been a fortunate circumstance that since the institution of the new Government the rice crops have been abundant, and to this circumstance, perhaps, more than any other, is to be attributed its continuance in power. On the 9th March the Japanese gunboat, the *Moshing-Kan*, arrived in harbour from Kobe, and Prince Higashi, Fushimi no Miya, General-in-Chief of the army of the South, is said to have been on board. A salute of thirteen guns was fired.

When Soyejima returned from his embassy to China two enterprises were contemplated—one the chastisement of the Formosans; the other, war on Korea. The latter the Government has shrunk from attempting, as being too formidable an enterprise, but it is stated that with the object of finding an outlet for the martial valour of some of their people, who do not like inaction, and who are dangerous unless employed, the Government seriously contemplate (in the event of domestic troubles being allayed, of which there is some probability) fitting out an expedition to Formosa. The possession of artillery and bombs will enable them to shell a few villages of these barbarians, who have got no arms to cope with them. The Japanese can destroy these people's habitations without any risk of reprisals. They will gain a certain amount of *éclat*, at the expense of a little gunpowder, and a few tons of coals, and have substantially nothing to fear; and the expedition may have the good effect of teaching the Formosans a useful lesson, to be humane towards those whom the accident of shipwreck may hereafter cast upon their shores.

On the 7th February a violent concussion was felt in the villages on the south side of Volcano Bay, sufficient to break in paper windows. Flashes of flame were seen, and the following day a great volume of smoke, in the direction of Taromai moun-

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tain, a volcano situated near the south-east coast, about midway between Mororau and Saporo. The flashes of light were seen from Hakodate, but were taken to be lightning. A small steamer, the *Karafto Maru (Capron)*, runs regularly between Mororau on the north side and Mori on the south shore of Volcano Bay, but she has not come over for ten days. Fears are entertained for the Kaitakushi model settlement at Saporo, which is not over twenty miles in a direct line from Taromai volcano. Some shocks of earthquake have been felt since, one on the 14th lasting three minutes, and being unusually severe for Hakodate.

It will be satisfactory to the inhabitants of Kobe and Osaka to learn that the line of railway between these two places, so far as the construction of the line and stations is concerned, will be completed ready for opening by the end of April, though whether its actual opening will be made at that time is entirely at the discretion of the Japanese authorities. Considering the enormous time that has been muddled away in making the line, caused by the incompetency of Japanese contractors and Japanese officials, to say nothing of actual rascality, it is to be hoped that the superior officials will take prompt measures to have the line brought into operation without farther procrastination, so that the public may be enabled to avail themselves of the convenience of the line, and it may commence to earn interest on its cost.

Great amusement as well as indignation has been caused here by the ludicrous tissues of falsehoods and exaggerations which have lately appeared in one of the San Francisco papers, purporting to be letters from a correspondent here. If, as is supposed, they were the work of a gentleman who was lately on a visit here, it is to be hoped that with his return to San Francisco these Baron Munchausen productions will cease.

The election to fill the post of Secretary to the Chamber of Commerce, vacant by the resignation of Mr. J. J. Dare, took place on the 5th March, when Mr. G. K. Dinsdale, lately with the firm of Macpherson and Marshall, was appointed to the position. There were about thirty candidates.

An attempt is being made to build an American Church here, but the members of the various sects do not appear to work harmoniously together in the cause.

A match is arranged to take place before the end of May between the Rifle Associaton of this place and those of Shanghai and Hong Kong.

The Kioto Exhibition has been opened, but is not thus far any improvement on its predecessors, but rather worse.

A Young Men's Literary Society has been formed here.

YOKOHAMA CHAMBER OF COMMERCE.

The annual general meeting of the Yokohama Chamber of Commerce was held on the 5th Feb. ; A. J. Wilkie, Esq., in the chair. There were present Messrs. A. Winstanley, vice-chairman, Brent, Hyde, Sichel, Evers, Johnstone, J. A. Fraser, E. J. Fraser, Dodds, Jaquemot, Barlow, Melhuish, Seticell, Milsom, and Bisset. The report and appendices having been adopted, the Banco Asiatico and the firm of Messrs. Edward Fisher and Co. were declared duly elected members of the Chamber. The election of officers was then proceeded with, Mr. Barlow being elected in the room of Mr. Sichel.

The Chairman then addressed the meeting upon the subject telegrams, some of the members of the Chamber having written to announce that they were not prepared to continue their extra subscriptions to the telegrams. He (the Chairman) said he failed to see how the committees could possibly meet their wishes. A resolution was proposed and carried to the effect that members declining to pay be notified that they were no longer members of the Chamber.

Mr. J. M. Jaquemot addressed the meeting upon the subject of of the recent negotiations with the Kiito Aratame Kaisha. He was of opinion that it was incumbent upon their Chamber to offer the most cordial thanks to the various representatives of foreign Powers for the warmth with which they adopted the cause of their nationalities, and the pressure they had exercised to bring about a decision from the Government adverse to the Guilds. He therefore proposed a resolution to the effect that the thanks of the meeting be tendered to Sir Harry Parkes and to the representatives of other Treaty Powers for their valuable assistance in the recent question of the Kiito Aratame Kaisha. This resolution having been carried, and a vote of thanks to the chairman having been passed, the proceedings terminated.

NAGASAKI.

Our advices extend to the 8th March ; the P. and O mail from London Jan. 9 arrived out on the 28th February. We take the following from the *Nagasaki Express* ;—

Intelligence has been received here from Saga, stating that the rebellion there had been brought to a termination. But very few details are given beyond that it was very easily suppressed. This news has since been confirmed by the return of all the troops previously sent from here, and by the re-establishment of telegraphic communication as far as Saga. The leading members of the insurgent party have succeeded in making their escape in a small steamer which they managed to capture. Their present whereabouts is causing much anxiety in official circles, and several other steamers have been despatched to various places with the view of endeavouring to find them out. So far the Imperial forces have certainly gained the day, and this ill-judged rebellion in Hizen has been promptly suppressed. But it must not be assumed that the last has been heard of risings in Japan against the Government; too many causes exist for a continuance of the grievances of a large portion of its inhabitants, and until these have been removed a constant danger prevails of more formidable *emeutes* than even the late ones in Hizen.

It is reported that engagements took place on the 21st Feb. between Saga and Chikuzen, in which the rebels were defeated. The rebels had been expected the previous night at Nagasaki, and sailors from the *Bogatyr* were placed on guard at the Russian Consulate in Desima, immediately adjoining the city, whence also valuables were said to have been sent on board the *Argus* and other vessels. On the 21st also the Consular Representatives met and arranged signals upon which assistance would be given from the men-of-war. The residents to the number of seventy then met the Consular Body, and a Volunteer Corps was formed in three divisions, under the captaincy of Messrs. H. Gribble, F. Dittmer, and C. L. Fisher, for service at Oura, Desima, and Sagaramatz, and for patrol duty between 9 P.M. and 6 A.M., which, however, it was deemed unnecessary to continue after the 24th. About thirty of the Chinese residents also kept watch. The P. M. S. Agency was appointed as rendezvous for the ladies and children should they be suddenly called on to embark, and a notice was circulated that the *Ringdove* would receive specie, jewels, or other treasure. An official note addressed to the Treaty Consuls on the 4th March by Mr. Hiyodo Masayoshi, Sanji of Nagasaki, states that the disturbances having been quelled the guard for the protection of the foreign settement will be discontinued.

The suppression of the insurrection has been effected with so little difficulty that it at once exposes the hollowness of the pretensions of the conspiracy. Like that of Fukuhoka last June, a few misguided men have succeeded in imposing upon the credulity of the rustic population, and have induced them to join in the movement, but their espousal of the cause may be attributed more to the intimidation used to compel them to join than to any other influence ; as they appear from the accounts received to have changed their political opinions immediately on the Government troops appearing at the scene of the disturbances. The outbreak was in fact another one of those so frequently reported from every district in this Empire, where they appear to be a chronic complaint which is periodically breaking out and reviving a feeling of distrust amongst all classes of society.

On the 22nd Feb. a man lately in the employment of the Governor of Nagasaki was discovered in the act of making an attempt to set fire to the Government Office. The delinquent and his brother, the Governor's servant, were both arrested, and the result of enquiries made has been to implicate both individuals as being connected with the plot to set fire to all the Government buildings. The two brothers have been lodged in jail, together with the forty-three conspirators previously announced as having been apprehended ; and the whole of the prisoners are to be sent to Yedo, to be there dealt with for high treason by the higher Government authorities.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, 28th FEB., 1874.

During the latter half of this month the town of Nagasaki and the foreign settlements at this port have been in an unusually excited state, owing to very exaggerated reports getting into circulation regarding the outbreak of a rebellion in the province of Hizen, and it is much to be regretted that rumours to the effect that Nagasaki has been in danger have been readily accepted by the newspapers in Shanghai as information worthy of credence. Most of the residents here were fully aware that the scene of the recent disturbance has been the town of Saga, situated about eighty to 100 miles distant from Nagasaki, and that the troubles have been almost entirely confined to that place or to the adjacent districts, and few could have been induced to believe that the rebels would have done the least harm to the inhabitants of this place had they have come here. The whole of the fright can be traced to the arrival here of about 100 men from the disturbed districts, and also to a few getting into the villages and towns *en route*, but the whole number was few in comparison to the Government troops. Nothwithstanding this, they appear to have been the cause of great alarm amongst the townspeople of Nagasaki, who allowed their excitement to get the better of them, and at once communicated their arrival to a few foreigners as the advanced guard of the insurgent army, which was not far off, the army so called meaning only a large number of unorganised men. Such really has been the source from whence the news was received, which was considered to be of sufficient gravity to transmit to Shanghai per telegraph.

From the public such would never have been sent, had they been obliged to pay the tariff rates, is quite certain, as ever since the commencement of the attempted revolution the current rumours had been legion; each one fortunately contradicting the previous one, enabled all to see that extensive manufacturing was being carried on somewhere, and evidently the manager of the Great

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Northern Telegraph Company at this port has been made the victim, as will be seen by the Shanghai newspapers. I will not trouble you with a list of the rumours transmitted, which have since been proved to have been totally unfounded and consequently incorrect; but I may mention for your guidance that one half are entirely without foundation, and the remainder so exaggerated as to be worthy efforts of some stock-jobbing combination operating for a fall in the Japan Loan.

However excusable it might be for the Great Northern Telegraph Company's agent here to telegraph over for the steamer *H. E. Orsted*, to come and be in readiness here, in the event of there being positive danger of the telegraph being cut, or the instruments destroyed, there is no excuse for allowing the private arrangements of the company to be made public in Shanghai, together with every rumour, however unfounded it happened to be. Such has been the case, and ere this Reuter no doubt has furnished the world with "startling intelligence" enough to create anxiety in the minds of all who have relations, property or interests at this port. Since the troubles, or rather the rumours of the troubles, commenced no steamer has left here, or I should have written to you and put you in possession of particulars of how matters stood. Things in the town of Nagasaki even as far back as last Sunday had returned to their usual condition, and there was but little indication of the excitement of the previous day.

That there has been a rising is certain, but to what extent it has spread or would have spread is by no means easy to ascertain, as everyone you may question upon the subject has a different version to others, and the result of inquiries is rather to get into a fog than to obtain information. One thing is certain, Saga some time ago contained a large number of the ex-samouri, who were idling about there; too proud to work, but without means to support themselves in the manner they would like to live in, as their pensions from the Government were but small, these men, it is said, were only awaiting for complications to arise and they were ripe for mischief, and it is presumed that the present time was considered to be the one to commence the rising. It is also said that Saga is not the only place in Japan where disaffected people are—they are scattered all over the Empire—and will, if the present Government are not cautious, give much further trouble. The recent troubles have unusual interest to foreigners, since the Japanese have desired to extend their protecting care to us all. They show us the weakness of the Government, which is continually having to employ its troops in putting down the rebellious spirit which is so constantly exhibited and tends so much to stop progress.

We are now well off for men-of-war, which comprise the following vessels: *Dwarf* and *Ringdove*, British gunboats; *Aleout*, *Bogayr*, and *Japanese*, Russian; *Lackawanna*, United States corvette; and a Japanese ironclad, *Stonewall*.

CHINA.

PEKING AND TIENTSIN.

The *Peking Gazette* of 5th March says the Emperor and the Princes Tun, Kung, Chun, and Fuh, will, on the 6th, at certain temples mentioned (all lying within the imperial park, and therefore not accessible to foreigners), burn incense and offer up prayers to Heaven for snow. This is the fifth time this winter that his Majesty has publicly prayed for snow to fall. The Emperor, accompanied by the Empresses-Dowager, will visit the Western Imperial Tombs, to offer up prayers to Heaven for the manes of his Majesty's ancestors, on the 24th day of the second moon (our 10th April). It will become accordingly the duty of the Governor General of the province to make the necessary arrangements, and to be present also, as the highest provincial authority, to accompany his Majesty on the journey.

A notice has been issued to the foreign community at Peking and Tientsin, acquainting them that four Tientsin men, under the style of Tung-tih, have opened "a Forwarding Hong" at Tientsin, for forwarding to Peking packages of stores, clothes, books, household articles, and such like things, required by foreigners resident at the metropolis; for hiring carts, ponies for saddle use, and barges for travellers going to the capital; for supplying travellers with stores, bread and meat, table articles, copper cash, &c., &c., including an English-speaking Northern boy to serve on the journey and at Peking, as a personal servant, linguist, and guide. This Hong will supply a want which has hitherto been greatly felt by all travellers visiting the North of China sight-seeing, and likewise by the residents at Tientsin.

Sometime back there was an Edict in the *Gazette* about restoring the buildings of the Yuen-ming-yuen, so that the place might be rendered habitable for the Empresses-Dowager in the summer. Since then the work has been commenced; and as the Chinese do not require long to erect their one-storied buildings, it is probable that they will be in a habitable condition by the time the hot weather begins, and that their Majesties will reside in Yuen-ming-yuen this next summer!

SHANGHAI.

The present mail brings advices from this port to the 13th March; there had been no later mail arrival from London. The following items of news are from the *North China Herald*:—

The elections for the French Municipal Council have resulted as follows:—Number of electors, 206; voting 199; votes recorded, 139; voting papers disallowed, 36; members of Council elected:—French: M M. Voisin 135 votes, Maignan 130, Lemonnier 123, Millot 118. Foreign: Ewald 129, Lang 129, Hitch 126, Hennequin 123. There were, we believe, two or three tickets afloat besides the one carried, Messrs. Baron, David, Teillot, Juvet, Lester, and Yates having been also named. There was therefore a healthy contested election, and we hope the same spirit will enliven the proceedings on the north of the Yang-king-pang when our turn for choosing a Council comes round.

The master of the British barque *Lizzie*, G. F. Graham, has been charged before Mr. Mowat with contravening the provisions of the Merchant Shipping Act, sec. 4 par 5, relating to the prevention of disease among the crews of vessels on long voyages. The report of Dr. Johnston, the Consular medical officer, and Mr. Spence, assistant in charge of the shipping department, who visited the ship under instructions from H.B.M.'s Consul, was that four men were found off duty and suffering from dropsy, the result of scorbutic taint and exposure to cold, and that from the same disease one man had died during the voyage from Freemantle, and another in harbour here, a certificate as to the latter case being made by Dr. Burge. No fault was found with the vessel or stores, but it appeared that neglect occurred in serving out lime-juice to the crew, and that the sound and the sick were crowded into the same deck-house. Captain Graham excused himself by saying that he was unaware of the existence of the disease, and that it was difficult to induce the crew of Malays to take lime-juice. His worship warned defendant, but in view of the favourable report sent in did not inflict a penalty.

Among cases disposed of at the Mixed Court has been one in which a large number of gamblers received punishment for indulging that outlawed propensity. At this season of the year gambling in a small way goes on almost universally among Chinese, but it is of an inter-social kind that as little calls for interference from the police as the five-cent loo or quiet rubber for quarter-dollar points which keeps foreigners from premature somnolence after dinner. Occasionally, however, the native seeks the excitement of organised gambling hells—as he probably does that of the opium den, for lack of excitement or amusement of a more wholesome description; and it is to the breaking-up of these places, whenever they can be discovered, that the energies of the police are directed. One evening, a Chinaman meeting Superintendent Penfold informed him that a "hell" was in full though secret operation a short distance off, in the same street. Taking with him the sergeant on the beat, Mr. Penfold proceeded to the house indicated, where he found about forty gamblers, who, engrossed in their game, had neglected the precaution of placing scouts on the look-out for such an interruption. The number of the party rendered it impossible to secure them all at once, and those in the rear, taking advantage of their position, broke through a thin wooden partition, and escaped by jumping a 15-foot wall. About half got away thus, with more success apparently than the rash gambler who, at Hong Kong, the other day, had his back broken by jumping from a window, or another unfortunate who, some time ago, under similar circumstances, in Shanghai, found his downward flight abruptly broken by a gas-lamp, over which he fractured a collar-bone. The captives were produced next day at the Mixed Court, and were sentenced to 100 blows each, while the money found in their possession, amounting to $37—the "bank" had probably been secured by the escaped party—was confiscated for the benefit of the Chinese Hospital. The head-man was in addition sentenced to a month's cangue.

An attempt at suicide by a Chinaman has occurred. As a resident of the Concession was proceeding along the French bund he heard cries of alarm coming from the jetty at the foot of the Rue du Consulat. Upon going to the spot he found three well-dressed Chinamen standing on the jetty, and a fourth struggling in the water at a short distance out. He at once pressed one of the numerous sampans which frequent the jetty into his service, and reaching the man dragged him into the boat, the would-be suicide meanwhile making frantic struggles to escape. He was landed, however, and handed over to his friends on the jetty, who appeared to be of the better class of Chinese. They stated that the man during the Chinese new-year had lost a large sum of money in gambling, and had expressed a determination to make away with himself. It is needless to add that the many sampan men about the spot all displayed the usual indifference of Chinese in regard to saving life.

A Chinaman tried a rather clever dodge the other day to secure for an antagonist the punishment which he found himself unable to inflict in fair fight. It appears that just at dusk one evening a collision occurred on a creek in Honkew between two boats, one being damaged to the extent of three hundred cash. An argument took place between the two owners as to which was in the wrong. Arbitration failed to settle the dispute satisfactorily, and the two agreed to have a fight on the bank of the stream. The conflict commenced, but the owner of the damaged boat finding that virtue, when put to the test, will very quickly bleed at the nose, &c., determined in his own mind to resort to a stratagem whereby he might leave the field—beaten, perforce, but honourably. To do this, instinct led him to the con-

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clusion that the only means was, by leaving the world, if only *pro tem.* Taking advantage of the current blow, he dropped—dead! The conqueror, aghast at the issue, ran away to Little Hongkew, to seek shelter from the excited mob of his antagonist's friends, who meantime made their way to the Hongkew station to give information to the police. The sergeant on duty went and found the body on the bank of the creek. As it fell, so it lay; the eyes were half closed, the hands clenched; to all appearance it was a corpse, seeming to grow colder and stiffer with each breath of wind. But while examining the body, a slight movement, perhaps an involuntary quiver of the eye-lid or lip, struck the officer as rather peculiar. Bending down over the body, placing one hand lightly on the chest, and applying his ear to the nostril, he listened intently for over a minute, and then the corpse gave a deeply-suppressed but *bona fide* gasp. Satisfied on this point, the officer quietly bethought him that no harm would be done, while a little amusement might be derived, from sanctioning the sham; and, rising, he sympathetically informed the disconsolate crowd that their relative and friend had breathed his last, and that the body must at once be removed to the station. This was done, and the officer then applied a few simple but effective means of resuscitation with the result that the man returned to life with remarkable alacrity, and quite an earthly yell. Explanations followed, and Johnny said he put his strategy into practice in order that his assailant might receive as severe a penalty as a charge of homicide could bring upon him. On the following day the latter—who, finding that the police were in search of him had immediately given himself up—was brought before the Chinese magistrate on a simple charge, to his astonishment, of assault, and fined $2!

The steamer *Tunting* has been handed over to her new owners, the China Merchants' Steam Navigation Company We understand that after some necessary repairs have been executed she will be despatched to Tientsin with rice, and will remain throughout the season on the Peiho, to act as a light-draught tender to the other vessels of the company. We are informed that the Company shortly expect the arrival of a new steamer, the *Hai-Ching*, from Foochow, where she was built. She is of 700 tons register, built entirely of teak, from plans designed by M. Giquel, late Superintendent of the arsenal there. Her engines were constructed by Chinese. The *Hai-Ching* is intended to ply between this and the coast ports, and will be commanded by Captain Skey.

The Rifle-range is open for practice in anticipation of the spring meeting. A meeting of the volunteer officers is to be called this week, to consider the programme of the meeting; it is said that unusual encouragement will be offered to recruits and new men, and that an International Match is likely to form part of the programme, when teams of five each will represent England, Scotland, Ireland, and we hope other nationalties also. A challenge from Hong Kong and Yokohama to a small-bore match has been accepted, and a challenge has been sent to Hong Kong for a similar match with military rifles. The conditions are that each team shall consist of six men, who shall shoot on their own range any time before the end of May; the distances are to be 400, 500, 600, 700, and 800 yards, ten shots at each; and the whole match will be shot twice over, each man registering the best of his two scores at the several ranges. The representatives of Shanghai will be the six men who made the highest averages at last meeting, viz., Messrs. Dunman, Bishop, Cann, Carnie, Glass, and Sim, any vacancies being filled up from the next on the list. We hope the result will be a reversal of the defeat sustained by Shanghai a year or two ago.

An amateur concert has been given in the Lyceum Theatre, on behalf of Mrs. Caine and her family, and went off with every success. The theatre made an admirable concert hall, and was fairly filled; but the unfavourable weather no doubt deterred many who had subscribed from coming to occupy their places. The judiciously varied programme was further enriched by numerous encores, and its performance afforded the highest pleasure. The concert is said to have realised over $1,300. Mrs. Caine writes as follows to the *Courier*:—

I beg you will kindly insert these few lines in your paper; for although it is, I feel, very painful for me to come forward in any way at this time, yet I cannot leave Shanghai without making the effort to express my heartfelt and sincere acknowledgment of the kind and ready sympathy that has been extended to me and to my children by residents in this and other ports in China. I can only hope to show my true appreciation of the generosity of which we have been the recipients, by the careful use of the means which have been thus providentially provided for us; and with my grateful thanks to my benefactors, I beg to subscribe myself, &c.

A fire has occurred in a bed-room of the Eureka Hotel, Hongkew, but it was promptly extinguished by a few active hands with No. 2 Hongkew engine before the others could arrive, though they were early on the ground.

The American steamer *Ping-on*, which has been so long in Messrs. Boyd's Dock at Pootung, came out on the 5th, and was towed to Hunt's Wharf to receive her masts and boilers.

We observe that a number of Chinese houses near the Old Dock, Broadway, are being fitted up as bath-houses, to be carried on under foreign supervision.

We are informed that the U.S.S. *Lackawanna* may shortly be expected to return to Shanghai from Nagasaki.

Three-fourths of the American screw-steamer *Shaftesbury* have been sold at auction, by Messrs. Lane, Crawford, and Co., for Tls. 25,000.

HONG KONG.

Our advices by the present mail extend to the 19th March; the French mail from London Jan. 30 arrived out on the 12th March, and the following P. and O. mail of Feb. 6 was received on the 17th March. The *China Mail* supplies the following items of intelligence:—

The threatened withdrawal of the one dollar notes by the Home Government has led to a numerously signed petition being presented to the Governor praying that the notes will be allowed to remain in circulation.

A meeting of the Legislative Council was held, pursuant to notice. Present, H.E. the Governor, the Hon. the Chief Justice, the Hon. the Colonial Secretary, the Hon. the Acting Attorney-General, the Hon. the Acting Colonial Treasurer, and the Hons. P. Ryrie, R. Rowett, J. Whittail and W. H. Alexander. The minutes having been read and confirmed, H.E. the Governor stated that the Council had been called together to consider the report on the Waterworks by the Surveyor-General dated Nov. 1873.

After a lengthened discussion H.E. the Governor put the matter of preliminary expenses in connection with the Waterworks to the Council, when a sum of $5,000 was voted for that purpose.

An Ordinance was then introduced by H.E. to empower the Governor to exercise certain powers under the Merchant Shipping Act, 1873. The objects and reasons were explained by the Acting Attorney-General. They were to secure efficient surveys of vessels, and bore reference to the facts evolved at the enquiry into the recent *Wan Loong* disaster. Some discussion took place as to the appeal to the Vice Admiralty Court in case of an owner being dissatisfied with the survey, but (the standing rules being suspended) the Ordinance was finally read a first and second time, and passed, being No. 1 of 1874.

The *China Mail* has the following on the Great Northern Telegraph Company:—"It is somewhat odd that Hong Kong should have been excluded from receiving an item of telegraphic news which possesses at least as much interest for this Colony as for the settlement of Shanghai. We read in a late issue of the *Courier* a telegram dated London, March 9, to the effect that, "The Great Northern Telegraph Company are preparing a Cable expedition, for the purpose of substituting very heavy cable for the most exposed portions of the existing cable. The expedition leaves London in the middle of April." Why Reuter's agency should not have condescended to telegraph this to us is, like a good many proceedings on the part of that mysterious corporation, something not to be understood. However, there the news is, and being published at the head quarters of the Telegraph Company in China is, we presume, authentic. What does it imply?

As regards the opinions heretofore expressed in this journal it implies a very full acknowledgment that in some points at least they were correct. We long since pointed out that the shore ends of the cables were not heavy enough, and we did this in language which was very far from imputing any wilful fault to the company. Our remarks, however, with others made by our contemporaries, were construed as an "attack" upon the company, and the home direction went so far as to explicitly state that they were uncalled for, and that no such faults as those pointed out existed. In spite of this, however, it has thought fit to follow the principal suggestion put forth. It will therefore be interesting to know what has occurred to render such a change of policy advisable. The company will not surely expend a vast amount of money in effecting what it deems perfectly unnecessary improvements? If on the other hand new lengths of cable *are* necessary, it stands self convicted of more than evasion in publishing the letter it did.

Nobody supposed that any line laid down for the first time, under unfamiliar conditions, would necessarily be perfect. The mistake made by the predecessors of those now in charge was in endeavouring to conceal occasional interruptions, and so changing the tolerance which all thoughtful members of the various communities would have extended to people endeavouring to do their best under very trying circumstances into a mistrust of their good faith. The fact that the company is now endeavouring to repair defects caused by want of experience will go far to neutralise the prejudices hitherto entertained. The communities at Hong Kong and the ports ask only to have reasonably certain means of telegraphic communication, and are not disposed to unduly find fault. A liberal policy on the part of the company, and above all, a perfectly frank avowal of any mishaps, will go far to maintain good feeling. Nor need the direction show itself too sensitive to anything like criticism. We cannot expect any enterprise which has to meet unforeseen contingencies to be devoid of some errors, and it depends very greatly on the company itself whether they are good-humouredly put up with, or whether they come to be looked upon as the result of a wilful neglect of the teachings of experience.

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The following items are taken from the *China Mail* :—

Lady Kennedy and her daughter left by the Pacific mail steamer on the 16th. We but re-echo a universal feeling in expressing a hope that in ladies whose hospitality has been so amiably exerted since their residence in the Colony, will have a pleasant and prosperous voyage.

The *Ichang*, arrived on the 10th, is the third of the blue and white funnel side-wheel boats for the Yangtsze ; she has been lying in Singapore the last three months waiting for the N.E. monsoon to break, and left this on the 11th for Shanghai.

The *Ferdinand* brought the captain and a seaman belonging to the late German barque *Chance*, which vessel was wrecked on the rocks off the South end of Formosa, about a month since. She was from Australia bound to Hong Kong with a coal cargo.

The P. and O. steamers *Mooltan* and *Delta*, lying at the Company's Buoy near the *Fort William*, parted the buoy's moorings on the 13th and drifted down on the ship *Onward* of Hong Kong, but fortunately did not do any serious damage. They were both towed to berths by the Company's tug. H.M.S. *Teazer* arrived on the 14th with the master, officers, and steward, 21 native crew and 21 native passengers, of the late steamer *Sun Foo*, making a total of 57. All hands have been saved.

The lighting of the coast being one of the most important measures now in progress, we endeavour to record each fresh step in a prominent manner. We now learn that Mr. D. M. Henderson, engineer in chief of the Customs Lighthouse Department, will proceed to Ockseu in a few days to start there a temporary light which will be regularly exhibited till the arrival of the large apparatus from Europe. The light will be a fixed bright one. As soon as lighted, a notice to mariners will be published. We also learn that there are three large buoys now at the Pagoda anchorage which will shortly be placed to mark the entrance to the Min River.

PHILIPPINES.

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MANILA.

It appears from the following extract from the Manila *Comercio* that the Spaniards are still carrying on offensive operations in Sooloo waters.—" The corvette *Vad Ras*, after having performed a cruise to the south of Tawi Tawi, in pursuance of her commission, and in carrying on operations against the pirates of Ubian, Sibuto, Mantauan and other places, arrived at Isabela on the 24th Jan. During the cruise various landings were effected at the places mentioned above by armed forces which were under cover of the cannon of the vessel and her boats, so that, notwithstanding that the duration of any of the landings never was less than six hours, the only losses we have to lament are those of some sailors wounded by bullets and *taclobo ;* the Moors at the aforesaid places fight stoutly. A shell from the *Vad Ras* having fallen at Sibuto, a number of Moors went to lay hold of it, upon which it burst, killing nine of them and wounding several more. In all the operations effected, the Moors used as weapons *lantacas*, and old and modern muskets. After defeating them, we burnt their villages and also destroyed their vessels to the number of 200, most of which were piratical craft of large size. After these operations had been effected, the *Vad Ras* returned to the port of Bongao, the only part of Tawi Tawi in which she could be kept out of sight of the Moors.

SIAM.

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BANGKOK.

The *Weekly Advertiser* gives the following items :—

The visit of the United States war steamer *Monocacy* has doubtless hastened the return of H.M. the Supreme King from his inland trip on the western frontiers of Siam. H.M. the King, and the young princes and nobles who had accompanied his Majesty, returned to Bangkok during the night of the 16th of February. On the 18th the U.S. Consul and the officers of the *Monocacy* had an audience with H.M. the Supreme King ; and one with H.M. the Second King during the afternoon of the 19th. On the 22nd the *Monocacy* was gaily decorated with flags, and a salute was fired of twenty-one guns in honour of the birthday of Washington the good patriot of the United States.

We learn that one of the sons of the United States poet, Henry W. Longfellow, is now visiting Siam ; he came in the *Monocacy*.

When his Majesty the Supreme King of Siam visited the British Indian Empire the Siamese Government ordered, through its Calcutta friends, new machinery for their Mint. This machinery has reached its destination. The energetic superintendent of the Mint, Phya Krasab, will doubtless soon have it in its place and in good working condition, and will then supply the country with a silver and gold currency more praiseworthy than what is now in circulation.

Thirteen Chinese were baptised by Dr. Dean. Two of the number were from Bangkok, three from Lengkiachu, two from Bangplasoi, and six from Ku-Buang. The latter name is given to a small village and country region about a day distant N.E. from Bangplasoi. Six or seven years ago a Chinese disciple, baptised at Bangplasoi, removed to Ku-Buang, and has since gathered around him a company of shopkeepers and gardeners, who have together kept the Sabbath-day, and in their humble way tried to worship the true God. Six of that number came with their leader to Bangkok, and after passing a satisfactory examination before the Church, were received into Christian fellowship, and enjoyed the ordinances of baptism and the Lord's Supper. They have already made the plan, and in part bought the materials, for a small chapel, all by their own counsels or the promptings of the Holy Spirit, and now ask for no aid in building, but simply request some one to go and preach to them the Gospel.

STRAITS SETTLEMENTS.

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SINGAPORE.

The advices by the present mail extend to the 26th March ; the P. and O. mail from London Feb. 20 arrived out on the 24th March. The following summary of the news is from the *Straits Times* :—

The Legislative session was opened on the 21st of March by H.E. Sir Andrew Clarke. It sketches out a promising programme of Government intentions and of public works to be executed, and contrasts favourably with the Gubernatorial utterances to which the public have heretofore been accustomed on similar occasions since the transfer of these settlements to the Colonial Office. The Council has held two meetings ; but as its first business is to revise the Jury Lists, and deal with the Estimates and Supply Bill for the present year there has been no subject of general public interest debated on.

The annual general meeting of the subscribers and friends of the Raffles Institution was held at the Town-hall on the 20th March, H.E. Sir Andrew Clarke occupying the chair. The prospects of this institution are brightening. A certificated mistress is to be procured from England for the girls' school, in the hope of greatly improving this branch of the institution ; and his Excellency, as Chairman, in replying to the vote of thanks, concurred in the liberal views of Sir Stamford Raffles, the founder of the institution, and promised to heartily support any action of the trustees in advancing the school towards the ends for which it was established.

The Dutch are withdrawing the greater part of their forces from Atchin, leaving about 2,000 men, under General Verspyken, in the Kraton, where they will be supplied with sufficient provisions to last them during the rainy season. General Van Swieten will return to Batavia with the main portion of the troops, but will, it is announced, return again in the latter part of this year with a third expedition should the Atchinese still hold out.

The long spell of dry weather has at last apparently ended, as during the past few days we have had several good showers, and there are indications of an agreeable and welcome change. The wells, are, however, still dry, what little rain we have had so far having been insufficient to moisten the parched earth. It is to be hoped, however, that the approaching change of the monsoon will remove all apprehension of a failure in the wells, our present sole dependence for drinking water in the town.

H.M.S. *Thalia*, Captain Woolcombe, for some time the Senior Naval Officer's ship on this station, left on the 21st for China, and will be followed shortly by the *Avon* and *Midge*. The *Thalia* will be replaced by the *Charybdis*. The gunboat *Growler* is still here, and the *Swinger* arrived on the 24th.

The following is an extract from the Governor's speech at the opening of the Legislative Council :—

Honourable Gentlemen of the Legislative Council.

I desire at this, the first occasion of meeting you in Council, to thank you for the kindly spirit which has been shown to me since my arrival amongst you ; and to assure you how sincere is my wish to devote myself to the service of these Settlements. You have been called together at an unusual time ; for although the estimates for the current year have been the subject of review and report by a Sub-Committee, your sanction is still needed for them. I purpose, therefore, asking you now to limit your labours to the consideration of the desirability of adopting that report, and to giving your authority for expenditure necessarily incurred last year, but for which no provision had been made. Other measures will also be now laid before you, and advanced a stage, but their discussion may be postponed till the customary period of your meeting for the despatch of business.

The question involving the future of the General Hospital, of the Lunatic Asylum and the Pauper Asylum is engaging the attention of this Government, and will be brought forward when a scheme is thoroughly matured ; although in the meantime you will be asked to make provision for the immediate wants of the sick labouring population of Province Wellesley, where District Hospitals and Dispensaries are peremptorily needed, in order that the relations between the coolies and the employers should no longer depend upon the intermittent action of individuals, but should rather be consistently regulated by the Legislature. An Ordinance designed with this object, to protect the immigrant labourer, and which, whilst not unduly pressing upon, will yet guard the interests of, the Planter, has been framed for submission to you, and will be accompanied by a continuation of the correspondence with the Government of India on the same subject. The following draft Ordinances, forming part of the New Judicial System, viz. :—1. Civil Procedure ; 2. Appeals Bill ; 3. Repeals Bill ; and which have been referred to the Judges and Attorney-General, will, with the report and amendments suggested by this Committee, be brought forward. The Chinese Immigration Ordinance, passed

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with a suspending clause, has been referred back by the Secretary of State for certain amendments. These, with a report prepared by officers practically acquainted with the working Chinese immigration, and with the probable effects of the provisions of the proposed Ordinance, will be submitted to you.

The state of anarchy and misrule, so long existing in Perak and Salangor, at last culminated in such open acts of piracy and outrage that I was compelled to interfere, for the protection of commerce, and to put a stop to a state of affairs which no civilised Power could permit to exist in its neighbourhood. I trust that the action taken will be attended with a good result. The daily increasing traffic with the territory of our enlightened neighbour the Maharajah of Johore calls at once for an improvement in the arrangement for the passage across the Straits, and a sum has been accordingly introduced into the estimates for the construction of a jetty at Kranjie which will be approachable at all times of tide.

His Excellency Admiral Dupré and suite, accompanied by Mr. Hartung, consul for France, was entertained by his Highness the Maharajah of Johore at the Istana. The Admiral and his party visited the arsenal, saw mills, &c. On arriving and departing a salute of fifteen guns was fired.

The *Straits Times* in alluding to the departure of Mr. W. H. Read says:—It would be difficult to point to any movement in the past twenty-five years aiming at the increased prosperity of the Straits, and tending toward the amelioration and security of its mixed population, which has not found a prominent supporter and worker in W. H. Read. We are glad to understand that the void his departure makes in our public life is to be a temporary one only, and that he will be among us again before long.

It is proposed to procure a full length portrait of Mr. Read, and to place the same in the Town Hall. The sum of $1,500 had been subscribed for this purpose when the mail left.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Reports of the suppression of the rebellion had somewhat restored confidence. In Yarns only Nos. 16 to 24 were in any inquiry at a slight improvement; Shirtings were quite nominal at a further reduction; Velvets had been in more demand, and for Woollens there was more inquiry at the low rates ruling. Full supplies of Metals had depressed the market, and transactions had been limited.

HANKOW.—Business was resumed on the 24th February, but had been very much interfered with, and ultimately quite stopped, by the action of the native authorities who had prohibited native banks from issuing orders, hoping thereby to establish Sycee payments. The question was still unsettled, and in the meantime foreign trade was at a standstill, not only as regards settlements, but also clearances, which had for the time ceased.

CANTON.—Lead was again lower, LB $8.30; sales 800 piculs; stock, 2,800 piculs. WB, $8.50; sales, none; stock, none.

SHANGHAI.—Only a limited business had been transacted in Piece Goods during the fortnight, partly owing to a monetary difficulty that had existed among the natives in their system of payment, and partly to the fact that the dealers had been occupied in clearing former purchases to ship by the first steamers to the North. The banking difficulty had been satisfactorily settled, but the Chinese still held off from buying to any extent, affirming for their reason that they wished to hear the results of first shipments before entering into any further large contracts. Quotations, with few exceptions, remained unaltered, and were mostly nominal. Cottons: Grey Shirtings had been quiet, and rates closed slightly weaker. T-Cloths had attracted more attention, and commanded better prices for favourite chops. White Shirtings were rather lower in value. Jeans had been enquired for, but were held for an advance. Fancy Cottons remained dull, a few articles alone being asked for. Woollens: There had been rather more enquiry for some descriptions of Woollens, and sales of Camlets and Lastings showed some slight improvement; a transaction in common Figured Orleans (square pattern) was reported at Tls. 3.1.5. The business, however, in the aggregate had been limited. Metals: The market for most descriptions was unchanged, but Lead, LB, had been sold for arrival at Tls. 6.0.0 per picul.

HONG KONG.—The market had been quiet during the fortnight for both Piece Goods and Yarn, and the business transacted had been of a limited nature, dealers having been unwilling to purchase except to supply their immediate wants.

BATAVIA.—The business done had been extremely small, which was attributed not so much to the absence of demand, but more to the very low offers made by dealers, while importers hesitate to submit to the concession which it would be necessary to make in order to effect sales of any material extent.

SINGAPORE.—Messrs. Boustead and Co.'s Report says: A moderate business has been transacted in Piece Goods during the past fortnight at rather weaker prices for many descriptions. Grey Shirtings have been saleable at a reduction of 2½ cents on former prices. 6 lbs. T-Cloths have kept in active request; other weights are little wanted. White Shirtings, both fine and medium reeds, continue in fair demand. 40's Grey Yarn has moved off to some extent; other numbers are neglected. Dyed Cottons are a little inquired for. Woollens are in moderate request. Iron is in small supply, and prices are very steady; for some kinds possibly a slight improvement on last rates might be obtained. Yellow Metal during the fortnight has been very dull, and prices, at the close, under the influence of home advices, is decidedly weaker. Copper Sheathing can only be placed to a limited extent at present. Zinc Sheathing is wanted, but the prices offered are not such as will lead to business. The demand for Roll Zinc has ceased for the present. Brasswire moves off slowly at last rates. Pig Lead can only be sold in retail lots, the demand at present prices is so limited. Steel in cases meets with a small inquiry. Exports of Gunpowder to several of the neighbouring ports are forbidden for a time, consequently there is little inquiry. Assorted Paints are quiet. White Lead is wanted. Stockholm Tar still commands extreme prices. In Coals there have been no transactions, and prices of both West Hartley and Cardiff are slightly weaker.

PENANG.—In the early part of the fortnight there had been a good enquiry for some classes of staple goods, but at the close the demand seemed to be satisfied. Prices generally were not quotably altered, but the tendency was rather weaker.

EXPORTS.

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TEA.

YOKOHAMA.—There had been little doing in the market; prices were nominally unaltered.

SHANGHAI.—Black: One small chop had been settled during the fortnight at Tls. 14 (say 10½d. per lb.). Green: There had been a fair business transacted during the fortnight, considering the advanced season of the year. Prices paid for Moyune, 2,175 ½ chests at Tls. 24½ to 41 per picul; Fychow, 1,008 ½ chests at Tls. 26 to 29; Pingsuey, 1,896 ½ chests at Tls. 30 to 42; Local-packed, 646 ½ chests at Tls. 24 to 28. Settlements, 5,725 ½ chests.—Stock, 4,906 ½ chests.

CANTON.—The only transaction reported during the fortnight had been a small quantity of Congou, say 440 half-chests, at Tls. 15. Stocks were much the same as last given, say: 1,000 boxes Congou, 10,000 boxes Scented Orange Pekoe, 20,000 boxes Scented Caper, 9,000 boxes Gunpowder, 2,000 boxes Young Hyson, and 2,000 boxes Imperial.

SILK.

YOKOHAMA.—There had been only a moderate business in Hanks, mainly attributable to the difficulty of procuring good selections; for average parcels prices were maintained, and no decline could be quoted; but for common and inferior, lower prices were ruling. Oshus had attracted more attention, and the drop in these sorts had led to transactions at a comparatively more favourable ratio than for Mybash sorts. Arrivals had not equalled settlements, and the stock had been reduced to 1,800 bales.

SHANGHAI.—The lower prices ruling on this market had induced a more current business, and holders having been willing sellers, most of the purchases made show some decline upon the quotations of a fortnight previous. At the close, however, the stock of good Silk being much reduced, there was a slightly firmer feeling, and holders were asking higher rates for the few remaining parcels of chop or desirable Silk. The sales reported include the following chops, viz.:—King John, No. 3, at Tls. 420; Gold Lion, Nos. 3 and 4, at Tls. 360 and 340; and Cat and Bee and Zebra, No. 2, at Tls. 375. The unsold stock was estimated at something less than 2,000 bales. Settlements for the fortnight, Chinas, 1,300 bales. Total settlements since 1st June, 1873, 53,000 bales; against 1872-73, 54,250 bales; 1871-72, 47,900 bales. Comparatively unsold Stock on this market on the 12th March, 1874, 2,000 bales; 1873, 600 bales; 1872, 500 bales.

CANTON.—There had been some animation in the market, and settlements had amounted to 178 bales, viz., 68 for the French mail, and 110 bales for the present mails. Re-reels had also been in demand for America, and settlements were reported amounting to 320 boxes, at prices which fully maintained last quoted prices. The following quotations were given for such staple as was procurable:—Tsatlee, No. 2, $410; 3, $380 to 385; 4, $365 to 370.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3⅝d.	4s. 3⅞d.	4s. 4d.
Shanghai „	5s. 10d. to 5s. 10⅛d.	5s. 10⅛d.	5s. 10⅛d. to 5s. 10⅜d
Canton „ ... }	4s. 4d.	4s. 4⅛d.	4s. 4⅜d.
Hong Kong „ ... }			
Macao „ ... }			
Singapore „	4s. 4⅛d.	4s. 4⅜d. to 4s. 4⅝d.	4s. 5d.
Manila „	4s. 2d. to 4s. 2⅛d.	4s. 2⅛d. to 4s. 2⅜d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 303	220⅛
„ Hong Kong	26⅜ to 27½ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	„ 73.5.5	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 42 per cent. premium.
Hong Kong Gas Company, $70 per share.
Hong Kong and Whampoa Dock, 37 per cent. discount.
China Traders' Insurance Company, $775 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 15 per cent. premium.
Hong Kong Fire Insurance Company, $300 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $23 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 90 per cent. prem.

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EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1873, to March 4, 1874	71351853	51751292	361183	15846180	138395538	42666
From June 1, 1872, to March 4, 1873	75285499	51069463	104623	21054261	148113246	55387

Shipments since last report, and included in above total :—

Feb. 18 per Priam (str.)	From Canton, &c.	...	809,476	
— 19 ... Lennox Castle	... Canton	...	10,000	
— 19 ... Golconda (str.)	... Shanghai	...	12,600	954
— 24 ... Antenor (str.)	... Shanghai, &c.	...	316,458	
— 26 ... Iraouaddy (str.)	... Do.	...	120,273	214

TO THE CONTINENT.

	Bales.
From June 1, 1873, to March 4, 1874	853841 24287
Do. do. 1872, to March 4, 1873	628081 22517

Shipments since last report, and included in above total :—

Feb. 19 per Golconda (str.)	From Shanghai	... —	178
— 26 ... Iraouaddy (str.)	... Canton	... 176	210

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1873, to March 4, 1874	43672230 5245
Do. do. 1872, to March 4, 1873	58443217 8451

Shipments since last report, and included in above total :—

Feb. 19 per Great Republic (str.)	From Shanghai &c.	... —	292
— 14 ... Costa Rica (str.)	... Shanghai	... 38,808	216
— 27 ... Alaska (str.)	... Hong Kong	... 32,990	45

TO AUSTRALIA.

From June 1, 1873, to March 4, 1874	14,701,797
Do. do. 1872, to March 4, 1873	16 374,653

Shipments since last report, and included in above total :—

Feb. 22 per Lady Belmore	From Foochow	... 245,234

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,012	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd.
Shanghai Dock Company ...	500 ...	500 ...	195 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	140 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	107 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ..	12 p.c.
French Gas Company	50 ...	50 ...	64exd.	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500exd	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	40 ...	
Union S.N. Company	100 ...	100 ...	74 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	685 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,650	$250.p.sh
Hong Kong and China Gas Co.	£10 ...	£10 ...	£70 ..	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.95 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$118 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	127 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls.117 ...	12 p.c.

LATEST TELEGRAMS.

THE ATCHIN WAR.

THE HAGUE, APRIL 18.—Official advices from Atchin, dated the 14th inst., state that Endœng, on the north coast, has recognised the sovereignty of the Netherlands. On the 11th inst. a body of 200 Atchinese attacked the camp of the Dutch troops, but were completely repulsed. The major portion of the troops will return to Batavia at the end of April.

THE HAGUE, APRIL 22.—The Government have received a despatch, dated from Atchin, the 17th inst., stating that on the previous day a strong patrol of Dutch troops came upon an entrenched position, 1,500 paces south of the Kraton, and retired before the fire of the enemy. A reinforcement was immediately sent forward, but ventured too far to attack the position, and was repulsed with a loss of eight killed and fifty-nine wounded. Three States on the west coast of Sumatra have signed a convention acknowledging the sovereignty of the Netherlands.

THE SUEZ CANAL.

PARIS, APRIL 26.—M. de Lesseps has consented, without any reservation, to levy from the 29th inst. only the dues fixed by the International Commission. Intimation of this decision has been made in two despatches to Paris from Cairo, dated the 25th and 26th inst. M. de Lesseps has come to this decision in consequence of the order given by the Porte to the Khédive to take possession of the Canal

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, APRIL 23.—The P. and O. Company's steamship Sumatra, with the homeward India and China mail, arrived at noon, and the mail left at 1.40 this afternoon for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, APRIL 20. - The P. and O. Company's steamer Peshawur left at 1 P.M., with the heavy homeward India and China mails and specie £101,504. She may be expected at Southampton about the 3rd proximo.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, APRIL 21.—The P. and O. Company's steamer Mongolia arrived here to-night, with the heavy India, China, and Australian mails, 169 passengers, £330,369 in specie, and 8,382 packages of cargo. She left Calcutta on the 12th ult., Madras the 16th, Galle the 20th, Aden the 28th, Suez the 4th inst., Alexandria the 7th, Malta the 11th, and Gibraltar the 16th. Very stormy weather was experienced between Malta and Gibraltar.

INWARD MAIL DUE MAY 18.—GALLE, APRIL 24.—The Messageries Maritimes steamer Sindh, with the inward French mails from China, Japan, and Singapore, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, APRIL 27. —The P. and O. Company's steamer Cathay sailed this afternoon with the heavy mails for Gibraltar, the Mediterranean, Egypt, Aden, India, China, Japan, &c. She took out 103 passengers and a general cargo, also 2,746 boxes specie, value £761,297. The corresponding Overland mail *via* Brindisi will leave London on the 1st proximo.

OUTWARD MAIL OF MARCH 27.—GALLE, APRIL 24.—The Messageries Maritimes steamer Amazone, from Marseilles March 29, left here to-day for Singapore.

OUTWARD MAIL OF APRIL 17.—SUEZ, APRIL 24.—The P. and O. company's steamers Delhi and Tanjore left at 11 A.M. to-day, for Bombay and Calcutta respectively, with the outward India, China, and Australian mail of the 9th--17th inst.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, previous to April 21, Crocus (str.).

At SHANGHAI.—From London, March 5, Galatea (str.); 6, Rollo; from London, &c., April 21, Lord of the Isles (str.); Ulysses (str.).

At HONG KONG and CANTON.—From Liverpool, March 17, Hector (str.); from Cardiff, 16, Radama; from London, &c., April 17, Agamemnon (str.), Lord of the Isles.

At SINGAPORE.—From London, March 20, Crocus (str.); 21, Cassandra (str.); 23, Glenfalloch (str.); 24, Enchantress; April 19, Lydia (str.); from Aberdeen, 19, Leonore (str.); from Liverpool, 24, Emiliano (str.); from Cardiff, 18, Ernesti Parodi.

At PENANG.—From London, March 17, Cassandra (str.); April 22, Montgomeryshire (str.); from Liverpool, 14, Diomed (str.); from London, 27, Vancouver (str.).

At BATAVIA.—From Texel, March 6, Prins Van Oranje.

DEPARTURES.

From SHANGHAI.—For London, March 10, Patroclus (str.); for New York, 5, St. Andrew's Castle.

From HONG KONG and CANTON.—For London, March 14, Patroclus (str.).

From SINGAPORE.—For London, March 17, Glenroy (str.); 24, Patroclus (str.); for Boston, 14, Harwich.

From PENANG.—For London,, March 20, Vanguard; 26, Patroclus (str.).

From BATAVIA.—For Holland, March 7, Holland (str.); 8, Conrad (str.); 12, Baron von Pallandt von Rosendaal; 15, Ida Geertruida; for Copenhagen, 8, Signe.

VESSELS LOADING.

At NAGASAKI.—For London, Shalimar.

At HONG KONG.—For London, Francisco Calderon (str.).

At SINGAPORE.—For London, none; for New York, Lewis M. Lamb; for Boston, Argo.

At PENANG.—For London, Cardiganshire.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £5 per ton of 40 feet.

At SHANGHAI.—There is no vessel on the berth either for London or New York.

At HONG KONG and CANTON.—The Auxiliary steamer Francisco Calderon is loading a general cargo for London at £2 15s. per ton of 40 feet.

At SINGAPORE.—To London, per steamer, £1 10s.; Tin £3 5s. to £3 10s.; other dead weight £4 measurement and Coffee; £4 10s. Pepper; £5 Hides.

At PENANG.—The Patroclus (str.) took cargo at £4 5s. per ton measurement,

At BATAVIA.—For Amsterdam per sailing vessel, f.62.50 to f.60 Sugar, f.55 to f.50; Tobacco to load at Easward; by steamer, f.85 Sugar; f.80 Tobacco; f.110 Indigo.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
March 7 ...	Sarah Nicholson ...	Foochow ...	New York
„ — ...	Stornoway ...	Kobe ...	Falmouth
„ — ...	Lennox Castle ...	Macao ...	London
„ 8 ...	Fire Queen ...	Newcastle ...	Singapore
„ 10 ...	Blanche ...	Liverpool ...	Batavia
„ — ...	Rover of the Seas ...	London ...	Singapore
„ — ...	Kandanghauer II. ...	Shields ...	Sourabaya
„ — ...	Castine ...	Cardiff ...	Singapore
„ 13 ...	Baron van Pallandt van Rosendaal ...	Batavia ...	Flushing
„ 15 ...	Ino ...	Zebu ...	London
„ 16 ...	Edith Troop ...	Cardiff ...	Singapore
„ — ...	Torkenskjold ...	Copenhagen ...	Amur River

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SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—April 23, at Falmouth, from Rangoon, Palmyra; at Queenstown, from Sourabaya, Francesca Camogli, Hawthorn; 21, at Marseilles, from Java, H. Oemig Ivendorf; 24, at London, from Colombo, Hylton Castle (str.); 25, at London, from Colombo, &c., Alnwick Castle, (str.); 23, at Falmouth, from Rangoon, Oswingo; from Probolingo, Nettie Merryman; at New York, from Manila, Old Dominion; 25, at Falmouth, from Sourabaya, Alice Ritson; off the Lizard, from Colombo, Rajpoot; at Queenstown, from Rangoon, Linza V.

DEPARTURES.—April 23, from London, for Singapore and Japan, Estepona (str.); 22, from Texel, for Batavia, Celebes (str.); 24, from London for Hong Kong, Melbrek; for Yokohama and Hiogo, Remus; 21, from Cuxhaven, for Macassar, Frances and Amanda; 25, from London, for Singapore and Manila, Amboto (str.).

SPOKEN.—Lord Raglan, Colombo to London, Feb. 20, off the Cape of Good Hope; Deerhound, London to Hong Kong, March 14, 27 S., 24 W.

STEAMER PASSED THE SUEZ CANAL.—April 22, Bellona, from Cuxhaven, for China; 24, from London, for Singapore, China, &c., Glenlyon; for Colombo, Scindia.

MISCELLANEOUS.—At Port Said, April 22, Scindia (str.), from London, for Colombo. The Admiralty have invited tenders for the conveyance of eighteen tons of stores for Hong Kong. At Port Said, April 24, Legaspi (str.), from Glasgow, for Manila.

CASUALTIES.—The steamer Europe has put into Gibraltar, to repair the rudder, having encountered heavy weather in the Bay of Biscay, and was expected to leave for Shanghai on the 24th inst.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOWRING—On the 18th April, at Forest Farm, Windsor Forest, the wife of John C. Bowring, of a son.

DENNING—On the 23rd Feb., at Nagasaki, the wife of Rev. Walter Denning, of a daughter.

DUNBAR-SCHULTZE—On the 19th Jan., at Villa Sorrento, Columbo, the wife of Naylor Dunbar-Schultze, of Colombo, Ceylon, and 20, Kensington-gate, London, of a son.

GROTE—On the 8th inst., at Ningpo, Mrs. T. Grote, of a daughter.

MAYERS—On the 5th March, at Yokohama, the wife of Joseph L. Mayers, of a son.

PADDAY—On the 18th April, at 7, Westbourne-street, Hyde-park, the wife of Henry I. D. Padday, of a son.

MARRIAGES.

BOEDDINGHAUS—KREY.—On the 11th March, at Shanghai, C. E. Boeddinghaus, of Nagasaki, to Elizabeth Krey, of Hamburg.

TOWSE—WEBB.—On the 22nd April, at St. John's, Notting-hill, by the Rev. Canon Bateman, M.A., vicar of Southchurch assisted by the Rev. J. P. Gell, M.A., vicar of St. John's, and the Rev. R. M. South, M.A., curate of Lydd, John Wrench, second son of W. Beckwith Towse, of Fishmongers' Hall, to Alice Maud Mary, eldest daughter of C. Locock Webb, of Notting-hill, barrister-at-law.

DEATHS.

ARNOULD—On the 19th April, at Smarden, Kent, Henry Arnould, many years purser in the P. and O. Company's service, aged 51.

BAKER—On the 14th April, at Yokohama, Richard Beckwith Baker, of the Chartered Mercantile Bank of India, London, and China, aged 41.

BRUSSA—On the 6th March, at Yokohama, Alvino von Brussa, a native of Germany, aged 23 years.

CRUICKSHANK—On 23rd Feb., at Tokio, Alexander J. Cruickshank, aged 25 years, second son of the Rev. J. Cruickshank, D.D., of Turriff, Aberdeenshire.

DOLLING—On the 28th Feb., at Kobe, Robert Dolling.

EDWARDS—On the 17th April, Henry Ferne Edwards, of Park House, Lower Norwood, aged 57, formerly of China.

GAY—On the 20th April, James Gay, of Thirning Hall, Norfolk, formerly Second Commissioner for the Affairs of the Kandian Provinces, Ceylon, aged 90.

HAGEDORN—On the 19th March, at Singapore, Bernhard, infant son of Mr. E. Hagedorn, jun., aged ten months.

HOYTE—On the 18th April, at 16, Scotland-street, Edinburgh, Herbert F. W. Hoyte, student of medicine, son of the late Capt. Hoyte, of the P. and O. Service, aged 19. Friends will kindly accept this intimation.

NORONHA—On the 4th March, at Yokohama, Filomena Maria, the beloved wife of D. L. Noronha, aged 27 years.

WHITING—On 20th Jan., at Peking, Alberta, aged 26 days, and, on 12th Feb., at Peking, Charles Hewson, aged three, only children of the Rev. L. Whiting.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, APRIL 22.

The First Chamber has adjourned, after having passed the Bills which had been previously approved of by the Second Chamber. In the Lower House there has been a four days' sitting with closed doors to discuss *en comité general* the papers relating to the Atchin question. Yesterday the Chamber was again opened to the public, and a debate took place upon the well-known interpellation. Mr. Heydenryck declared that it was not quite clear if there was any one to be blamed in this matter, and he asked if the annexation of Atchin was irrevocable, and if a third expedition would be necessary. Mr. Schimmelpenninck van der Oye was of opinion that this matter ought not to be turned into a party weapon against the Cabinet. Messrs. Nierstrasz and Huffmanns disapproved, as they did before, of the policy of the Government and the annexation. The first-named was also of opinion that the Government had not been straightforward when they told the Chamber that annexation was not intended. Mr. Van Houten defended the policy and the measures of the Government; his confidence in the Minister of the Colonial Department is unshaken, and he declared that the whole Liberal party, and even many Conservatives, share his opinion. He—a Radical—urged the Liberals to join together and draw up a programme of united policy, now that the Atchin affair had become a mere question of administration. Mr. Gratama said that he had formerly been opposed to the Sumatra treaty, but now that we have obtained Atchin he has altered his opinion. He demonstrated that the Opposition lacked moral earnestness, and he recommended our Tories to learn behaviour from the English Conservatives, who were loyal in their opposition against the Ashantee war. Mr. Insinger said it was not the duty of the Opposition to propose a vote of want of confidence, but the friends of the Ministry ought to propose a *motion* of confidence. Mr. Tabius protested vigorously against the annexation. The Minister of the Colonial Department then made a very long speech, and stated that the Government had only resolved upon annexation because it was an absolute necessity. Thereupon the debate was closed. Its result was not in accordance with the general expectation. But since the Conservative *Amsterdamsche Courant*, the high Tory paper, published an *entre-filet* that the Opposition would not make their *coup* now, no one is greatly astonished that the Government have escaped. There is no question but that the Cabinet is now stronger than it has been for some months past.

The arrest of M. Clément Duvernois in Paris has created a good deal of excitement here. Rumours are abroad that he has exercised much influence both at the Hague and in the provinces. It seems that the Queen paid much attention to this gentleman, so that one of the oldest firms of bankers in the Hague, Messrs. Overklift and Co., were induced to accord him their fullest confidence. Shortly afterwards they stopped payment and absconded, as your readers already know. He has, moreover, caused other disasters. Some days ago we were surprised to hear that the *Overysselsche Bank* (at Zuolle), a financial establishment which was established a few years ago, was *en déconfiture*. The managers have absconded, and one of them, a certain Mr. Wolff, has been arrested in Paris, and held to bail. Again the Amsterdam Bourse has been surprised by the suspension of one of the very oldest and most respectable banking firms, Messrs. J. H. Schuymer and Zonen. The principal partner has disappeared, and it is said that this failure will cause very heavy losses. This house was not simply a banking firm, but what we call here a *Kassier*, receiving deposits and paying against cheques. General distrust now prevails, and it is feared that the failures will be followed by others, the more because there is a run up on the banks.

It is with much pleasure that I give a satisfactory record of the operations of the Rotterdam Bank during last year, which was so disastrous to many financial institutions. The shareholders receive a dividend of 5 per cent. upon the paid-up capital, whilst the reserve fund is increased by a sum of f.50,787.35½. The capital of the bank has been increased to f.9,205,250. Besides the usual banking operations this institution has taken part in the following undertakings—the Dutch-American Steamship Company, the Bavarian Beer Brewery of Heineken, the Rotterdam Sugar Refinery, and the bank is, moreover, one of the concessionaires for the construction of railways. The liquidation of the head agency in Java has been completed, all its engagements have been met, so that there is no fear of any more losses. The Blitar timber estate, which still belongs to the bank, will return a profit. The total of the profits has amounted to f.507,873.50½, and that of the transactions during the year to f.330,040,346.18, more than forty-one millions more than in the previous year.

I regret to say that a very bad account is given of the new canal from Amsterdam to the North Sea. A large portion of the works has been destroyed by severe storms, and no workmen are now employed. I do not think, however, that the undertaking will prove a failure, but at present there is much want of capital. With reference to the new waterway from Rotterdam to the North Sea, it has been announced that an East Indiaman, the frigate *Maassluis*, from Tjilatjap, has passed through. This fact created much satisfaction here, and has revived the hope that we shall at last have a practicable communication with the ocean.

The annual meeting of shareholders of the Steamship Company "Java" will be held on the 9th of May.

ROTTERDAM, APRIL 23.

The result of the Atchin debate has given general satisfaction. The secret debate, which was held in comite general, seems to have reinforced the Cabinet enormously. The declaration of the Minister of the Colonial Department that he was forced by circumstances to annex Atchin, and that he should have preferred to conclude a treaty, was much opposed by Mr. Nierstrasz, who severely criticised our very poor navy, the Minister, the Governor-General, and Colonel Van Dalen, to whom it must be ascribed that the first expedition was a failure. The fact that the Government Commissary repatriated with a pension of f.12,000 a year caused much displeasure, as some members declared, and it was approved of that Colonel Van Dalen was already punished for his mismanagement in military matters.

The Conservative papers are enormously disappointed, and they flatter themselves that again a discussion about Atchin will take place, when the Government will prove more clearly than they did now that an annexing policy was only applied because it was impossible to act in a more liberal way, and that it was never the intention nor the plan to conquer Atchin. I indeed should have wished that Mr. Fransen Van de Putte had contradicted more positively than he did the accusations of Mr. Nierstrasz that to conquer Atchin was the very primitive plan

PRODUCE MARKETS.

COFFEE.—The market is very dull, in expectation of the Trading Company's auction, which will take place on the 22nd, when 74,638 bales will be offered for sale. The valuation is based on 50c. to 50½c. for good ordinary.

RAW SUGAR is firmer, and higher prices were paid for the rather small quantities which were offered, because the holders decline to operate without a further advance.

TEA.—The market is very firm, but the transactions are of no importance.

RICE is very dull.

PEPPER.—A small lot of 269 bales found buyers at high prices.

JAVA TOBACCO.—The parcels of sundry head marks offered in public auction changed hands at rather high prices. There is a good demand for fine qualities, of which the market is not well provided.

TIN has met with a lively demand, and prices have gone up enormously. Many speculative transactions have taken place, and the quotation is now nominally f.5 higher, Banca ruling at f57 to f.57½, Billiton on the spot at f.55½ to f.56.

COCOA-NUT OIL dull. There is no demand; prices, however, remain firm.

INDIGO.—The market remains unaltered, no transactions of importance having taken place.

ARRACK.—A brisk business took place. The transactions included the following lots: 50 casks ex Lichtstraal, 244/1 and 14/2 casks ex Hoek van Holland, 75 casks ex Maria Sarah.

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Parliament.

HOUSE OF COMMONS.

THE SUEZ CANAL.

(17th.) Sir G. JENKINSON asked the First Lord of the Treasury whether any information had reached Her Majesty's Government with reference to the reported telegram from Constantinople, in which it was stated "that several Embassies have received advices from Alexandria that M. Lesseps had informed the Khedive that, being unable to work the Suez Canal under the conditions imposed by the Suez Canal Commission, he would dismiss the pilots, extinguish the lighthouses, and thus virtually close the Canal; and whether Her Majesty's Government had considered this contingency in connection with the establishment of an alternative route to India, as recognised by the Report of the Select Committee on this subject last Session.

Mr. DISRAELI said: There have been of late frequent communications respecting the affairs of the Suez Canal, and it is quite true that among several telegrams which have been received there is one announcing that M. Lesseps had informed the Khedive that, being unable to work the Canal under the conditions imposed by the Commission, he would dismiss the pilots, extinguish the lights, and thus virtually close the Canal. The Porte has instructed the Khedive to insist on the complete fulfilment of those conditions; and, knowing M. Lesseps myself, knowing also that he is a man of sense, I have for my own part very little fear that he will yield to the circumstances of the case.

(24th.) Sir G. JENKINSON asked the First Lord of the Treasury if the Government had received the notices referred to in a letter in *The Times* and other journals of the previous day, and signed Daniel Lange, and addressed by him on behalf of M. Lesseps to the President of the Board of Trade, and also to the Lords of the Admiralty, in which he informs them that Her Majesty's ships and all other vessels would be stopped, and not allowed to enter the Suez Canal unless they first paid the extra charge demanded by M. Lesseps; and, further, whether he could, without inconvenience to the public service, state what course Her Majesty's Government proposed to take, under these circumstances, for the protection of British interests.

Mr. DISRAELI: It is quite true that the Government have received notices in reference to the Suez Canal. With regard to the second part of the inquiry, I would say that the Government are at this moment in communication with other Powers as to the course to be adopted, and when they have decided upon that course it will be made known to all the parties concerned.

THE COOLIE TRAFFIC.

(22nd.) Mr. KINNAIRD gave notice that he will move for returns of the number and names of the ships employed in conveying coolies from India and China to the West Indies since the 1st of Jan., 1872, to the present date; and of the number of coolies taken in these vessels, the number of deaths which occurred during the passage, and the number of medical officers, qualified and unqualified, in whose medical charge the coolies were placed on leaving the port of embarkation, and how many of these have been entered on the articles of the ship.

THE WOOSUNG BAR.

(24th.) Mr. REID asked the Under-Secretary of State for Foreign Affairs whether any communications had passed between Her Majesty's Minister at Peking and the Chinese Government on the subject of the silting up of the bed of the river at Shanghai, and whether any such communications had been received at the Foreign-office or any despatches on the subject, and whether he had any objection to produce them.

Mr. BOURKE.—The question of the silting up of the Woosung River has been frequently brought to the notice of the Chinese Government by Her Majesty's Minister at Peking. Instructions were sent to Mr. Wade on the subject as lately as the 30th of January last. There will be no objection to produce the despatches on the subject.

Miscellaneous.

PORTUGUESE FINANCE.

A correspondent of the *Hour* writes from Lisbon as follows upon the subject of Portuguese Finance:—

The equilibrium of the Portuguese Budget, which has long been a desideratum, is now an accomplished fact, and this has been realised not only in consequence of the wise and judicious operations based upon the public credit of the country itself, but also by the progressive increase of the revenue, as evinced by the custom-house receipts, the exportation dues, and other sources from which it is derived. The wise and judicious management of public affairs must undoubtedly be considered in a great measure as a cause of the present improved position of the Portuguese funds, as well as having contributed to the welfare of the country in many other respects. Besides, the fidelity with which the King exercises his constitutional prerogatives has most materially influenced national prosperity. Amongst the measures undertaken by the Portuguese Government to improve the public administration, a notice of which would be most interesting to Englishmen, we must not forget to mention the abolition of the Macao coolie trade, the proposed reform of the sanitary service, and also of quarantine, which will soon be carried out, together with the Bill presented to the Cortes to extend to Great Britain the advantages of the conventional tariff annexed to the Treaty of the 11th March, 1866, between Portugal and France. We may state that the above-mentioned tariff accorded to France, in exchange for certain compensations, privileges which prevented some English products from being able to compete with French ones in the Portuguese market. The Cabinet of Lisbon will thus meet the wishes of the English manufacturers and merchants who have long requested to be treated on the same footing as those who are enjoying the privileges of the most favoured nation.

The Colonial Budget of 1874-75, which is now before us, shows that the income amounts to £432,000, and the expenditure to £406,888, leaving a balance of £25,112. So late as 1871 the colonies were an expense to the country, not being self-supporting. Now this is changed, and even in the above-mentioned expenditure there is included a compensation paid to Portugal for the excess in the cost of the naval stations. This compensation, amounting to about £38,000, will be employed to pay the interest and form a sinking fund for a loan to be employed in building vessels of war, and also to help a navigation company trading between Lisbon and Mozambique. The income of the Colonial Budget in 1857-58 was £176,000, with an expenditure of £216,500, thus leaving a deficit of £40,500. By comparing the figures of this Budget with those of the former, the great progress made during these years is strikingly evident. If the acquisition of more ships of war is indispensable to a good colonial administration, it will be easily understood that the geographical position of Portugal requires an improvement in its marine, so that it may become an important auxiliary to the fortifications on land, if it should ever happen that Portugal was threatened with invasion or exposed to insult.

A SCOTCH BANK FAILURE.—The lessons of a financial panic, terrible as they seem, never last above three or four years; otherwise the fate of a concern on which a report was presented at Glasgow last month, and which is now in its sixteenth year of liquidation, would have been a sufficient warning against the grand evil of bad banking, in which nine out of ten panics have their origin. The Western Bank of Scotland, whose £100 shares, with £50 paid, had stood a short time previously at 88, and whose paid-up capital was £1,500,000, stopped in 1857 with liabilities for £8,000,000, and created universal disaster. Its directors were among the wealthiest and most eminent persons in Scotland, and even after the crash had occurred the infatuation with which their assurances were regarded was such as to cause enthusiastic meetings to be held for the purpose of denouncing all adverse criticism of their conduct—*The Times* being especially held up to opprobrium. Statesmen, authors of the highest distinction, landowners, and municipal authorities were unanimous in their verdict that whatever might be the difficulty at the moment, it was the Bank Charter Act, and not the Glasgow banking system, that must be in fault. The present report of the liquidators announces that the winding up is virtually concluded, although, as there are still a few small matters to adjust, the accounts cannot absolutely be closed. The general result, therefore, can be stated. In addition to the absorption of the £1,500,000 paid-up capital a sum of £2,052,247 was drawn from the shareholders by two subsequent calls. The first report by the four original liquidators showed that a £25 call would be sufficient to meet the loss on the balance-sheet prepared by them, and six months afterwards came another call of £100. Out of the £3,552,247 of shareholders' money thus contributed the amount returned during the fifteen years of liquidation has been only £875,842, of which £142,817 was obtained by proceedings against the directors. The total loss, therefore, has been £2,676,405, and this was borne among 1,300 shareholders, comprising a large proportion of aged and dependent persons.

ACCIDENTS TO P. AND O. STEAMERS.—The steamer *Deccan*, which left Southampton on the 16th inst. with the heavy Bombay mails, has been towed back by the *Mongolia* with her machinery disabled. The accident happened when she had been little more than two days at sea, on her way to Gibraltar. She had on board, besides the mails, forty-four passengers, a full cargo, and £20,000 in bar silver. The passengers and cargo were transferred to the *Cathay*, which sailed Thursday, and the mails has been forwarded via Brindisi. On the 21st inst. the P. and O. steamer *Bangalore* came into collision with the *Prince Rupert*, of St. John's, New Brunswick, the latter being under full sail, and the former coming up Channel at quarter speed, in consequence of a dense fog. The damage sustained by the steamer was the loss of her main-yard, top-gallant yard, bulwarks, two boats, and the rigging on her port side. She stood by the scene of the accident a long time, but could discover no trace of what became of the *Prince Rupert* after the collision. The *Bangalore*, which is an extra steamer from Australia, arrived at Southampton on the 22nd inst. with 130 passengers, £1,770, and 2,000 packages of cargo.

CHARGES ON INDIAN TELEGRAMS.—The notice recently issued by the Indian Telegraph Department with respect to charging for compound words has been modified. The Indian Department will now accept as single words all ordinary English words, proper names of persons and places, which are commonly written and recognised as one word. When any *bond fide* doubt exists as to the proper mode of spelling an ordinary English word, the sender's manner of writing is to regulate the charge. All illegal combinations of words will be charged for according to the number of words employed in the combination, and illegitimate combinations of syllables with words will be treated as cyphers, five letters being counted as one word.

ADVICES have been received at Lloyd's of the loss of two large steamers, one in the American waters and the other off Calcutta. The *Mississippi*, from Liverpool to New Orleans, has gone ashore on the Flag Rocks, and will probably be a total loss. This steamer belonged to the Mississippi and Dominion Steamship Company, of Liverpool, had a tonnage of 2,159, traded between Liverpool and America, and was built in 1872 by M'Millan, of Dumbarton. The other vessel is the *Calcutta*, belonging to Mr. Norwood, M.P., which has been run down by the *Galatea*, a Hamburg steamer. The former sank at her moorings (crew saved), and the latter steamer was uninjured. The *Calcutta* was rice-laden, her tonnage was 2,100, and she was built in 1871, by Earle, of Hull.

AN annoucement appears in the catalogue of the Civil Service Supply Association for the present month that "the sale of green tea has been

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discontinued for the present on account of the difficulty experienced in obtaining a regular supply free from adulteration."

THE Rev. Arthur Cribb, formerly of Foochow, has issued an appeal for contributions to a fund for the restoration of St. Thomas's Church, Stepney, of which he is vicar. Any contributions from friends in China may be forwarded to the London and County Bank.

DURING the ten days ending April 10 forty-three ships passed through the Suez Canal. The transit revenue collected by the Canal Company in the same period amounted to £37,200.

ON the 30th inst., in the Indian Section of the Society of Arts, Mr. H. G. Kennedy, will lecture "On the Ruins of Cambodia, and the Antiquities of Indo-China."

THE China Trans-Pacific Mail Company's Steamer *Vancouver* arrived from London at Penang, 27th inst. She would proceed on to Singapore and Hong Kong.

NOTICE has been given of a competitive examination for a cadetship in the Straits Settlements.

Naval and Military.

Major-General J. A. Street, C.B., has been appointed to the military command in Ceylon, and will leave England early next month to relieve Major-General Rennie, whose period of service on the Staff will expire on June 13. General Street served with the 98th Regiment in the expedition to the north of China in 1842 (medal), and was present at the attack and capture of Chinkiang, and at the landing before Nanking. He embarked for the Crimea in Sept., 1854, as brigade major, 1st brigade, 4th division; was present at the battles of Balaklava and Inkerman, siege and fall of Sebastopol, and expedition to Kinbourn (medal with three clasps, brevet of major, C.B., Sardinian and Turkish medals, and 4th class of the Medjidie). He joined the army in 1829, and became major-general in 1871.

Major-General Whitfield's period of command in China will expire in August next. His successor is not yet named, but it is rumoured that the post has been offered to Major-General Julius A. R. Raines, C.B., who has served with distinction in India and in the Crimea.

The Hart, double screw composite gun-vessel, 4 guns, 584 (464) tons, 608 (120) horse power, Commander T. H. Royse, sailed from Malta on the 16th inst. for the China station.

The Army lost in all eighteen officers during the late campaign on the Gold Coast. The following is a complete list of those who suffered death at the hands of the enemy, or fell victims to the climate, viz.:—Lieutenant and Adjutant Dalgleish, 2nd West India Regiment, from effects of climate; Captain Hopkins, 16th Regiment, from effects of climate; Lieutenant Charteris, Coldstream Guards, from effects of climate; Lieutenant Eardley-Wilmot, Royal Artillery, killed in action; Captain Huyshe, Rifle Brigade, from effects of climate; Assistant-Commissary Harrymount, from effects of climate; Lieutenant Townshend, 16th Regiment, from effects of climate; Captain Thompson, 2nd Dragoon Guards, from effects of climate; Captain and Adjutant Nicol, Hants Militia, killed in action; Captain Buckle, Royal Engineers, killed in action; Assistant-Commissary Burke, from effects of climate; Lieutenant Eyre, 90th Regiment, killed in action; Assistant-Commissary Marsh, from effects of climate; Surgeon Major Kelly, 106th Regiment, from effects of climate; Lieutenant Johnstone, 23rd Regiment, from effects of climate; Brevet-Major Baird, 42nd Highlanders, from wounds received in action; Staff-Surgeon M'Carthy, from effects of climate; and Lieutenant Clough, 1st West India Regiment, from effects of climate.

An intended visit of the Queen to the sick officers, seamen, and marines, who have recently returned to England from the Gold Coast, and are now under treatment in the Royal Hospital at Haslar, has been deferred, owing to some suspected cases of scarlet fever having been received. There are now sixty-one patients from the Gold Coast under treatment in the hospital, including two officers, one of whom is Lieutenant Windham, R.N., a son of General Windham. Five of the men are under surgical treatment for wounds; four of these cases are progressing favourably, the other case is a hopeless one. In all, 250 officers and men have been received into the hospital from the Gold Coast.

Notice is given to the officers, seamen, and marines, and to all persons interested therein, that the distribution of the amount awarded for salvage services rendered to the steamship Douglas, between the 3rd and the 18th of May, 1872, by Her Majesty's ship Dwarf, will commence on the 28th inst., in the Prize Branch of the Admiralty. The following are the shares due to an individual, in the several classes:—Commander, £41 6s. 4d.; third class, £23 10s. 9d.; fourth class, £15 13s. 10d.; fifth class, £9 8s. 4d.; sixth class, £7 16s. 11d.; seventh class, £5 9s. 10d.; eighth class, £3 2s. 9d.; ninth class, £1 11s. 4d.; tenth class, 15s. 8d.

The death of an old officer, Staff-Commander Jonas Coaker, R.N., is reported. He entered the Navy in 1823 as second master of the Java, and received his promotion in 1833. He was master of the Orestes at the siege of Oporto by the Miguelites in 1834, the Druid at the taking of Amoy in 1841, and was officially mentioned, and received a medal for his services in the Cornwallis, flag ship, Admiral Sir W. Parker, at the capture of the ports of the Bocca Tygris, Woosung, Poushan, and Shanghai, the operations against Canton, and the taking of Chinkiang and other places on the River Yangtsze in 1840-42.

Capt. Redvers Henry Buller, 60th Rifles, succeeds Col. G. R. Greaves as deputy assistant adjutant-general at head quarters. Capt. Buller served with the 2nd battalion 60th Rifles throughout the campaign of 1860 in China (medal with two clasps); and during the late Ashantee expedition held the post of deputy assistant adjutant and quartermaster-general.

The Audacious, 14 guns, 6,034 tons, 4,021-horse power, armour-plated ship, has several hundred hands employed on her at Chatham Dockyard, effecting the necessary alterations and repairs to adapt her for a flagship in China. She is to have a complement of 461 officers and men, all told.

Captain A. L. Walker, 99th Regiment, who has been Brigade-Major in China since November, 1870, will complete his five years on the Staff in the United Kingdom, probably at Aldershot. Captain Walker's successor at Hong Kong is not yet named, but Captain Huskisson, 80th Regiment, will act temporarily.

The Adventure, 2,510 tons, 1,227-horse power, iron screw troopship, which has undergone an extensive repair, after a lengthened round of troop service, has been officially inspected prior to her being placed in the Chatham steam reserve.

Lieutenant W. P. Thackwell, 73rd Regiment, will act as aide-de-camp to Major-General Renny, C.S.I., commanding in Ceylon, vice Major R. J. Maxwell, who has returned to England.

A pamphlet has just been published by Blackwood from the pen of Rear-Admiral Sherard Osborn, its subject being the best mode of manning the Navy in time of war.

Lieutenant W. P. Kelly, Royal Artillery, has been appointed Inspector of Warlike Stores at Hong Kong, vice Lieutenant H. Vaughan, who has returned to England.

The Salamis, Lieutenant-Commander the Hon. Algernon C. Littleton, arrived at Malta on the 12th inst., from China, bound to Devonport to be paid off.

The Charybdis, wooden corvette, Capt. Thomas E. Smith, left Galle, in continuation of her voyage to China, on the 23rd inst.

Legal.

COURT OF QUEEN'S BENCH.

THE CHARTERED BANK OF INDIA, CHINA, AUSTRALIA, &c., V. JUST.

This case raised a question of very great importance to bankers and others in business as to how far credit may continue to be given under a guarantee to traders who are in circumstances that may possibly lead to insolvency. It was an action on a guarantee of bills drawn by a mercantile firm at Singapore to the extent of £5,000. In September, 1872, after the guarantee had been acted upon for some time, the firm was in such circumstances that their solvency was suspected by the bank. They were heavily indebted to the bank, and the bank manager thought insolvency probable. On the 4th of October, 1872, however, the bank discounted a bill drawn by the firm, but on the 9th they stopped payment. The defendant, who had given the guarantee, disputed his liability, on the ground that the bank, knowing the circumstances of the firm, were bound to communicate their knowledge to the guarantor, who might then have withdrawn his guarantee. Mr. Justice Blackburn, however, before whom the case came to be tried at Guildhall, thought there was no defence, unless, at all events, it was proved that the bank knew, or believed, that the firm was about to stop payment, and as the jury found that this was not so, the bank recovered a verdict for the amount of the bill.

Mr. Lanyon (with him Sir J. Karslake) now moved, on the part of the defendant, to set aside the verdict, on the ground that the bank knew that the firm were in such circumstances that insolvency was probable. The Court, however, after a long argument, held otherwise, that there could be no defence under such circumstances. There could be no defence unless the bank had such a knowledge or belief of impending insolvency as would render it improper for them to give any further credit under the guarantee. But this would not be the case unless the bank knew that insolvency was certain and about to occur; for many persons in business were in temporary difficulties which they got over. The verdict, therefore, must be upheld. The Court consisted of Lord Chief Justice Cockburn, and Justices Blackburn and Lush.

COURT OF BANKRUPTCY.

T. AND D. HENRY AND CO.

A petition for liquidation has been filed by the debtors, Messrs. David Henry, John Malcolm, and George Stuart, hemp and sail-cloth merchants, carrying on business at 47, Mark-lane, their liabilities being stated at £47,000 and assets at £40,000. A receiver and manager have been appointed.

This firm had a branch in Hong Kong in 1844-48—Henry, Humphreys, and Co.

E. B. AND A. T. PITCHFORD.

The bankrupts, Messrs. Edward Beaumont Pitchford and Alfred Thomas Pitchford, were lead merchants and manufacturers, carrying on business at the Island Leadworks, Limehouse. They now came up for examination on a balance-sheet which showed the following figures:—Unsecured creditors, £94,756; creditors partially secured, less estimated value of securities, £3,700; liabilities, £30,011; liability on delivery orders accepted by the bankrupts, £6,616; creditors for rent, rates, &c., £779; and liabilities on bills discounted of which it was expected would rank against the estate for dividend, £1,189; with assets consisting of plant, machinery, stock, at the Island Leadworks, book debts, and cash, £19,544. From the separate estates there would appear to be an estimated surplus of £1,000. The bankrupts had been engaged in transactions of considerable magnitude with Messrs. Burrs and Co., whose affairs are also before the Court. They claimed from

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Burrs and Co. a sum of £40,000, but that firm disputed the alleged debt, and stated they were creditors of the bankrupts for £50,000, thus showing a difference of £90,000 to be accounted for between the two estates. On behalf of the trustee it was said that, pending the adjustment of the accounts, an adjournment was necessary.

The Registrar ordered an adjournment until the 20th of June.

WILLIAM CHAPPELL, JUN.

The bankrupt was described as a silk merchant, of 11½, Union-court, Old Broad-street, and of Coventry, and his accounts showed debts and liabilities of £23,678, of which £4,155 were due to unsecured creditors, with assets consisting of stock in trade, book debts, and other items, £1,689. At the instance of the trustee, the bankrupt had been required to file certain additional accounts in explanation of the transactions in which he had been engaged. This he had done, and no further opposition was offered.

The bankrupt passed his examination.

THE NATIONAL BANK OF INDIA (LIMITED).

The ordinary general meeting of this company was held on the 22nd inst., at the Cannon-street Hotel; Mr. R. O. Campbell in the chair.

Mr. R. O. Sawers (the chief manager) having read the notice convening the meeting, the report of the directors was taken as read. It stated that the net profit, including the amount brought forward from the last half-year, was £19,570 0s. 8d., which the directors recommended should be appropriated as follows: In payment of a dividend at the rate of 6 per cent. per annum, £13,938 15s.; to be carried to to next account, £5,631 5s. 8d. The half-year had been an unfavourable one for exchange operations, arising chiefly from the high rates for money in London from the middle of October to the end of November, and the great uncertainty which prevailed as to the action of the German Government in the disposal of their large stock of demonetised silver. Although the results of the half-year were not such as the directors could have wished for, they considered that the working of the bank for the year 1873 would not be considered unsatisfactory. The net profit for the year amounted to £57,225 2s. 9d.

The Chairman said the report was a laconic document, but perhaps that was rather a subject of congratulation. They would observe that the report commenced by expressing some sense of disappointment that the results of the half-year's operations were not better than they were, but he was not sure that they had reason to be disappointed. It was *quite* true that they expected to make a larger amount of profit during the last half-year, but they were all aware that the best laid schemes "gang aft agee," and between the 10th October and the 10th November, the period under review, the rate of discount suddenly rose from 5 to 9 per cent., and of course that very seriously affected all institutions dealing largely in bills of exchange. Taking a review of the whole financial year, they would see that the profits were considerably in excess of 12 per cent. on paid-up capital of the bank, and this had enabled them, after providing for bad and doubtful debts, to place £25,000 to the reserve fund, and if the recommendation of the directors were adopted, to declare a dividend for the present half-year of 6 per cent., as they did for the last half-year, and leave a surplus to carry over of £5,631. They had no locks-up of any kind to interfere with the full and profitable employment of their capital, and the position and influence of the bank in India and China, and the credit they enjoyed everywhere, were such as to leave nothing to be desired. He moved that the report and statement of accounts for the half-year ending 31st December, 1873, now presented, be received and adopted, and that a dividend at the rate of 6 per cent. per annum for the half-year be paid, free of income-tax.

Mr. Wingrove seconded the motion, which was put and carried. The retiring directors and auditors were re-elected. A vote of thanks was passed to the chairman and directors, and the meeting broke up.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

The sixteenth annual general meeting of the shareholders was held on the 21st inst., at the offices of the Company; Mr. G. G. Nicol in the chair. The report was taken as read. The Chairman, in moving its adoption, said he was sorry he had not a more agreeable account to give them of their business for the last six months. When the directors met the shareholders six months ago the account given of the business of the bank was a fair one, and the directors had every reason to hope that the last six months would have been as satisfactory as the previous period. The fact was, the bank had been very much baffled by exchanges which had a downward tendency, and therefore the result of their business had been very disappointing. The cause of this state of things arose partly from the disordered state of the money market, in consequence of the famine, and from other causes. The times were very peculiar, and the fluctuations in exchange had required their careful attention. Notwithstanding this, the directors, as far as they could judge, thought that the year's operations promised fairly, and he hoped that when the next meeting came the directors would be able to confirm the prosperity which he had ventured to allude to. As he told them on a former occasion, their inspector had been going round to all the branches, and that gentleman, he might now add, had done his duty in a highly efficient manner. Indeed, the result of his inspection would be to consolidate the work of their branches in such a manner that they would reap substantial benefit from the inspection. The shareholders would find that the amount written off for bad and doubtful debts, when he was in the chair on the last occasion, was £20,000. On the former occasion he, they would recollect, added that the Calcutta loss could not be correctly estimated, and unfortunately the loss had proved more than was at first anticipated. In addition to that the bank had sustained a loss by a fraud in Shanghai amounting to £4,000. The bank had also been compelled to write off a sum on account of a fraud committed by a person connected with the Society for the Propagation of the Gospel. (Laughter.) Notwithstanding this, however, the shareholders were offered a dividend of 4 per cent. for the half-year, whilst at the same time carrying forward a small balance to the reserve fund.

The next matter which he wished to mention was the loss of the services of Sir William Grey, who had been appointed Governor-General of Jamaica. A great many candidates had come forward to fill his place, but the board thought that no one could be better fitted to supply the vacancy than Mr. John Nutt Bullen, who from his mercantile standing and connection with the East was eminently adapted for such a position. The only other matter which he would allude to was the Joshua trial. With regard to it he might say that by the present time the directors thought it would have been over. They believed that at the present time the trial was going on, and had no doubt whatever, speaking upon the advice of their solicitor, that the verdict would be for them. The Chairman concluded by moving the adoption of the report, which recommended a dividend at the rate of 8 per cent. per annum. The motion, after a short discussion, was carried. The retiring directors, Mr. J. J. Mackenzie and Mr. C. J. Erskine, were then re-elected.

After some further business of a routine character had been transacted the board adjourned, having previously passed the usual vote of thanks to the chairman.

ORIENTAL BANK CORPORATION.

The half-yearly general meeting of this bank was held on the 23rd, at the offices, Threadneedle-street; Mr. George Arbuthnot in the chair.

Mr. Charles J. F. Stuart (the chief manager) read the notice convening the meeting, and the report of the directors, which was as follows:—

"The balance-sheet exhibits a net profit for the year 1873 of £180,918 11s. 2d., after defraying current expenses and providing for all bad and doubtful debts. To this amount has to be added £7,529 15s. 2d. brought forward from the last account, making a total of £188,509 6s. 4d. An interim dividend of £90,000 for the first half-year was paid in November last; and the directors now propose to pay a like amount of £90,000 for the subsequent half-year, making a distribution for 1873 of £3 per share, or 12 per cent. per annum; after providing for this payment there will remain a balance of £8,509 6s. 4d. to be carried to the credit of the next year.

"The directors have the painful duty to report since the meeting in April last the deaths of their late chairman and deputy-chairman, Mr. James Blyth and Mr. Binny Key. These events, which severed a long connection, in the case of Mr. Blyth of over twenty years, are deeply regretted by the Court, as they will doubtless be by the shareholders. Mr. Collmann, Mr. Arbuthnot, and Major-General H. Pelham Burn are the directors who retire by rotation. These gentlemen are re-eligible, and the Court recommend them to the proprietors for re-election."

The Chairman said it now became his duty to declare a dividend of £1 10s. This was the eighth year in which they had declared a dividend at the rate of 12 per cent. per annum, which, considering the severe competition they had to meet in the East, and in fact everywhere, gave the directors much satisfaction, and they hoped it would be considered satisfactory also by the shareholders. They had gone on since the last meeting in a very uniform way, and there was not much material for remark; but he would say that the affairs of the bank were in a very satisfactory and sound condition, and he thought he might say that the statements which had been received since the closing of the accounts promised satisfactorily for the next year. He believed there had been a feeling of surprise expressed in some quarters that the dividend was of such a uniform character. There was really very little to be said; the accounts spoke for themselves, and the directors thought they were happy in attaining as high a rate as they had done. If they had pursued a less prudent policy they might have gone into ventures of a very promising nature, and which might have led to brilliant results, and sometimes they might have produced larger profits, but a policy of that kind might be very apt in another year to lead them to give a smaller dividend, and the disappointment would be so much the greater in consequences. He might say that the dividend they received was due to the exercise of much zeal and wisdom, and good management on the part of the staff at home and abroad. Having referred in terms of regret to the death of their late chairman, Mr. Blyth, and also to the decease of their colleague, Mr. Binney Key, he moved the adoption of the report. Sir William Baynes seconded the motion.

The Chairman, in reply to questions, stated that the bank suffered from great competition, or no doubt the profits would have been larger. The directors hoped that the effects of the years 1866-7 would be to destroy competition, but it had proved otherwise. With regard to the bank premises, repairs, and everything of that kind, they were not added to the value of the property, but were paid out of revenue, but the bank had been obliged to supply itself with property in various parts of the world, and he was happy to say that the amount at which their properties stood was much less than their real value. Dr. Thom had made a suggestion, which he had no doubt the directors would take into their serious consideration, as to the taking the opinion of counsel to enable them to appoint another auditor in the event of death. He was not prepared to go into details as to the amount of interest they ought to get. Of course they were obliged to keep a great deal of money which they had unemployed on demand. As to the accounts, they had always, from the beginning of the institution, conformed exactly with the charter in making up the accounts. That was the answer given some years ago to the question of a shareholder. With regard to the loss from the failure of Gledstanes, they originally estimated that it would reach £43,000, but they now thought it would be some £7,000 short of that amount.

The motion was then put to the meeting, and carried.

Mr. Collmann, Mr. Arbuthnot, and Major-General H. Pelham Burn, the retiring directors, were re-elected, and the retiring auditor, Mr. Thomas W. L. Mackean, was reappointed. Mr. James Robertson was appointed auditor. A vote of thanks was passed to the chairman and directors, and the proceedings then terminated.

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The London & China Telegraph.

LONDON: MONDAY, APRIL 27, 1874.

THE MACAO ELECTION.

ANYONE who knew Macao some twenty years since, and is acquainted with the utter impossibility, in a general way, of rousing the people out of their *dolce far niente* life and the state of apathetic *insouciance* in which they seem to be perennially sunk, will have been much surprised to hear of the excitement which is reported in the Hong Kong papers to have been produced in the little Portuguese settlement in reference to the election of a deputy to represent its interests in the Lisbon Legislature. A veritable storm in a tea cup. The principal functions of the fortunate candidate for this post would seem to be, according to the Macao correspondent of the *Hong Kong Times*, to have a free passage home by the English mail-boat, to receive a medal, and draw five dollars a day. The facts of the late excitement at Macao are somewhat as follows:—Dr. MAGALHAENS, whilom editor of the *Oriente*, who has recently returned from his exile in Timor, was, by the exertions of his friends, elected on the 15th of February, a few days before his return to the colony. This election was declared null and void by the Governor, on the ground that Dr. MAGALHAENS had not received an absolute majority of votes, which is required by law in the election of a deputy, in the first instance. No candidate having obtained this requisite absolute majority, it became necessary, in accordance with Portuguese Parliamentary usage, to hold a second election within a reasonable time, at which a bare majority of votes would carry the day, and it was on this second election that all the excitement arose. Dr. MAGALHAENS, who holds extreme views with regard to the traffic in human flesh and the expulsion of the Sisters of Charity from Macao, was the chosen candidate of the combined fraternity of coolie dealers, who adopted him chiefly on two grounds—first, because he is the declared and bitter enemy of the Governor, Viscount SAN JANUARIO, who has the credit, or, as it would seem at Macao, the odium, of having destroyed the coolie trade; and secondly, because they fondly hoped that, being an energetic and independent man, he would, if sent to Lisbon, somehow contrive to induce the home Government to rescind their orders respecting the abolition of Macao's pet branch of commerce. Dr. MAGALHAENS issued a very gushing proclamation or address to the constituency, some of the professions in which seem to be decidedly inconsistent with his previous public declarations. The opposing candidate was SENOR PINTO BASTO, a well-connected gentleman and Procurador of the Senate, who was supported by the Governor, the official and clerical cliques, and the principal inhabitants of the place—in point of fact, by the respectability of Macao generally. There were also two other candidates, but they were never in the race at all. As the day of election (Sunday, March 1st) drew nigh, Macao was, for the nonce, roused from its wonted state of somnolence, the canvassers for both the leading candidates redoubled their energies, and the *Independente*, Dr. MAGALHAEN'S organ (whose editor, we hear, is to be presented with a gold pen by the Portuguese residents at Hong Kong for his exertions in this and other kindred matters), was loud in its complaints against the Governor for using his personal and official influence to procure votes for his favourite candidate. The result of the polling, we learn, was 241 votes for PINTO BASTO, and 235 for MAGALHAENS, the Government party thus winning by a narrow majority of six votes, and BASTO has been elected deputy, to the great disappointment and discontent of the coolie-dealers and their friends. His victory was celebrated in the customary manner by a *Te Deum* in the Cathedral, and in the evening some of the houses were decorated, a band of music perambulated the town, and *more Sinico* crackers were let off. Rumour says that the Government party gained their victory by the admission of nineteen persons to vote who were not duly qualified, owing to their recent arrival from Portugal, and great indignation was expressed on this score; in fact, we are not sure that an appeal of some kind was not threatened on this ground, and on that of undue influence; but, doubtless, long ere this Macao has gone to sleep again to dream over its fancied woes in general, its ruined coolie trade, and empty barracoons, which, in the interests of humanity, it is hoped will never be again tenanted.

M. BOUSQUET AT NIKKO.

M. GEORGE BOUSQUET, writing from Yedo on Feb. 2nd, contributes a long and interesting paper to the last number of the *Revue des Deux Mondes*, under the title of "L'Hiver au Japon." In this he narrates the particulars of a trip, which—availing himself of the leisure afforded by the New Year's holidays customary in the East—he made last winter to Nikko, a place where "les efforts de l'art unis aux merveilles de la nature out fait aux grand hommes des tombeaux dignes d'abriter leur dépouilles." M. Bousquet commences by remarking that the Japanese have a saying that he who has not seen Nikko cannot say *Nekko* (merveilleux), and that he resolved to make this excursion in order to test the truth of this proverb, and to study "les mœurs hivernales" of the Far East. Eschewing the direct road, he chose in preference a much longer route, which traverses a country very little known to foreigners. He started on the 24th of December last, in very cold weather, and seems to have had a pleasant journey, finding the people well-disposed to Europeans. He devotes about half his article to the details of his daily experiences and observations on the way, and one paragraph calls for rather special notice. He came one day to a small cemetery, remarkable for its retired position, and made more remarkable still by the fact of the earth having been recently stirred up for a considerable distance. "Have they begun already," asks M. BOUSQUET, "to carry out a recent decree of the Government? It should be known that about a third of the Buddhists, composing the sect of Monto, one which is widely spread in Japan, burn their dead in accordance with a rite, which there has been a talk of introducing into Europe. . . . . But the Supreme Council has decreed that henceforward the dead shall be interred by all sects without cremation, and so these good people are nowadays obliged to dig graves without knowing the depth or the shape they ought to give them." Having reached his destination, M. BOUSQUET found the village of Nikko *en fête*, on the 1st of January—a proof that even in such a remote and secluded spot in the mountains the European calendar has been practically accepted. M. Bousquet was evidently much impressed by the sight of the funeral monuments, for which, besides its beautiful scenery, Nikko is celebrated and held in such high esteem by the Japanese. He considers that the mausoleums there are superior both in point of magnificence and of preservation to all the other temples of Japan, and he observes that there is nothing that can be compared to them even at Kioto, in spite of the richness of that holy city. Besides the temple of Gongen-sama (Iyéyasu), M. BOUSQUET says that there are several others built on the sides of the mountain, the principal ones being the tombs of the *two* "taicouns" who succeeded HIEYAS (*i.e.* Iyéyasu). We were under the impression that, besides IYEYASU, only his grandson, IYEMITSU, of all the Shoguns of the Tokugawa dynasty, was buried at Nikko, and that his son, HIDETADA, was buried at Zôjôji. We would here observe that it is a pity that M. BOUSQUET should repeat the old error of styling the Shogun the "*Taicoun*."

SIR DANIEL LANGE, the representative of the Suez Canal Company in London, has addressed the President of the Board of Trade and the Lords of the Admiralty by order of the President of the Company. In his letter to the President of the Board of Trade he says that vessels will in future have to take the old route round the Cape, or

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discharge their ships' cargoes at Alexandria, unless they pay the fixed passage dues of the Company. The Lords Commissioners of the Admiralty are informed that Her MAJESTY'S ships will henceforth have to pay the passage dues before entering the Suez Canal at Port Said or Suez. Mr. DISRAELI has stated in Parliament that the Government are at this moment in communication with other Powers as to the course to be adopted, and that when they arrive at a decision it will be made known to all the parties concerned. [It is announced this morning that M. LESSEPS has withdrawn his opposition].

THE project of organising a monthly line from Trieste to Japan has not yet been accomplished, but every aid is being given by the Austrian Government to carry out the project. The Austrian corvette *Friedrich*, under the command of Captain Chevalier OESTERRISCHER, leaves Trieste in a few days for China and Japan, where she will be stationed for three years. Chevalier DE SHAEFFER, the Consul-General in London, whose appointment to China and Japan we lately noticed, will leave shortly for his post. Mr. HENRY VON SIEBOLD, who has been appointed Attaché to the Austrian Mission in Japan, proceeds by this mail. The Japanese Commission, to which he was attached during the Exhibition, have expressed their acknowledgments of his services, and he has been rewarded by the Emperor by "the Cross of Merit."

IT is announced from Paris that the Governor of Saigon signed a treaty with the Anamite Ambassadors on the 4th ult., settling the Tonquin question in favour of France. Substantial guarantees, it is stated, are given by the treaty for the protection of French political and commercial interests, and the Protectorate question is determined in the manner demanded by the French Government.

DURING a debate in the German Parliament Herr VON DELBRUCK, in answer to a question relative to the Coolie traffic in China, stated that a mercantile house was carrying on the traffic in Hong Kong, which was, however, under English jurisdiction, and altogether out of reach of the German Government. German Consuls had, however, the strictest injunctions to watch over the Coolie trade.

OUR Nagasaki correspondent's letter in another column, it will be observed, fully confirms the opinion we expressed at the time, that the telegrams sent in regard to the outbreak in Hizen grossly exaggerated the position, and it seems now very clear that it was intended to influence the Japan loans in London.

WE are glad to see from a reply to a question put by Mr. REID in the House of Commons that our Government have the matter of the Woosung Bar under their consideration, and appear to realise the great inconvenience experienced by our merchant vessel.

SENOR MALAMPO has been appointed Captain-General of the Philippine Islands.

Literature.

The History of Japan; from the Earliest Period to the Present Time. Vol. I. to the year 1864; by F. O. ADAMS, formerly Her Majesty's Charge d'Affaires and Secretary of Legation at Yedo. London: Henry S. King and Co. 1874.

The first instalment of Mr. Adams' long-promised work on Japan has at length appeared. The volume before us professes to bring the history of the country down to the year 1864, "from the earliest period," but to prevent disappointment, it may be well to state that, including the introductory chapter, only 100 pages are devoted to a brief *résumé* of Japanese history previous to 1853. This defect is to be regretted, but it was probably unavoidable, for the information contained in Japanese works on the subject is only just beginning to be available to foreigners, and even now the number of persons acquainted with the language, in which these books are written, is exceedingly limited, and they belong, for the most part, to a class which has but little leisure for the prosecution of studies extraneous to its own especial pursuits. Every year, however, is slowly, but surely, adding to our knowledge of the ancient records of this curious and—until very recently—isolated portion of the human race, and, doubtless, in the course of a few years, Mr. Adams's work will, as he hopes, be of assistance to future writers who may address themselves to the same subject, "when our knowledge of Japan shall have become more extensive;" at any rate, it will save them a vast amount of trouble and laborious research with regard to the annals of the last twenty years, into the details of which Mr. Adams seems inclined to enter with almost too great a minuteness. We could easily have spared many of the official despatches and other documents, which he gives *in extenso*, when, to our thinking, a careful précis of their contents from a practised hand like his would have answered the purpose equally well. The quotations which Mr. Adams gives "from the native accounts of the origin of the world, *i.e.*, of great Japan, and the seven generations of celestial spirits," are curious. "Chaos," we are told, "in the form of an egg, was agitated in waves like a troubled sea. Still it contained the germs of all things; the pure and transparent rose up and formed the heaven, whilst everything heavy and opaque fell downwards, was coagulated, and produced the earth." On the subject of the invention of the art of love, our author gives a somewhat different Japanese tradition to that furnished by Mr. Mitford in his Tales of Old Japan; both, we may remark, are sufficiently odd. It is asserted by the Japanese that the present Emperor is descended in an unbroken line from the Sun Goddess, and this fable with regard to his divine descent is preserved in the language in which the present occupant of the throne speaks of himself in Imperial decrees, *e.g.*—"We, by the grace of Heaven, having succeeded to the throne, occupied by one line for 10,000 years." On this point Mr. Adams very rightly observes "that such a line has not been difficult to preserve in a country where the principle of adoption exists on the widest basis, and where the son of a concubine can legitimately succeed to his father's inheritance"; the practice of adoption, be it noted, is common all over the East, and is especially justified in Japan by "the necessity of keeping up the ancestral sacrifices." We are given the choice of two derivations for the term *Mikado* (Emperor), viz., from *mi*, honourable, and *kado*, gate, or from *mika*, great, and *to* (becoming *do* in composition), a root meaning "place." The former has hitherto been the received explanation, but scholars appear to think that the latter "harmonises better with Japanese ideas."

With the somewhat limited materials at his disposal, we can well imagine that our author must have been much puzzled how to deal satisfactorily with the earlier history of Japan, for "up to the beginning of the seventeenth century it is mostly taken up with the narration of intestine broils and civil wars," during which the supreme power gradually slipped out of the hands of the Emperor, and was wielded by "the minister of the Shogun;" but the "Son of Heaven" was, "however, still the fountain of honour;" a complicated state of things similar to that which was the cause of much confusion some twenty years ago. Although, without doubt, its elements existed previously, the title of *sei-i tai-shogun* (barbarian-subjugating great general), was first conferred by the Emperor on the famous Yoritomo in the year 1192. Notwithstanding the great power to which this person attained, "he did not attempt to depose the Emperor, or to assume his Majesty's title, but he administered the empire as it seemed good to him, in the name and with the authority of the *Fainéant* at Kioto, whose sanction, never refused, clothed his acts with legality. Thus the relations of prince and vassal between the Son of Heaven and the Shogun were considered to be kept perfect;"—a condition of things which has only been altered within the past few years.

After alluding briefly to their reigns (and touching on the persecutions of the Christians and the expulsion of foreigners), Mr. Adams gives a very interesting account of Nikkô, the burial-place of the great Iyéyasŭ, the founder of the Tokugawa dynasty, and of Iyémitsŭ, his illustrious grandson. In March, 1872, in company with Mr. Satow, to whom he is indebted for the information in this chapter, our author made an excursion to this lovely spot, which is about eighty miles distant from Yedo, and which has, as yet, been visited by very few foreigners. We extract the description which he gives of the tomb of the celebrated Iyéyasŭ, whose name is much honoured in Japanese annals. "The tomb is of bronze, and has exactly the same shape as those in the same material of the later Shôguns at Shiba in Yedo. There is, too, a similar simplicity at the resting-place, a striking contrast to the gorgeousness of the ornamentation and colouring in the courts, through which we have passed. The approach by the moss-grown gallery, and the silence and desolation of the spot are well calculated to impress the stranger, and we lingered long before the simple urn. In front of it stands a low stone table, decorated with an immense bronze stork, bearing a brass candle in its mouth, an incense burner of the same material, and a vase with artificial lotus flowers and leaves in brass. The whole is surrounded by a stone wall, surmounted with a balustrade, and pierced in front for an iron gate. Before this sit two stone *amdinu* on guard."

After some remarks on the Daimios' revenue, the land-tax, and the different classes of land, Mr. Adams enters upon the more modern branch of his subject, which he introduces by a lengthy extract from an able article in *Die Gegenwart* (a Berlin paper), exhibiting in a forcible manner the contrast between the present and the old state of things in Japan.

We must now add a few words to show what led up to the great changes of recent years. When foreigners appeared on

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the scene, in 1853, everything was ready for a revolution and a change of dynasty, and the inability of the Shôgun to cope with the difficulties attendant upon foreign intercourse served to hasten the final break up of his power. "It is essential," says Mr. Adams, "for the reader to understand that from the moment those treaties [with foreigners] came into force the fall of the Shôgunate became a mere question of time, and that nothing could have saved it. As far as the establishment of commercial and friendly relations with Europe and the United States was concerned, the sooner it was abolished the better. It was not the *supreme* power, and yet in its dealings with other powers and their representatives it pretended to be so. Hence, as will be seen, perpetual subterfuges and a daily resort to small tricks for the purpose of keeping up the delusion, and of preventing foreigners from becoming aware of the important fact (which, however, could not long be concealed) that he, to whom the treaties and the diplomatic agents had accorded the title of 'Majesty,' had no right to be so styled, and was not the Emperor of Japan."

The volume contains a map of Japan, a plan of Kioto, and also a plan of the Emperor's palace at Kioto, the nine gates, palaces of the Kugés, &c.; and we should add that the plans of Kioto are from woodblocks cut in Yedo and sent home by Mr. Satow, Japanese Secretary of H.B.M.'s Legation, who has given valuable aid in the compilation of this volume. We heartily recommend Mr. Adams' most able and instructive work to the attention of all who take an interest in Japan.

The Jade Chaplet; A Collection of Songs, Ballads, &c. (from the Chinese), by G. C. STENT, M.N.C.B.R.A.S. London: Trübner and Co. 1874.

We have much pleasure in calling the attention of our readers to this volume of songs and ballads, translated from the Chinese, by Mr. G. C. Stent, of the Imperial Maritime Customs. Many of the songs here translated, Mr. Stent tells us, are not even in Chinese print; but having been attracted by hearing them in the streets, he made the singers go to his house, and got their ballads taken down verbatim. Being desirous, too, of showing the difference of the poetic subjects and styles of the Chinese, Mr. Stent has given us specimens of various degrees of merit as regards language, thought and feeling, some of which, indeed, were hardly worth the trouble of translating. Mr. Stent has been known for some time as a painstaking and industrious translator from the Chinese, and he has done good service in this instance by enabling English readers unacquainted with the Chinese language to gain some little insight into the character of the songs of this curious portion of the human family. We cannot but regret, however, that his powers as a versifier are not of a higher order, and that he has now and then been betrayed into the use of slang terms, which had much better have been left alone. The explanatory foot notes which Mr. Stent gives will be found very useful, as without them many Chinese expressions, &c., would have been almost unintelligible to the majority of his readers. The Jade Chaplet contains only twenty-four "beads," so we need hardly point to any of the songs, &c., as worthy of special attention, as they can all be read in a very short space of time. If his book succeeds (as we hope it may), Mr. Stent says he shall congratulate himself on having had a front place among the pioneers who have opened up the lighter and more amusing literature of China, and we trust that he may be induced to continue his efforts in the same and similar directions.

Monetary and Commercial.

At the meeting on the 21st inst. of the Chartered Mercantile Bank of India, London, and China, the directors' report (which was published in our last issue) was adopted, and a dividend was declared for the half-year ended 31st Dec. last at the rate of 8 per cent. per annum, making, with the previous distribution, 8 per cent. for the year. The subjoined statement of accounts was appended to the report:—

ASSETS.

Coin and bullion	£1,344,839	17	4
Cash with bankers and money at call	390,503	10	1
Government securities	305,043	6	7
Landed and house property at head office and branches	222,619	7	8
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the corporation	6,205,680	12	0
	£8,468,686	13	8

LIABILITIES.

Capital paid up	£750,000	0	0
Current and fixed deposits	3,261,258	13	7
Bills payable, notes in circulation, and other sums due to the public	4,370,766	8	9
Reserve fund	55,000	0	0
Profit and Loss Account—			
Balance at 31st Dec., 1873	31,661	11	4
	£8,468,686	13	8

PROFIT AND LOSS ACCOUNT.

By balance of undivided profit brought forward from 31st December, 1872	£447	3	5
By gross profit for year ending 31st December, 1873	205,925	8	9
	£206,402	12	2
To dividend for half-year ending 30th June, 1873	£30,000	0	0
To expenses of management at head office, eleven branches, and five sub-agencies for year	109,359	0	7
To amount written off for bad and doubtful debts	30,382	0	3
To amount carried to reserve fund	5,000	0	0
To balance carried down	31,661	11	4
	£206,402	12	2

At the meeting of the National Bank of India a dividend was declared at the rate of 6 per cent. per annum. The net profit for the year amounts to £57,225 2s. 9d., and, after providing for the dividend, there remained £5,631 5s. 8d., which was carried forward to next account.

At the meeting of the Oriental Bank Corporation the report was adopted, and a dividend for the past half-year was declared, making a distribution for the year of £3 per share, or 12 per cent. per annum. Mr. Campbell, of Dennistoun, Cross, and Co., and Mr. Collmann, of Frederick Huth and Co., have been appointed directors of the bank.

The report of the directors of the Singapore Gas Company (Limited), to be presented to the shareholders at the ordinary general meeting on the 28th inst., is as follows:—

The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report annexed, from their engineer and manager. The directors going out of office by rotation are:—Messrs. Henry Palfrey Stephenson, John Nicol, Alexander Erskine Stephenson; and these gentlemen, being eligible for re-election, offer themselves for the support of the shareholders. The present auditors, Messrs. William Thomas Morrison and Alfred Williams, retire from office, according to the articles, and, being eligible for re-election, offer themselves to the shareholders for that purpose. The balance-sheet to 31st December, 1873, and appended to this report, shows the financial position of the company. The directors have written off for depreciation of works and plant, and off the expenses of first establishment, as per balance-sheet, at the rate of one per cent. per annum. The profit for the half-year after writing off these sums, amounts to £1,768 12s. 2d., which, together with £38 5s. 10d., the unappropriated profit of the preceding half-year, makes the available balance £1,806 18s.; out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum on the preference capital, and 7 per cent. on the amounts paid up on the original capital, less income-tax; the balance of £62 4s. 2d. to be carried forward to the profit of the succeeding half-year. The dividend to be payable on May 20th.

The report of the engineer and manager says:—Notwithstanding the increase in the price of coal, labour, and in fact everything connected with the production of gas, which I feel assured is well known to those connected with its manufacture in England, it will be satisfactory for the directors to see that we have been enabled to maintain the profits and to show an increase over last half-year by nearly £70 on this side, which would have been augmented had it not been for the unfavourable rates of exchange for remittances. The progress made in the consumption of gas has been satisfactory, showing an increase over last half-year in the rental of $996.84, including illuminations. During a portion of last half-year coke was all sold at good prices. As regards the question of coals, the arrangement upon the whole for the present year is satisfactory. The *Adelaide* and the *Hope*, mentioned in my last report, safely arrived, and in addition, the *George Shotten*, which was chartered in Australia, at 30s. per ton freight; our present stock of coal will take us well through the year; another ship has been taken up at an easier rate, being 5s. per ton less for freight; this vessel may be expected about April, so that for the present year we have no anxieties as to our stock of coals. The price of coals in Australia remains the same, 14s. per ton, f.o.b. All the buildings, plant, &c., have had their annual examination, repairs have been executed where necessary. Gasholders and all the iron work have been tarred, and the general apparatus is in good condition for produce and supply. All is still working satisfactorily in the purifying department, and the illuminating power has been maintained without the use of Cannel coal.

The report of the directors of the Union Steamship Company (Limited) states that although the gross earnings of the ships for freight and passage money were larger than during any corresponding period since the formation of the company, there was nevertheless a deficiency of receipts compared with expenditure (after making the usual allowance for depreciation, &c.) according to the estimated accounts and approximate balance-sheet. The directors are consequently unable on this occasion to recommend the payment of the usual interim dividend.

The report of the Submarine Cables Trust has been issued for the past year. The available balance amounted to £31,601 4s. 11d., and of this sum £21,564 has been applied to the payment of the coupons due last October and the present month, and the remainder carried to the redemption fund. Certificates to the value of £8,800 have been purchased, making, with previous operations, a total number of 650 certificates cancelled. The original capital of the trust has by this means been reduced from £420,000 to £355,000, and the value of the reversionary coupons proportionately increased.

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Messrs. J. S. Morgan and Co. invite applications for an issue of $3,000,000 in Seven per Cent. Bonds of $1,000 (or £200 sterling) each, of the Alleghany Valley Railroad Company at the price of 87½ per cent., or £175 per bond, redeemable in the year 1910.

The following joint-stock undertakings have been introduced :—

The South Carolina Rice Plantations Trust (Limited), capital £500,000, in shares of £10, half to be first subscribed, for the purpose of rehabilitating and beneficially developing in South Carolina large freehold rice plantations and naval store timber tracts of richness and fertility thrown out of cultivation during the Confederate War, and the value of which, before that time, with clean rice at one half its present price, was, it is stated, £30 to £60 per acre. The area comprises 36,666 acres, and the price to be paid is £190,000 in cash, and £250,000 in deferred shares.

The Saratov Water Works Company (Limited), capital £180,000, in 9,000 shares, of which 6,000 are now offered for subscription. The company is established to supply water works to the town of Saratov in Southern Russia, under a concession granted by the Municipality for forty years, accompanied by a guarantee of the minimum revenue equal to nearly £10,000 per annum.

The Bilson and Crump Meadow Collieries Company is announced, with a capital of £100,000, in shares of £10 each, of which 2,500 are taken by the vendors as part purchase money. The object is to purchase and work certain collieries in the Forest of Dean. The vendors guarantee minimum dividends of 10 per cent. per annum for five years.

The shares of the several undertakings which come under the head of "Tea Companies" in the Official List have nearly all been steadily improving in price for some time past, and the returns in the shape of dividends have been in keeping with the enhanced values. Of the nine companies quoted, three—viz., the British Indian, the Eastern Assam, and the Upper Assam—are quoted at a heavy discount; two—viz., the Darjeeling and the Lebong—at about "par;" and the remainder at prices varying from 90 to upwards of 100 per cent. premium. All these shares, with the exception of those of the Assam Company, and the second issue of the Jorehaut Company, are fully paid, and we think that the three companies which are now quoted at a discount offer a fair margin for improvement in market value. The British-Indian Company, it is expected, will declare a dividend at the coming meeting, to be held about the end of July. The shares were quoted on the 17th inst. at 6⅛ to 7½, with "business done" at 7⅛ and 7¼, and this with £20 paid. The following table shows the movements which have taken place in quotations since the end of last year :—

	Share.	Paid up.	Dec. 31, 1873.	Apr. 17, 1874.	
Assam ...	£50	20	36 38 xd.	37 39	being a rise of 1
British-Indian	20	all	4¼ 4⅝	6½ 7½	,, ,, 2½
Darjeeling ...	20	all	19 21	18 20	being a fall of 1
Eastern Assam	10	all	—	2 3	— —
Jorehaut ...	20	all	40 45	43 48	being a rise of 3
Do. ...	20	1¼	1¼ 15	15 16 pm.	,, ,, 1
Lebong ...	10	all	10 11	9¾ 10¼	being a fall of ¼
Upper Assam	10	all	1¼ 1⅝	1½ 2	being a rise of ¼

The increased vigilance on the part of the Government officials here, with a view to prevent the importation of spurious teas, will prove of material benefit to *bona fide* producers.

The Board of Trade Returns show that an extensive decline in our exports to the United States during the past three months, compared with the corresponding period of 1873, has occurred. Only in the case of tin, tin plates, and iron, cast and wrought, has there been an increase.

We understand that the cable-repairing ship *Agnes* left Singapore on the 19th, to repair the fracture reported about fifty miles from Hong Kong, and in all probability it will be in order on or before the 30th.

Mr. Henry William Peek, M.P., upon whom a baronetcy has just been conferred, is head of the Mincing-lane firm of Peek Brothers and Co., established fifty-four years ago, which has long occupied a leading position in the tea trade.

A rumour has been current that the Messageries steamer *Indus*, from London to Marseilles, with cargo for transhipment for India and China, had been lost, and sixty guineas has been paid on her. Advices of her safe arrival were, however, subsequently received.

The late speculations in coffee have caused some irregular transactions, and we hear of the special dealer for Messrs. Fred. Huth and Co. in that department having exceeded his instructions and being dismissed.

Messrs. R. Whitworth and Company, worsted spinners and manufacturers, of Halifax, have suspended payment, and a petition in bankruptcy has been filed in the Halifax County Court. The main body of creditors are at Bradford. The liabilities are estimated at nearly £200,000, one-half of which will fall upon Bradford woolstaplers—on several rather heavily. Three more failures have since been announced from Bradford. They are—Messrs. John Smith and Co., worsted spinners, with liabilities amounting to £26,000; Mr. James Harrison, jun., woolstapler, liabilities £13,000; and Mr. James Marshall, woolstapler, liabilities £12,000.

The failure is announced of Mr. J. Bayne, merchant and commission agent, of Manchester. The liabilities are estimated at about £160,000, but the estate will probably ultimately realise 20s. in the pound. The failure is said to be caused by a very heavy lock-up of capital, and the suspension may be only temporary. Mr. Bayne was largely engaged in the India and China trade.

Two failures in the iron trade are reported. A petition for liquidation by arrangement has been filed on behalf of Messrs. John Colbourn and Sons, ironmasters, of Tipton, whose liabilities amount to upwards of £30,000. Messrs. Harper and Co., ironworkers and factors, of Willenhall, have stopped with liabilities representing £14,000.

Messrs. Cruickshank and Ring, ship and insurance brokers and underwriters, of London and Liverpool, have filed a petition for liquidation, Mr. J. Waddell, accountant, being appointed receiver. The liabilities to rank are estimated at £18,000, and the assets are not yet ascertained.

It is announced that Captain Davies, managing director of the Exchange Telegraph Company, and Mr. J. L. Shuter have joined the board of the Electric Power Company (Limited).

The bullion by the P. and O. steamer *Cathay*, from Southampton Thursday, was, in gold, to Galle, £1,510; in silver, to Shanghai, £318,815; to Hong Kong, £54,063; to Singapore, £50,500; to Galle, £26,800. Total in gold, £1,510; in silver, £450,178.

The announcement of the Council Drafts on India to be tendered for on the 6th prox. will be £200,000, instead of £400,000 as expected, and the probability of a still further reduction has caused a somewhat sudden rise in the price of Bar Silver, 59½d. per oz. standard is the closing price. Mexican Dollars have been sold at the last price, 57¾d. per oz., and the market is now bare of this description of coin.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra	All	7⅛ to 8
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	25½ to 26½
20	City	10	13½ to 14½
100	Colonial	30	54 to 56
500fr.	Comptoir D'Escompte de Paris ...	All	543.75 fr.
Th.200	Deutsche	All	Th.158
£28¼	Hong Kong and Shanghai	All	35 to 37
50	Imperial	15	17 to 18
50	London and County	20	57½ to 58½
50	London Joint-Stock	15	48½ to 49½
100	London and Westminster	20	69½ to 70½
25	Oriental	All	45 to 46
- -	Union of London	15	43½ to 44½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅛ to 7⅜
10	Eastern Telegraph	All	6⅛ to 7⅛
10	Great Northern	All	9½ to 10
25	Indo-European	All	15½ to 16½
10	Mediterranean Extension	All	4 to 4¼
12	Telegraph Construction Company ...	All	30½ to 31½
20	India-rub., Gutta-perc., & Teleg. Works	All	21 to 23
8	Reuter's	All	11 to 11½
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	3½ to 4½
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1½ to 1⅝ pm.
10	Merchants' Marine	2	1 to 0⅝ dis.
50	North British and Mercantile	6¼	26 to 27
25	Ocean Marine	5	8½ to 9½ pm.
20	Thames and Mersey	2	4 to 4½ pm.
20	Thetis Marine	5	5½ to 4½ dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine...	5	3½ to 3⅝ pm.
	TEA COMPANIES.		
50	Assam	20	39 to 41
20	British Indian	All	8 to 9
20	Darjeeling	All	18 to 20
10	Eastern Assam	All	
20	Jorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17
10	Lelong	All	10 to 11
10	Upper Assam	All	1⅝ to 2⅛
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4⅛ to 3⅞
20	Do.	5	2⅝ to 2⅜
50	Colonial	20	7 to 5 dis.
5	Credit Foncier of England	All	3 to 3⅛
10	General Credit and Discount	7½	⅝ to ¼ dis.
21	Hong Kong Gas	All	— —
10	International Finance	5	2⅜ to 2¼ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	560 fr.
£50	P. and O. Steam	All	58 to 60
50	Do. Do. 1867 ...	10	par to 1 pm.
100	Royal Mail Steam...	60	83 to 85
403fr.	Suez Canal...	—	382.50 fr.
£98	Japan Loan, 9 per cent.	All	105 to 107
92¼	Do. 7 per cent....	All	96 to 98

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BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-treet, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

* * *Companies omitted in the above list will be included if the particulars are forwarded.*

ARTICLES OF IMPORT.

TEA.

Messrs. Capel and Co.'s Circular says :—Our market during the past week has been rather less active, the speculative purchases alluded to in our last having ceased, whilst the trade have been occupied with the payment of duties since the Budget. A fair amount of business has, however, been done, prices showing no material alteration. The duty payments from the 17th to 21st inst. inclusive have been very large, amounting to 5,258,605 lbs., making a total since 1st January of 28,768,072 lbs., against 29,485,227 lbs. for the same period last year. The public sales have comprised 8,533 packages, nearly the whole of which were printed and sold without reserve. The deliveries for the week amount to 6,711,067 lbs., comprising 5,330,923 lbs. for home consumption, 640,098 for export, and 740,046 lbs. sent coastwise.

Congous.—Red-leaf kinds : Siftings have sold at about former prices. Broken-leaf kinds remain steady. Fair to good common have been only in limited demand at previous prices. Fair Kaisows, from 1s. 1d. to 1s. 3d., show no change, being still rather dull of sale. Good, from 1s. 4d. to 1s. 6d., have been in request. A few sales of fine have been made from 1s. 8d. to 1s. 11d., and finest about 2s. 1d. per lb. Pak Lin kinds have been wanted. Black-leaf kinds : Common has been sold at 11d. to 11½d. per lb. Fair, from 1s. to 1s. 1d., have been wanted. Fair to medium have been saleable from 1s. 2½d. to 1s. 4½d. per lb. Good medium to fine remain in moderate demand, finest showing no change. New-make Canton kinds have been saleable at last week's prices, good qualities being most in request. In Oolongs the few sales made show no alteration. Souchongs remain dull of sale, as also Flowery Pekoes and Uncoloured Japans. *Scented Teas.*—Canton Capers show no change, but the demand has been inactive at previous rates. Foo Chow kinds remain firm. Orange Pekoes : Canton kinds have been rather more saleable, especially the finer kinds of long-leaf. In Foochow kinds there has been a moderate business, without change in prices. *Green Teas.*—Moyune kinds have been in fair demand at fully previous prices. Ping Sueys sell somewhat irregularly, but without material change in prices.

SILK.

The market is very quiet, and there has been hardly anything doing this week, buyers holding back pending news of the progress of the European crops ; prices are unchanged. Deliveries are fairly good, but not equal to last month, being, from 1st to 22nd inst., 2,021 China, 514 Canton, 363 Japan, 172 Bengal ; total, 3,070 bales.

COFFEE.—Early in the week an improved demand was shown for Plantation Ceylon, and coloury kinds realised an advance of 1s. per cwt. upon our quotations for last mail. On the 22nd inst. the Dutch Trading Company's sale of 74,700 bags Java was held, and went off with spirit, at 3 to 4 cents above the valuations, good ordinary selling at 53½c. to 54c. The parcels offered in this market in consequence went off with active competition at a further advance of 1s. to 2s. per cwt., Plantation Ceylon being sold, triage, 86s. 6d. to 94s. 6d. ; small, 98s. to 93s. 6d. ; low middling to middling, 101s. 6d. to 105s. 6d. ; peaberry, 103s. to 104s. Next day a large supply brought to auction attracted more attention, and an active competition prevailed at a further advance of 2s. 6d. to 3s. for Plantation Ceylon, which sold, triage at 84s. to 98s., small grey to coloury at 99s. 6d. to 104s., fine ordinary pale grey at 100s. to 103s., low middling at 103s. 6d. to 105s. 6d., middling at 106s. to 109s., good middling to fine middling coloury at 109s. 6d. to 111s., good bold 112s. to 113s., pea-berry 106s. to 111s. 6d.

CUTCH.—An offer of 1,200 boxes Pegue was quitted at 22s. to 22s. 6d. for fine quality, establishing an advance of 6d. per cwt.

COCOANUT OIL is steady, Cochin at £39, Ceylon at £35 per ton.

EBONY.—A small lot of Ceylon has been quitted at £15 12s. 6d. per ton.

JAPAN CASSIA.—Twenty cases have been sold at 18s.

PEPPER.—The demand continues dull, and prices are again easier. Of 1,800 bags Black offered by auction about 600 bags sold—damaged Penang, 4⅞d. to 4⅞d. ; Singapore, 5⅛d. to 5⅜d. ; Rhio, 4½d. to 4⅝d. 530 bags White sold also at a further decline of ⅛d. to ¼d. per lb.—sound Penang, 6⅜d. ; damaged, 6⅜d. to 6½d.

RICE.—Business during the week has been very small, but prices are for the most part without alteration. In auction 1,923 bags Bengal partly sold at 11s. 9d. for Ballam, and 2,866 bags Rangoon, damaged, at 8s. to 10s. 3d., but many parcels offered have been bought in, viz., 2,800 bags Bengal, at 12s. 6d. to 15s. ; and 13,000 bags, Japan, sound, at 11s. 3d. to 13s. 6d. ; the damaged of the latter, 2,000 bags, sold at 9s. 6d. to 10s. privately. Private sales are reported of 8,000 bags Rangoon on the spot at 10s. 3d. cash ; 900 tons Japan, at 11s. 3d. ; 400 tons Saigon, at 9s. 9d. ; a cargo of 1,000 tons Rangoon afloat, at 11s. 3d. open charter, and a cargo of new Rangoon at 10s. 9d. open charter.

SUGAR.—The market has not been greatly influenced by the announcement that the existing duties will be repealed. Prices in the public sales have been often 6d. higher, but the bulk of the business has been in West Indian kinds. In public sale 5,500 bags Penang were all bought in at 18s. to 18s. 6d., 14,600 bags unclayed Manila were all bought in, but 9,000 bags afterwards sold ; sun-dried, 20s. 6d. to 21s. 6d. ; 2,500 bags China were bought in at 17s. Privately the sales have been 2,158 bags sundried Manila at 19s. 6d. to 21s., and 400 baskets date Penang at 16s. 6d. per cwt.

SPICES.—There has been no change in the market.

SAGO continues dull of sale ; 530 bags part sold by auction at about previous prices—good small, 16s. 6d. to 16s. 9d. medium, 18s. *Flour:* About 200 bags Singapore have been sold at 15s. 9d.

TAPIOCA.—Of 1,300 bags Penang offered one-half sold at steady prices —fine white at 2½d., a few at 2⅝d.

TOBACCO.—In public sale Thursday 555 bales Japan were chiefly sold at 4d. to 8d., inferior 2d., 1,087 bales ditto damaged 2½d. to 6⅜d., 196 bales China 6½d. to 6⅜d., 16 bales ditto damaged 5⅜d., 1 bale 2½d., and 4 bales Sumatra at 3s. to 4s.

TIN.—Straits is scarce, and has advanced £5 to £6 per ton, being quoted £98 to £100. Banca closes at £100 to £101, Billiton at £95 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

A firmer tone has prevailed, and greater strength has been imparted by increased sales, and the continued activity and hardening prices in the Liverpool market. Buyers of the better class of Shirtings are unable to make progress, except at some advance on last week's prices. At the close there is a strong market, at full quotations. Producers of both Yarns and Goods very firm, and declining offers made at prices at which business was effected last week.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality ...	No. 4.	6	9	13	14	16	17	19
Weight ...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 9d.	6s. 4½d.	7s. 0d.	7s. 6d.	7s. 10½d.	8s. 3d.	8s. 9d.	9s. 0d.
	5s. 1⅜d.	6s. 6d.	7s. 1½d.	7s. 7½d.	—	—	9s. 3d.	—
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality ...	No. 21	22	24	26	28	28	31	34
Weight ...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price	9s. 6d.	9s. 9d.	10s. 9d.	11s. 3d.	10s. 4½d.	12s. 0d.	6s. 7½d.	7s. 7½d.
	9s. 7½d.	—	—	—	—	—	6s. 9d.	7s. 9d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality ...	35	36	40	45	46	49	56	59
Weight ...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price	7s. 7½d.	8s. 7½d.	10s. 1½d.	12s. 4½d.	10s. 1½d.	11s. 7½d.	12s. 9d.	14s. 7½d.
	7s. 9d.	8s. 10½d.	10s. 6d.	—	10s. 3d.	11s.10½d.	13s. 0d.	—

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 4½d.	5s. 6d.	6s. 3d.	6s. 6d.	6s. 10½d.	7s. 10½d.	8s. 1½d.
	5s. 6d.	5s. 7½d.	6s. 6d.	7s. 0d.	7s. 6d.	8s. 6d.	8s. 9d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 9	—
Maddapollams	8 3	to 3 4
Long Cloths	9 1½	—
White Spot Shirtings (nominal)	10 9	—
,, Brocade do.	10 10½	—
,, Damasks do.	19 3	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11⅞	to 1 0⅝
,, do. Nos. 28-32	1 0⅞	to 1 2
,, do. No. 40 (mock)	1 1	to 1 2½
,, (Mule Twist), No. 40	1 0⅜	to 1 2½
,, do. No. 30	0 11⅜	to 1 0⅛

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 18	Oberon	Burgoyne	Hiogo	London
19	George Shotton	Miller	Singapore	Do
17	Antoinetta	Moltedo	Rangoon	Bremerhaven
17	Duncraig	Finlayson	Singapore	Liverpool
18	Vera Cruz	Bilaffer	Ilo Ilo	London
18	Timoleonte	Cauci	Singapore	Do.
15	Villa Franca	Petersen	Maulmain	Sunderland
23	Jason	Leslie	Japan	London
16	Marys	Thompson	Batavia	Bristol
20	Martaban (s.)	Stuart	Rangoon	London
Mar 11	Vidal	Rondeau	Hong Kong	Monte Video
Apr. 7	Black Adder	Bissett	Ilo Ilo	Boston
21	Deerfoot	Easson	Singapore	Liverpool
21	John Nicholson	Grearson	Japan	Falmouth
19	Maasluis	Kuckler	Tjilatjap	Maasluis
19	Witch	Bunley	Singapore	Marseilles
22	Quinta (s.)	Peterson	Akyab	London
23	Cumberland	Thorne	Sourabaya	Queenstown
20	Bernard Carl	Luders	Hong Kong	Texel
22	Glenroy (s.)	Campbell	Japan, &c.	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 16	March. of Londonderry	Bateley	Colombo, &c.	Glasgow
16	Cosmopolyta	Ugarto	Ilo Ilo	Do.
17	St. Bernhard	—	Singapore	Newcastle
18	Deucalion (s.)	Butler	Singapore, China, &c.	Liverpool
17	Lennator	—	Singapore	Swansea
16	Morning Light	—	Hong Kong	Penarth
16	Belle of Southesk	Stratton	Singapore	Liverpool
	Margaret Knight	Lindsay	Penang	Blyth
21	Bertha (s.)	Law	Colombo, &c.	London
23	Andromeda	Steers	Singapore and Penang	Do.
19	St. Bernard	—	Singapore	Shields
7	Dirigo	Staples	Anjer	New York
21	Warden Law	Johnson	Singapore	Newport
21	H. W. M.	Jebbes	Do.	Cardiff
21	Hippocampe	—	Do.	Swansea
21	Suzerain	Crosby	Do.	Liverpool
20	North American	Tucker	Hong Kong	Do.

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
April 18	Holland	Singapore, &c.	Nieuwe Diep
20	Japan	London	Sing., China, &c.
20	Sarpedon	Liverpool	Do.
18	Patroclus	Hong Kong, &c.	London
18	Madura	Java	Nieuwe Diep
16	Quarta	Rangoon	Falmouth
18	Berwick	Akyab	Gibraltar
20	Selica	Rangoon	Falmouth

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal. For Singapore, Hong Kong, and Shanghai: Glenroy. For Colombo, &c.: Timor, Good Hope, Paraguay.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel, John Milton. For Shanghai: Wylo, Lucerne, Genevere. For Hong Kong: Sir Harry Parkes, Hopewell, Lord Macaulay, Beemah, Chinaman. For Hong Kong and Foochow: Falcon. For Penang and Singapore: Excelsior. For Singapore: The Sir Jamsetjee Family. For Colombo: Gertrude, Mirella.

At LIVERPOOL.—For Yokohama and Hiogo: Jessica. For Shanghai: Hankow (str.). For Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.), Menelaus (str.), Priam (str.). For Singapore: Robert Kerr, Bertie. For Singapore and Manila: Leon (str.).

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Glamis Castle (str.). For Singapore and Hong Kong (via Cardiff): Millard G. Paton.

At GREENOCK.—For Java: Mauritius.

SPOKEN.

ESMERALDA, Bangkok to Marseilles, March 22, 19 S., 2 W.
P. J. K. B. (Dutch ship), Batavia to Amsterdam, Feb. 28, 33 S., 29 E.
L. E. H. P. (Ger. brig.), Ham. to River Amoor, March 24, 1 N., 26 W.
JAMES PATON, (barq.), Japan to Falmouth, Jan. 31, 9 S., 10 E.
J. S. K. F. (Cumberland), Sourab. to Queenstown, Feb. 21, 35 S., 20 E.
P. B. Q. R. (Hollandia), Batavia to Amsterdam, March 14, 15 S., 7 W.
JAVA PACKET, from Batavia, March 20, 3 S., 19 W.
INDEX, Sunderland to Singapore, March 19, on the line, 24 W.
PRINCESS VICTORIA (barq.), from Singapore, March 9.

FREIGHTS AND CHARTERS.

Rates of freight for vessels on the different berths are weak, and there is but little business doing. Coal freights rule firm. Homeward freights from Manila are well maintained, but from the rice ports they are very dull.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 45s. meast. To Hong Kong: 50s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight, 45s. meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Shanghai: 40s. weight, 25s. meast. To Hong Kong: 40s. weight, 25s. to 27s. 6d. meast. To Singapore: 30s. weight, 22s. 6d. meast. To Colombo: 27s. 6d. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Shanghai: £44. To Singapore: £30. To Penang: £33. To Galle: £30. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 40s. To Hong Kong: (small) 35s. To Batavia: 27s. 6d. To Singapore: 28s. To Galle: 30s. To Colombo: 27s. 6d.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

CASUALTIES.

A telegram from New York, April 19, announces that the Puritan, Doan, from Manila to that port, had been towed in there derelict.

A telegram from Lisbon, April 21, announces that the Vice-Admiral May (Dutch barq.), from Amsterdam to Batavia, had arrived there damaged.

Advices from New York, April 10, state that the Tamesa (ship), of London, Jones, which arrived there, 9, from Canton, reports having encountered a hurricane off Mauritius, Jan. 30, lasting thirty-six hours, during which she had bulwarks, boat, mainrail stove, cargo shifted, and a man washed overboard.

The Vera Cruz, Billater, from Manila to London, arrived off Deal with maintop gallantmast down.

The Marchioness of Londonderry, from Glasgow to Ceylon, &c., grounded at Dumbarton, April 15; she succeeded in getting off during the night, and now lies at the Tail of the Bank, awaiting a favourable wind.

The Earl Dufferin, Hackett, from Cardiff to Yokohama, has been towed into Vigo, dismasted.

The Michael Scott, of London, Llewellin, off No. 50,019, from Newcastle to Galle, with coal, was spoken on the 10.th Oct. last, in lat. 39 N., lon. 16 W., and has not since been heard of; she has been posted at Lloyd's as a missing vessel.

MISCELLANEOUS.

At ST. HELENA, March 7, Francisca Camogli (barq.), Gionferri, from Sourabaya, and sailed same day for Falmouth; 8, Puritan (ship), Doane, from Manila, and sailed same day for New York; 8, Kirkland (barq.), Colledge, from Foochow and Singapore, and sailed, 9, for Falmouth; 9, Telanak (ship), Lusink, from Batavia, and sailed, 11, for Amsterdam; 9, Pacifique (barq.), Bertho, from Sourabaya, and sailed, 10, for Gibraltar; 10, Queen Victoria (barq.), Quinn, from Pasaroeang, and sailed, 12, for Falmouth; 10, Papillon (barq.), Leveque, from Samarang, and sailed, 11, for Falmouth; 11, Batavia (barq.), Lackrooy, from Macassar, and sailed same day for Amsterdam; 12, White Adder (ship), Harriss, from Shanghai, and sailed the same day for New York; 13, Hollandia (barq.), Hissink, from Batavia, and sailed same day for Amsterdam; Albert Gezard (barq.), Agraud, from Bangkok, and sailed same day for Marseilles; 16, Ægidia and Pauline (ship), de Groot, from Banjoewangie, and sailed, 17, for Dordrecht; 16, Victoria Cross (ship), Burns, from Rangoon, and sailed same day for the Channel; 17, Pactole (barque), Ollivana, from Bangkok, and sailed, 18, for Marseilles; 19, Yarra (barque), Orfeur, from Formosa, and sailed same day for New York; Louis August Constantijn (barque), Rotgans, from Batavia, and sailed, 20, for Amsterdam; 20, Endymion (ship), Richardson, from Foochow, and sailed, same day, for London; Butz (schooner), Stoesel, from Banda, and sailed, 21, for Rotterdam; 21, Cervantes (ship), Cortina, from Manila, and sailed, 23, for Cadiz.

Off ST. HELENA.—March 21, Glamorganshire, from Canton, for New York; 10, Rajpoot (English ship), from Colombo, for London; 19, Ariande (barque), from Hong Kong, for Hamburg; 7, Petit Poucet, from Sourabaya, for Amsterdam, 93 days out.

Advices from New York, April 9, state that the Marshal Pelissier (barque), from Singapore to that port, which put into St. Thomas, Feb. 19, leaky, was to be sold April 1; the cargo will be forwarded in the Saga, Norwegian barque.

At PORT SAID, April 21, Glenlyon (Str.), from London for China, &c.

NOTICES TO MARINERS.

Philippine Islands—South-West Coast.—Sunken danger near Tanalutan Island.—The Spanish Government has given notice of the existence of a sunken danger, on which the gun-boat *Samar* obtained soundings when to the eastward of Tanalutan island, near the south-west end of Mindanao. This danger (*Samar rock*) is a bank of rock and sand about half-a-mile in extent, with only 14 feet on the central part, and general depths varying from 6½ to 9 fathoms. From Samar rock the hill of Tanalutan island bears W. by S. ½ S., and Sibago island South (easterly). These bearings place the danger in lat. 7 deg., long. 122 deg. 24 min. E. Another bank is reported 4 miles to the eastward of Samar rock, but its position was not ascertained.

Illana Bay.—Pinatayan Bank.—The commander of the gun-boat *Marireles* has ascertained the position of the Pinayatan bank, to the north of Bongo island in Illana bay, and which has a depth of from 11 to 22 feet on it. This bank consists of two reefs, parallel to each other, extending 4 cables in a S.S.E. and N.N.W. direction, and is a cable broad. From the eastern part of the bank the north point of Bongo island bears S. ½ W., and Point Matimuz of Tetian E. by S. ¼ S., which places it in lat. 7 deg. 28 min. N., long. 124 deg. 2 min. E.

Manila Bay. Harbour light, entrance of Pasig River.—The Spanish Government has given notice that from the 1st Jan., 1874, a *fixed green* light would be exhibited from an iron stand, painted dark red, on the battery of the southern mole at the entrance of Pasig River, Manila Bay. The light is elevated 16 feet above high water, and should be seen from off the entrance of the river, between the bearings of N.W. and S.E., at a distance of one mile. It bears south from the red light on the north mole. Position—Lat. 14 deg. 36 mins. 20 secs. N., long. 120 deg. 57 mins. 20 secs. E.

IN consequence of the strikes in the shipbuilding yards the P. and O. Company's new steamers Teheran and Kashgar will not be round to London for some three weeks.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketting.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Eurus	Singapore	London..	March 6	...	100	...	15	...	30	...	...	1000	245	1500	...	...	...	...	...	...	...	145	38	2800	...	3500	92	642	520	1100	176	...	...	...	250
Eliza Shaw	Shanghai	,,	,, 27	101	160	...	...	...	...	...	...	125	266	233600	...	...	...	1725	842	...	...	...	237	667	...	300	916	144	1118	1517	259	...	...	...	...
Coulnakyle	Yokohama	,,	,, 30	...	50	...	...	...	38	...	...	...	361	...	...	...	...	770	...	...	...	62	190	136	...	200	209	774	515	3000	...	...	193	...	...
Do.	Hiogo	,,	,, 30	...	...	...	50	...	...	...	...	...	293	...	...	...	...	...	...	...	...	...	7	...	46	...	...	...	...	...	...	...	...	...	...
Taitsing	Hong Kong	,,	April 2	...	134	136	...	...	113	...	1	...	3471	199200 &£223	...	...	...	128	...	5000	63	165	324	761	...	...	171	62	228	228 &£50	...	...	...	...	...
Leucadia	Shanghai	,,	,, 11	104	230	...	...	...	401	...	2	...	359	330800	...	...	...	...	...	1120	...	28	115	...	...	...	205	...	109	2515	327 £12	...	...	496	17
City of Halifax	Batavia	Livrpool.	March 4	142	168	129	...	4	16	...	...	270	1498	...	...	...	...	...	925	8800	...	10	50	...	...	...	...	...	...	123	483	...	78	...	...
Do.	Sourabaya	,,	,, 4	...	...	...	50	...	...	...	...	57	456	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	190	...	...	...	...
Cathaya	Yokohama	,,	,, 24	212	57	...	...	...	5	...	...	...	45	...	...	...	...	1215	...	...	42	...	20	...	...	...	75	...	...	...	...	...	209	...
Princess Louise	Singapore	Glasgow.	April 8	...	153	...	25	...	...	...	...	...	337	...	...	...	...	90	...	33500	...	...	...	...	...	...	...	...	...	83	498	...	125	...	...
Marchioness of Londonderry	Colombo	,,	,, 15	344	21	...	15	...	...	...	...	...	847	...	...	...	73	...	...	24050	...	821	...	895	...	1542	51	734	361	£178	501	...	...	...	£135
Cosmopolyta	Ilo Ilo	,,	,, 16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85	...	...	...	...	31	...	375	...	...	...	...	...	...
Clymping (addl.)	Colombo	London..	Feb. 25	...	...	...	...	...	...	...	...	...	163	£40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
Lothair	Shanghai	,,	April 15	101	227	...	...	...	200	...	...	...	386	1172400	...	...	...	...	...	...	...	9	90	...	...	...	140	78	380	...	...	...	...	430	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Eurus	Singapore	...	421	...	...	117	14	...	...	20	...	7	...	...	...	26	...	238	...	...	...	...	750	...	...	75	...
Eliza Shaw	Shanghai	...	15	...	...	347	...	...	...	17	...	5	...	...	...	20	...	40	...	...	...	10	...	...	35	262	...
Coulnakyle	Yokohama	...	382	1	2	150& 10cs.	107	...	...	634	...	400	...	...	...	...	120	...	...	...	...	...	...	88	...	3	...
Do.	Hiogo	...	...	...	...	5	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Taitsing	Hong Kong	550	1882	31	...	325	194	4	...	...	28	166	25	...	...	...	28	640& 84cs.	6	...	379	...	156	790	...	23	...
Leucadia	Shanghai	156910	1102	43	...	51	...	...	...	23	...	17	68	...	...	...	...	...	409	...	...	...	260	81	...	184	...
City of Halifax	Batavia	...	1938	814	...	35	...	...	...	...	...	...	...	...	...	...	...	90	...	...	...	...	39	...	...	...	...
Do.	Sourabaya	...	300	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cathaya	Yokohama	...	87	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Princess Louise	Singapore	30000	350	£32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54	...	...	...
Marchioness of Londonderry	Colombo	...	857	...	£98	...	...	...	...	268	...	...	...	...	...	...	...	...	...	...	5801	...	...	...	...	...	...
Cosmopolyta	Ilo Ilo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Clymping (addl.)	Colombo	2500	349	...	...	...	...	...	...	...	18	...	...	...	...	20	34	...	...	...	...	...	...	83	...	...	6
Lothair	Shanghai	...	169	...	...	13	...	...	...	38	...	116	...	...	...	...	...	...	17	...	200	...	400	75	...	110	...

ADDITIONAL.—Per *Eurus*.—Felt, £90; fire clay, £80; corks, £10.

Per *Eliza Shaw*.—Sugar, 19 cwt.; cement, 18 tons; wood cases, £12; fire bricks, £27; oakum, £70; flints, £70.

Per *Coulnakyle*.—To Yokohama: Lithographic stones, £42; mouldings, £30; fire bricks, £64; telegraph materials, £630. To Hiogo: Railway materials, £3,917.

Per *Taitsing*.—Corks, £10; cement, £5; sponge, £3; sugar, 90 cwt.

Per *Leucadia*.—Fire bricks, £50; clay manufactures, £26; cement, £35; patent packing, £48.

Per *City of Halifax*.—To Batavia: Roofing felt, £71; fire bricks, £185; spelter, 11 tons; cement, £14. To Java: candles, 2,000 cwt.

Per *Cathaya*.—Railway materials, £2,132.

Per *Princess Louise*.—Fire Bricks, £22.

Per *Marchioness of Londonderry*.—Sugar, 20 cwt.; cement, £440; tin plates, £170; flour, £247.

Per *Aurora Australis*, from London to Singapore, cleared April 14.—Coal, 705 tons.

Per *Lothair*.—Grindstones, £15; shafts, £11.

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OVERLAND ROUTE.—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, April 9 & 23, at 2 P.M., and every alternate Thursday.	Friday morning, April 17 & May 1, and every alternate Friday.	Monday, April 20 & May 4, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, April 9, at 2 P.M., and every fourth Thursday.	Friday morning, April 17, and every fourth Friday.	Monday, April 20, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000 000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
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Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Bonbaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two. Threadneedle-street, London, 1874.

NATIONAL BANK OF INDIA (LIMITED).

Subscribed Capital ...	... £932 650
Paid-up Capital ...	... 464,625
Reserve Fund	... 25,000

Number of shareholders, 781.

Head Office—80, King William-street, London, E.C.
Branches—Calcutta, Bombay, Hong Kong.
Agents at Madras—Bank of Madras.
Agents in Edinburgh—Messrs. Dalmahoy and Cowan, W.S., 12, Hill-street.
Agents in Glasgow—Messrs. Mackenzie, Gardner, and Alexander, No. 153, St. Vincent-street.

BOARD OF DIRECTORS.
R. O. CAMPBELL, Esq., Chairman.
E. W. WINGROVE, Esq., Deputy Chairman.

Seth A. Apcar, Esq.	W. S. Fitzwilliam, Esq.
John Borradaile, Esq.	W. E. Frere, Esq.
J. R. Boyson, Esq.	R. P. Harrison, Esq., C.S.I

Chief Manager—R. O. Sawers, Esq.
Manager in London—James Windram, Esq.
London Bankers—Bank of England, National Provincial Bank of England, National Bank of Scotland.
Solicitors—Messrs. Lawrance, Plews, and Boyer.

At the Ordinary General Meeting of the Shareholders of the National Bank of India (Limited), held within the City Terminus Hotel, Cannon-street, on Wednesday, the 22nd April, 1874, R. O. Campbell, Esq., in the chair, the following resolutions were proposed, seconded, and carried, viz.:—

1st. That the report and statement of accounts for the half-year ended 31st Dec., 1873, now presented, be received and adopted, and that a dividend at the rate of 6 per cent. per annum for the half-year, free of income-tax, be paid to the shareholders registered on the books of the Company at this date, and that the same be payable on and after the 23rd inst.

2nd. That J. R. Boyson, Esq., be re-elected a Director of the Bank.

3rd. That E. W. Wingrove, Esq., be re-elected a Director of the Bank.

4th. That R. P. Harrison, Esq., be re-elected a Director of the Bank.

5th. That Mr. C. N. Cooke and Mr. Francis Cooper be appointed Auditors for the current year.

6th. That the thanks of the meeting be tendered to R. O. Campbell, Esq., for his able and courteous conduct in the chair this day.

R. O. CAMPBELL, Chairman.

[Extracted from the Minutes.]

R. O. SAWERS, Chief Manager.

National Bank of India (Limited), 80, King William-street, E.C., London, 22nd April, 1874.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

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J. LYONS, Manager.
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Restaurant and Table d'Hote. Baths and all other conveniences.

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Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

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12, RUE CASTIGLIONE, 12.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

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—After safely struggling through the winter, multitudes will fall victims to the throat and chest complaints common in the spring. If the first symptoms receive attention and judicious treatment, not only will future danger be averted, but old ailments will give way, and better health will be attained than was enjoyed before the illness. No treatment for safety and certainty of success may be so confidently relied upon as that discovered by Professor Holloway, whose Pills and Ointment always restore the sufferer. While the Pills are taken in moderate doses, the Ointment should be well rubbed upon the skin, near the part affected, as actively as salt is forced into meat.

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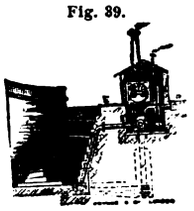
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

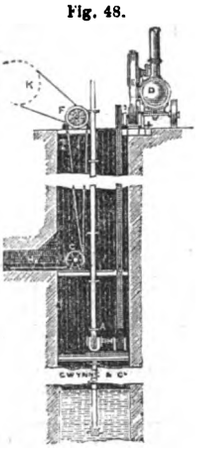
Fig. 39.



GWYNNE & Co.'s PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

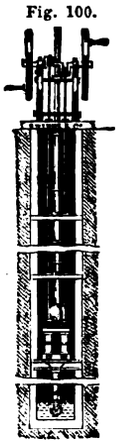
Fig. 48.



GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.

Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



GWYNNE & Co.'s IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

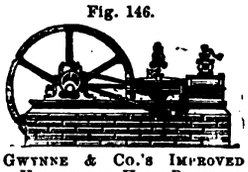
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.

GWYNNE & Co.'s IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & Co.'s IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gear, for economical working.

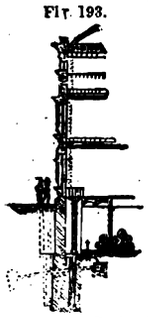
From 4 to 100-horse power.

Fig. 154.

GWYNNE & Co.'s IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 193.

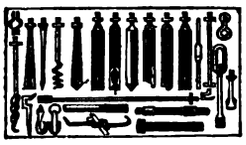


GWYNNE & Co's IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.

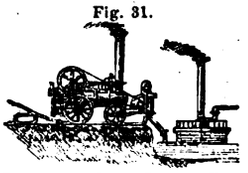


GWYNNE & Co.'s BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & Co.'s PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

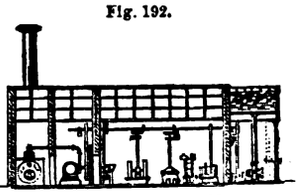
Fig. 142.

GWYNNE & Co.'s IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.

From 2½ to 30-horse power.

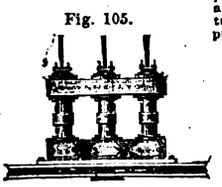
Fig. 192.



GWYNNE & Co.'s IMPROVED MACHINERY, FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 105.



GWYNNE & Co.'s IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & Co.'s IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

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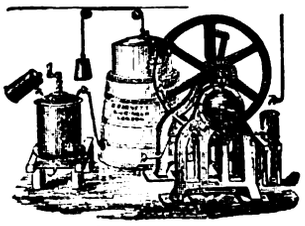

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Prize Medal Bottling Apparatus				9	0	0

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J. W. CUNNINGHAM, Secretary.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

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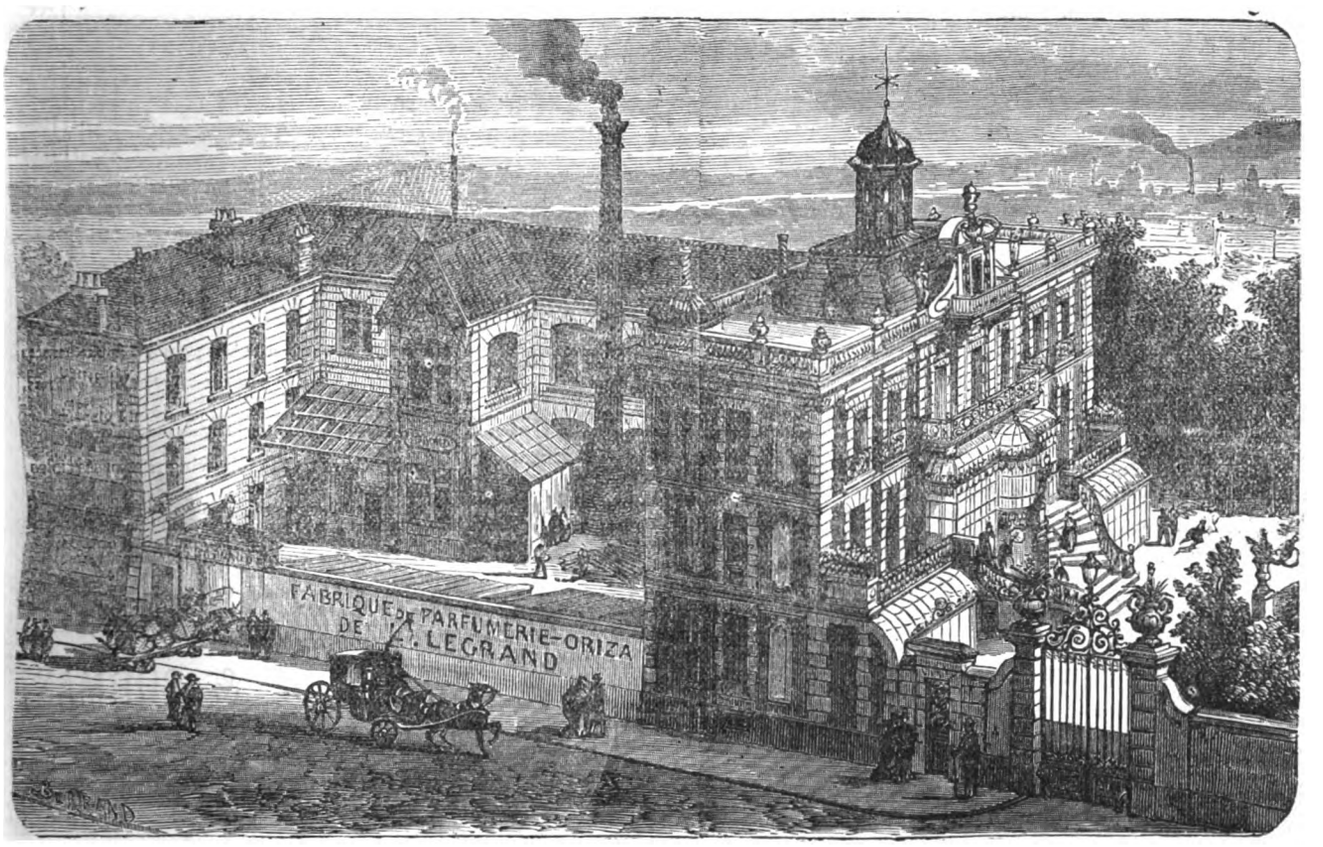

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ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchie without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases.

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. (Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

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Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama H. MACARTHUR; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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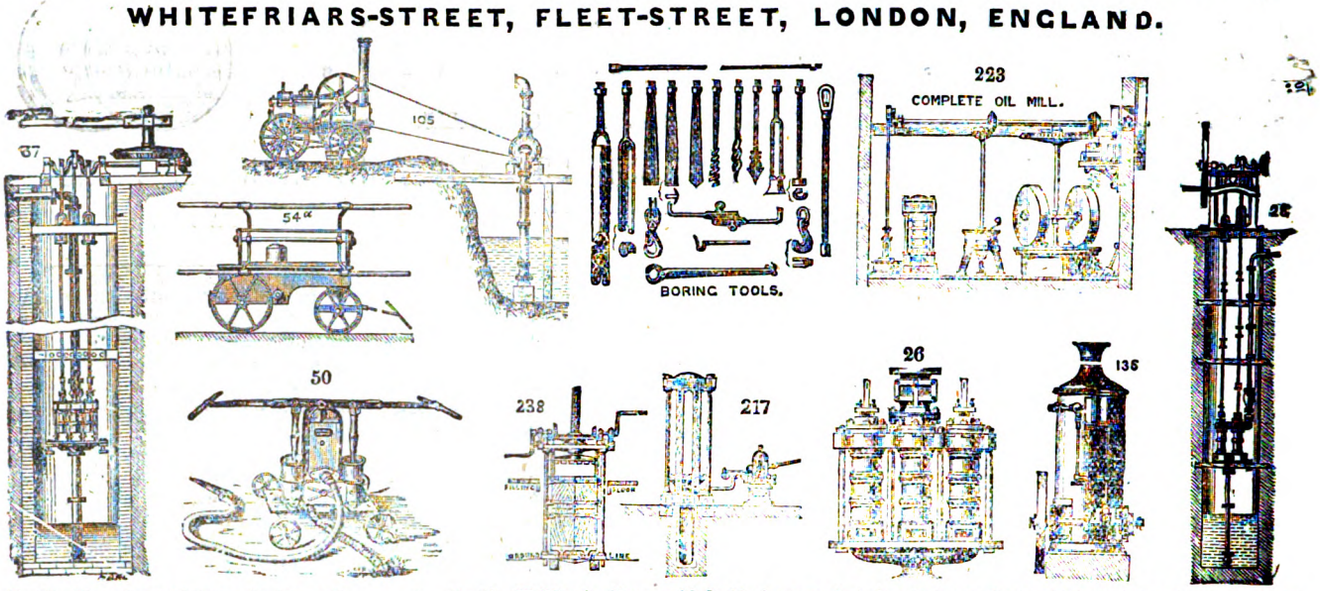
S. OWENS & Co., Hydraulic and General Engineers,

WHITEFRIARS-STREET, FLEET-STREET, LONDON, ENGLAND.

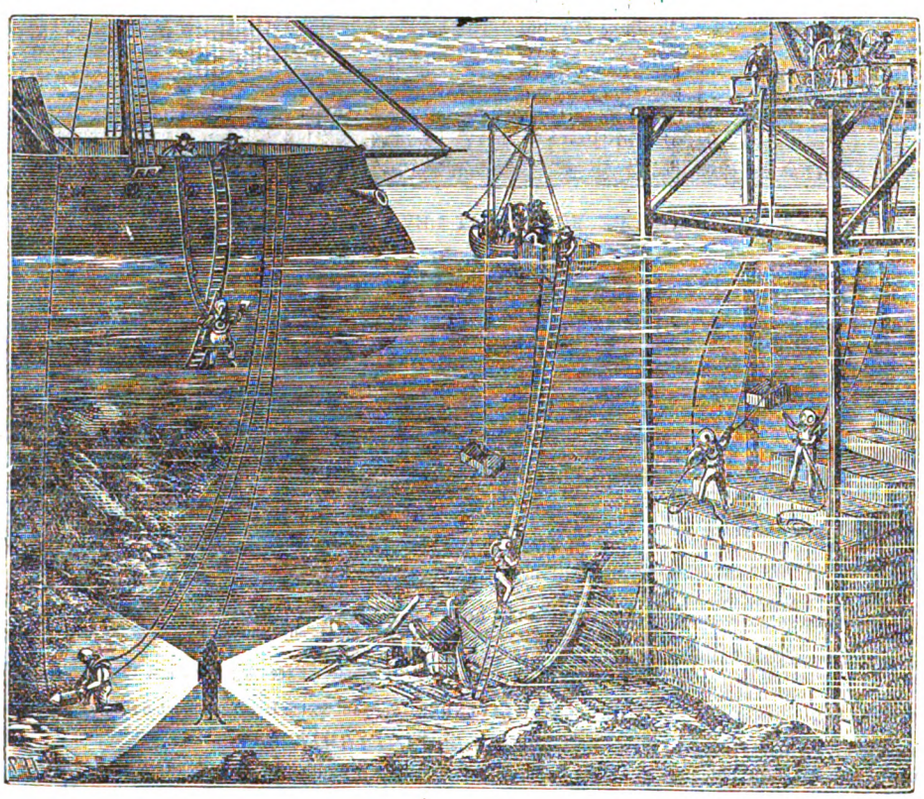


No. 37.—Horse Gear and Pumps for deep wells.
No. 105.—Portable Steam Engine and Patent Centrifugal Pump.
Improved Boring Tools for artesian or petrolium oil wells, testing ground for minerals, foundations for railway bridges or other works.
No. 223.—Complete Oil Mill.
No. 28.—Well Engine Frame, with double throw crank and pumps.
No. 50.—Patent double barrel Farm and Ship Fire Engine, Irrigating Liquid Manure and Cesspool Pump.
No. 54a.—Double barrel Fire Engine for Fire Brigade, Railway Stations, Mansions, &c., in galvanised iron tanks, on wheels, with hose pipes and appurtenances complete.
No. 217.—Improved Australian Hydraulic Wool Press.
No. 238.—Geared Screw Cotton or Wool Press.
No. 26.—Treble Brass Barrel Deep Well Pumps.
No. 136.—Vertical Steam Engine and Boiler.

S. OWENS & Co. beg to call the attention of Engineers, Contractors, Merchants, Shippers, and others to the following list of Articles manufactured by them, of which a large Stock is kept on hand:—

Oil Mills	Water Wheels	Hose Pipes	Well Boring Tools	Contractors' Pumps	Deep Well Pumps
Hydraulic and Screw Presses	Steam Winches	Cast and Wrought Pipes	Hydraulic Lifting Jacks	Centrifugal Pumps	Wind Engines
Steam Engines, Fixed and Portable	Turbines	Tanks	Mortar Mills	Mi ie Pumps	Pile Driving Engines
Steam Cranes	Hydraulic Rams	Water Cranes	Ships' Pumps	Railway Station Pumps	Ice Making Machine
	Fire Engines	Stand Posts	Steam Donkey Pumps		

CATALOGUES AND ESTIMATES FREE ON APPLICATION.



SIEBE & GORMAN,

ESTABLISHED 1820,

Submarine Engineers and Sole Contractors to the Royal Navy.

No. 5, DENMARK-STREET, SOHO
LONDON, W.C.

Messrs. S. and G. beg to call the attention of their patrons and public in general to their "Patent Diving Apparatus," by which two Divers can work simultaneously and at different depths, entirely independent of each other, and in the case of one Diver being entangled in cordage of wreck, &c., another Diver can be sent down from the same pump to clear him. We are the only Patentees and Sole Makers of this Apparatus.

The above Apparatus has been entirely adopted in preference to all others by the Military School of Engineering (vide *Times*, May 20th, 1868); also by the principal Civil Engineers and Contractors; also at the recovery of treasure from the "Hamilla Mitchell," when the Diver worked four hours consecutively at a depth of 144 feet (vide *Times*, Sept. 1st, and *Graphic*, Nov. 5th, 1870).

A TRAINED STAFF OF DIVERS FOR HOME AND FOREIGN SERVICE.

Illustrated and Descriptive Catalogues to be had on Application.

ENGINEERS AND MACHINISTS, ICE MAKING MACHINERY, STEAM ENGINES BOILERS, DIVING BELLS, PUMPS, &c.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.
Seventy already sold—fifty now on the register.
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VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

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NOTICE.

VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE.

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT.

For giving whiteness, velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Ess. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the skin

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated,

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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PRIZE MEDALS, 1851.

BURROUGHES & WATTS,

PRIZE MEDALS, 1862.

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

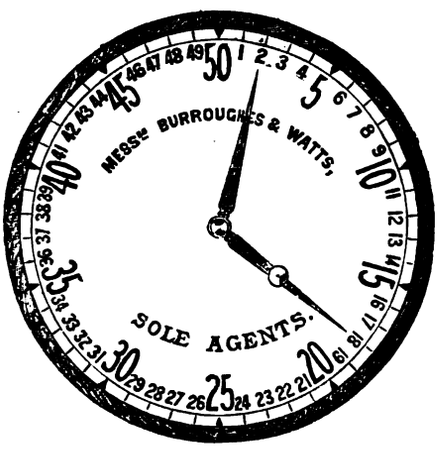
COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



COOK (Champion) and BENNETT (ex-Champion) use B. and W. Tal[illegible] for their Matches and in their Rooms (twenty always in play).

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Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

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Great Mail Route, via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway transit across the American Continent, and other information, apply to H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

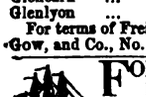
Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	May 20
Glengyle	100 A1	1,676	200	To follow
Glenfalas	100 A1	2,120	330	June 16
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencagles	100 A1	2,120	330	New boat
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



FOR YOKOHAMA AND HIOGO.—The undermentioned high-classed SHIPS will be despatched as follows:—

Ship.	Class.	Tons.	Dock.	Last shipping day.
John Milton ...	A1 14 yr.	619	E.I.D.	With des.
Denbighshire ...	A1 15 yr.	483	E.I.D.	To follow
Carnarvonshire ...	A1 14 yr.	388	E.I.D.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street London, E.C. (corner of Cornhill).

With quick despatch,

FOR SHANGHAI DIRECT, the splendid composite clipper ship MIKADO, A1 16 years, 643 tons register, J. ILBERY, Commander; loads in the East India Docks. This magnificent clipper is celebrated for her very rapid passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C. (corner of Cornhill).

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Peiho	... May 10	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Donnai	... May 24		
Mei Kong	... June 7		
Sindh	... June 21		
Anadyr	.. July 5		
Tigre	... July 19		

The Steamers of the 10th May, 7th June, and 5th July connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 24th May, 21st June, and 19th July connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SINGAPORE AND CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Sir Harry Parkes.....	A1 13 yr.	S.W.I.D.	With des.
Hong Kong	Hopewell ...	A1 13 yr.	S.W.I.D.	With des.
Hong Kong	Chinaman ...	A1 14 yr.	E.I.D.	To follow
Singapore ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Singapore ...	Hope	AA1	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jno C. Munro	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

STEAM TO PENANG, SINGAPORE, HONG KONG SHANGHAI, YOKOHAMA, and HIOGO.—The magnificent steamship BENGAL, 2,636 tons gross register, 275-h.p. nominal, built for the P. and O. Company by Messrs. Tod and McGregor, and engined by Messrs. Laird Bros., loading in the Victoria (London) Docks. To sail April 28.

Apply at once to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; or 109, Leadenhall-street, London, E.C., and 51, Pall-mall, S.W., London.

CASTLE LINE OF STEAM PACKETS, FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-h.p. nominal, is now receiving cargo at Glasgow, and will shortly be at a loading berth in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., No. 5, East India-avenue, Leadenhall-street, E.C.

HONG KONG, with quick despatch, the LORD MACAULAY, A1 14 years.

Apply to ROBERTSON and Co., No. 5, Newman's-court, Cornhill, E.C.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on average in thirty-eight steam days):—

Prins van Oranje	...	2,700 tons	1,600-h.p. (effective)
Conrad	... ...	3,000 „	1,600 „ „
Koning der Nederlanden	.. ...	3,000 „	1,600 „ „
Prinses Amalia	...	3,500 „	1,600 „ „
Voorwaarts	... ...	3,000 „	1,600 „ building.
Prins Hendrik	...	3,000 „	1,600 „ building.

The CONRAD is appointed to leave Southampton on the 18th May for PADANG, BATAVIA and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger Fares from Southampton:—First-class, £58, and upwards; second-class, £33.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King-William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

SHAW, MAXTON, and CO. will despatch the undermentioned high class ships as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong ..	Falcon.....	A1 14 yr.	794	S.W.I.	With des
Shanghai ...	Lucerne ...	A1*	608	S.W.I.	May 10

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The s.s. VASCO DA GAMA, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama on the 10th May.

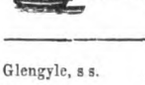
The s.s. VANCOUVER, 3,000 tons, will leave San Francisco for Japan and China about the 10th June.

For Through Tickets from Liverpool to Japan and China apply to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C., Shipping Agents in London to the C.T.P.S.S. Company.

With quick despatch.

FOR YOKOHAMA AND HIOGO, the well known China clipper LAUREL, A1 14 years (owned by Messrs. John Willis and Son), 638 tons register; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Glengyle, s s. ...	1,676	McGregor, Gow, & Co.	May 8
Glenroy, s.s.... „	2,121	Do.	May 26
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	May —
LIVERPOOL.			
Menelaus, s.s. ...	1,519	Alfred Holt ...	April 30
Ajax, s.s.	1,549	„ ...	May 14

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 27, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS," A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 557.] LONDON, MONDAY, MAY 4, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 2.
JAPAN—Yokohama	Jan. 16	Mar. 7	Mar. 17
Yedo			
Osaka and Hiogo	„ 9	„ 3	„ 9
Hakodadi			
Nagasaki	—	—	„ 13
CHINA—Peking	—	—	„ 7
Tien-tsin	—	—	„ 13
Chefoo	—	—	„ 12
New-chwang			
Hankow	—	—	„ 14
Kin-kiang	—	—	„ 14
Chin-kiang	—	—	„ 6
Shanghai	„ 30	„ 18	„ 20
Ningpo	—	—	„ 17
Foochow	—	—	„ 23
Formosa			
Amoy	—	—	„ 23
Swatow	—	—	„ 24
Hong Kong	Feb. 13	„ 26	„ 26
Canton	—	—	„ 24
Macao	—	—	„ 25
PHILIPPINES—			
Manila	Jan. 30	„ 11	„ 19
COCHIN-CHINA			
Saigon	Feb. 13	„ 21	„ 30
SIAM — Bangkok	—	—	„ 27
BORNEO—			
Labuan	—	—	„ 27
Sarawak	—	—	„ 19
JAVA — Batavia	„ 20	„ 28	„ 29
Samarang	—	—	„ 17
Sourabaya	—	—	„ 17
MALACCA STRAITS—			
Singapore	„ 27	Apr. 1	Apr. 3
Penang			
CEYLON—			
Galle	Mar. 13	„ 7	„ 10
Colombo	—	—	„ 8

THE MAILS, &c.,

The French mail, bringing advices as above, was delivered, *via* Marseilles, on Saturday, two days in advance of its due date. The next inward (P. and O.) mail, with dates Yokohama, 24th; Shanghai, 27th March; Hong Kong, 2nd; Singapore, 9th April, is due, *via* Brindisi, on Monday next, the 11th inst.

The repairs to the telegraph cable between Saigon and Hong Kong were completed on the 30th ult. The cable, it is stated, had been wilfully damaged.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Meikong*, arrived April 30.—From Yokohama: None. From Shanghai: Messrs. Lay, Taylor, Borntraeger, Reunioli, Mouillesseaux, Mrs. Forbes, Mrs. Richardson. From Hong Kong: Messrs. Barrington, Kidd, Tuton, Garcia, White, Henderson, Babut, Berwick, Boulle. From Saigon: Messrs. Baker, Tadden, Olzan, Mr. and Mrs. Hamonic, Mrs. and Miss Gourdeau. From Batavia: None. From Singapore: Messrs. Cox, Patterson, Sancho, Lopez, Ferrier, Guttieres, Gonzales, Rey, Ramon, Barnum, Alloin, Ronald, Cary, Curtis, Walker. From Galle: Messrs. Orchard, Morrison, Young, Choule, Dawson, Cameron, Mr. and Mrs. Vandespar.

PASSENGERS OUTWARD.

Per P. and O. steamer *Cathay*, from Southampton, April 23.—To Yokohama: Mr. Iwaseki. To Shanghai: Lieut. J. Phelips. To Hong Kong: Lieut. Kelly, Dr. and Mrs. Park, child and servant. To Singapore: Mr. C. Stringer, Mr. and Mrs. D. H. Dent, Mr. and Mrs. Carrington and child, Miss Carrington, Mr. R. le Mesurieur. To Ceylon: Mr. G. M. Fowler, Capt. and Mrs. Thompson, Mr. H. W. Gillman, Mr. P. W. Conolly, Mr. R. W. Forbes, Mr. J. C. Rodger, Mr. and Mrs. Wood and three children.

Per P. and O. steamer *Sumatra*, from Venice, May 1.—To Ceylon: Mr. and Mrs. C. F. Braine.

Per P. and O. steamer *Malwa*, from Southampton, May 7.—To Ceylon: Mr. Maclean, Mr. D. Skine, Mr. C. Good, Mr. and Mrs. Howland, Mrs. Crigren, Mr. and Mrs. J. Ryle, Mr. B. White.

Per P. and O. steamer *Ceylon*, from Venice, May 15.—To Yokohama: Mr. O. Eckels.

Per P. and O. steamer *Ceylon*, from Brindisi, May 18.—To Hong Kong: Mr. and Mrs. H. C. Bachelor.

Per French steamer *Peiho*, May 10 (booked from London).—To Yokohama: Mr. C. Tasahara. To Batavia: Miss Schukking, Mr. J. S. Toussaint, Mr. and Mrs. C. L. Cramer. To Singapore: Mr. Sagittaire. To Galle: Mr. Hermenegilde.

Per French steamer *Donnai*, May 24 (booked from London).—To Hong Kong: Mr. Merian. To Singapore: Mr. Leonard, Mr. and Miss Engster.

Per French steamer *Meikong*, June 7 (booked from London).—To Yokohama: Mr. C. J. Zaal.

Per steamer *Bengal*, from London April 29.—To Yokohama: Messrs. Takeya, G. Terazaki, S. Idzuka, T. Masaki, Iwari Ieuni, Motomochi Iwano, S. Okazaki K. Sugi T. Mil, Kunisawa, Matui, Capt. Coward and Miss Coward.

Summary of News from the Far East.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes:—

I forgot to mention in my last letter that the Corean Envoy had arrived at Peking, accompanied by a number of his countrymen. At present, not including the shipwrecked men, there are about one hundred Coreans at the capital. Four days ago I met six of these on the South Bridge (Nan-yu-keaou), and entered into conversation with them. Amongst many other things, I asked them if their Envoy had yet seen the Chinese Emperor; and the reply was "yes, at the Kin-lau-teen, on the morning of the first day of the year, but only at a long distance, with the high officers of the Empire and some Mongolian officers." The Kin-lau-teen is, it is necessary to say, the reception hall of the Emperor at the palace. From this it would appear, then, that the audience of the Corean Envoy and the Mongolian Princes did not take place in the building known as the Taze-kwang-ko, where the Ministers of Great Britain, France, Russia, America, and the Netherlands were admitted to their audience. The Corean Envoy took forty-five days to make the journey from the capital of Corea to the capital of China; and I am informed, but whether it is correct or not I cannot affirm, that his residence in Peking, according to some old regulation, is limited to forty days. It appears that in three months' time another Envoy from Corea will reach here. One of the S. S. N. Co.'s steamers would easily convey the Corean Envoys and their suites from Corea to Tientsin in three days, and as the land journey from Tientsin to Peking can be performed in carts in two days, the whole distance could then be effected in five days, making a saving in time alone of forty days—to say nothing of the hardships over the rough roads of Leaoutung and Manchuria.

By the *Haining* we learn that the Peiho is entirely free from ice, and that there is now as much water in the river as when she made her last trip on the 6th December. Upon arriving in Tientsin on the 8th the *Haining* was welcomed by the Chinese with demonstrations of crackers, &c., the reception usually accorded to the first steamer of the season. Tientsin was found to be in a state of utter quietude, there being not the slightest indications of anything like a disturbed state of feeling. The Viceroy's soldiers were located in the city, but the place was never in better order. Two gunboats were in port, one British and the other Russian, and the *Fusing*, *Chihli*, *Taku*, and *Appin* were already in the river when the *Haining* commenced her return voyage.

SHANGHAI.

The present mail brings advices from this port to the 20th March; the P. and O. mail from London Jan. 23 arrived out on the 13th March, and the following French mail of Jan. 30 was received on the 18th March. The following items of news are from the *North China Herald*:—

It is said that the Chinese authorities meditate sending, at no distant date, an experimental squadron of two or more of their new fleet on a voyage to Europe. This praiseworthy project is reported to have the warm support of the Viceroy of the Two Kiang, and we trust nothing will occur to check its being put

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in execution. It will be a startling novelty for the West to find that China, so long absorbent of European gunboat strength, is actually sending forth some of her own.

It is gratifying to know that the Chinese Government has received very favourably a proposal that it should co-operate in the Universal Exposition of Products and Manufactures which is to be opened at Philadelphia in 1876, as one of the grand features of the centennial celebration of the independence of the United States. The proposal was made through Dr. Williams, United States Charge d'Affairs, and responded to, we believe, by Prince Kung, as Chief of the Chinese Foreign-office. Orders are to be issued to the northern and southern superintendents of trade and other provincial authorities, to have the design of the Exposition made known by proclamations addressed to the mercantile, manufacturing and producing classes, and inviting them to prepare exhibits to be forwarded under Government auspices. A special Commission is promised, to attend the Exhibition and superintend the Chinese department, to be selected from the Customs' staff by the Inspector-General. We hope the Government will also see fit to send a few mandarins of good standing as members of this Commission.

The appointment of Secretary to the Municipal Council has been given to Mr. Souper, the Assistant Secretary.

The annual meeting of the Shanghai Rowing Club was held at the Club on the 18th, Mr. R. W. Little in the chair. The report of the Committee and Treasurer's statement were passed; the latter showing a credit balance of Tls. 757.05, which was considered most satisfactory. Messrs. Little, Haslewood, Glass, Muller and Fuller were elected the new Committee, and Mr. Little Captain of the Club. A resolution was passed that ladies introduced by members should be considered honorary members of the Club.

The Rev. Pere David, whose travels in Kiang and return to Kiukiang with much impaired health, but with valuable scientific spoils, we recently noticed, arrived in Shanghai a few days ago. Dr. Shearer, of Kiukiang, who will be passing through Shanghai for Europe early in April, has, we understand, agreed to read a paper and to exhibit a large collection of specimens of the geology and botany of the Leusan and Poyang districts before the Royal Asiatic Society. Let us hope that Pere David will, on the same occasion, enrich the society by some specimens of his store of observations accumulated in the same province.

The annual general meeting of the shareholders in the Shanghai Steam Navigation Company was held at the offices of the Agents, Messrs. Russell and Co., on the 16th of March. Present, F. B. Forbes, Esq., President, in the chair; J. Dent, Esq., and F. D. Hitch, Esq., Directors; and Messrs. Rowley Miller, E. McLoughlin, M. Young, W. W. Lovett, J. F. Goodfellow, E. Seligmann, N. B. Hinckley, A. G. White, C. A. L. Dunn, F. D. Barnes, S. Daly, G. A. Butler, F. A. Groom, G. Wheeler, W. S. Maclean, H. T. Wade, A. T. Carmichael, W. Mitchell, G. Withers, H. Cordier, Choping, Koofongtsung, &c., representing 17,404 shares.

The President, in moving the adoption of the report, said that the main feature in the accounts was the fact that the Insurance and Deprecation Fund was Tls. 372,000 less than it was last year. Although the report contrasted unfavourably with those of the preceding seven years the directors were glad to say the future prospects were in every way encouraging.

The amount of net gain on the running accounts of the steamers and godowns is Taels 106,379.11. After paying the usual dividend of twelve per cent. and returns to contributors, there remained at debit of profit and loss account a balance of 132,225.56. This had been carried to debit of insurance and depreciation fund, which was also debited with Taels 200,000, for the net loss on the steamers *Kiangloong*, *Moyune* and *Chnsan*. A further sum of Taels 40,061.81 had been written off for loss on sale of the *Manchu* and in reduction of capital cost of other steamers, leaving the balance at credit of Insurance and Depreciation Fund at Taels 701,613.86.

The competition on the Yangtsze had been terminated by a friendly agreement with the China Navigation Company (Limited), which ensured the harmonious and profitable working of the river trade. The earnings on the company's other lines promised to equal the average of former years, and as reductions had been made in important items of expenditure, the shareholders confidently expected that their investment would continue to yield a satisfactory return.

The report was then adopted, and votes of thanks to the president and directors passed.

A correspondent at Ningpo writes:—We have had a charming theatrical performance here, which was given at the residence of H.M. Consul. The piece played was *Betsy Baker*; Mr. Alabaster's drawing-room made an admirable little theatre, and the performers went through their parts with a verve and ability that would have done credit to professionals, "Betsy" was played by a lady of whom I can only say that she acted perfectly; and though the part of "Mrs. Mouser" did not afford so much scope for acting, every point makable out of it was made, and Marmadake's ecstasy for his Stasy dear was shared by the audience. The male parts were equally well supported, and the prompter's voice was not heard, nor—greater proof of the smooth way in which the piece went—did the company fall foul of him after. After the *Moral Allegory!* we had a reading from Orpheus C. Kerr, by a young American in the Customs, who astonished everyone by the admirable way in which he did it; and then supper, followed by a carpet dance, graced by no less than nine ladies.

We notice that Mr. G. F. Seward, U.S. Consul-General, arrived on the 13th by the *Thales*, from a tour of inspection in the South.

Among the passengers by the *Haining* is the Hon. T. G. Grosvenor, Second Secretary at the British Legation, Peking, who has been transferred to Berlin.

The Irish residents of Shanghai celebrated Saint Patrick's-day by a dinner at the Club, under the presidency of Mr. J. I. Miller; Mr. R. H. Boyce taking the vice-chair, and Dr. Jamieson and Mr. Kingsmill the croupier's seats. About 40 sat down. Songs were numerous, and speeches good, and a thoroughly enjoyable evening was spent.

Advertisements confirm the rumour which has been current for some days, that the S.S.N. and C.N. Companies had agreed to raise the rates of freight on the Yangtze, and to run steamer for steamer. It is formally announced that the rates of freight will in future be Tls. 5 per ton for measurement cargo, and Tls. 4 for tea. The steamers of each Company will leave either end (Hankow and Shanghai) on alternate days.

Mr. F. W. Mitchell, H.M. Postmaster-General at Hong Kong, has succeeded in obtaining from Her Majesty's Office of Works the position occupied by the Old Gaol, in Peking-road, as a site for the British Post-office, and the building of new offices will be immediately commenced. We are glad that after many successions of changes the British Post-office will at last be located in a permanent building of its own, and in a site sufficiently near the centre of the Settlement.

HONG KONG.

Our advices by the present mail extend to the 26th March; the French mail from London Feb. 13 arrived out on the day this mail left. The *Daily Press* supplies the following items of intelligence:—

It is proposed to establish an International Lifeboat Institution for the Coast of China. It will be under the control of the Consuls, Naval Officers, and Chambers of Commerce at the various ports, and the patronage of Prince Kung will be solicited should he be found willing to support the scheme. Some carefully prepared rules of and regulations for the guidance of the institution have been prepared, and it is intended that an exact copy of them shall be respectfully offered to his Imperial Highness Kung-ching-wang, to the Imperial Commissioner Superintendent of Foreign Trade, to the Tsung-li Yamên, and to the Governors-General and Governors of the Coast Provinces, and their high protection solicited in behalf of this charitable institution, equally beneficial to the Chinese as to all foreign nations.

The correspondent of the *Daily Press*, writing from Macao, reports further excitement in that settlement, following the elections. The late Commandant, Colonel Barbosa, left with his wife in the steamer *White Cloud*, to take passage for Lisbon in the French packet on the 26th of March. At the steamer's wharf there were many of his friends, both military and civil, to wish good bye to the old Colonel and his wife. Every one present was leaving the wharf, when a treacherous assault was committed on the person of Mr. Jozé da Silva, the editor of the *Independente*, by Mr. Moraes de Carvalho, aide-de-camp of the Governor S. Januario. The Governor S. Januario is going to take legal proceedings against Dr. Magalhães for abusive language he used in the letter which he wrote, and which was published on the 11th March. A "Conselho de Investigacäo" will be held to inquire into the case.

The report of the Chinese Insurance Company is as follows:—The net premia, after deducting returns and reinsurances, amount to $243,705.77; and adding thereto the balances of exchange and interest accounts, and transfer fees, the total net receipts of the company for the year aggregate $266,023.54.

The interest upon the capital, $36,000, and $55,963.39 upon adjusted claims having been paid, and after carrying forward to next year's account $8,000, the amount of premia on risks accepted prior to 31st December but not yet terminated, and the sum of $31,721.50 to suspense account to meet all claims pending upon known casualties, and providing for the working expenses of the office, agents' commissions, &c., and writing off one-third of the amount at debit of preliminary expenses, there remains a net profit of $90,000 available for appropriation.

In accordance with the articles of association two-thirds of such profit will be distributed as a bonus to contributors, the return on the premia being upwards of twenty-three per cent. The remainder will be placed to the credit of the reserve fund, which will then stand at $51,000. The directors with much regret announce that vacancies have occurred in the board of direction caused by the death of Mr. J. McDouall, and by the departure from the colony of Mr. O. Hoffman Burrows. Under clause 83 of the articles of association, Mr. S. E. Burrows and Mr. C. Morland Kerr have been elected by the board to fill these vacancies, subject to the confirmation of the shareholders. Mr

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A. McIver and Mr. H. Nicaise, who have audited the accounts, being eligible, offer themselves for re-election.

The British steamship *Vasco-de-Gama* left San Francisco on 21st February, at 3 P.M.; arrived at Yokohama on March 15th, at 5 A.M., and left again on the 17th, at 3 .P.M., and arrived in Hong Kong at 3 P.M. on the 24th. Had strong head winds and high sea from Yokohama, previous to which had very fine weather.

Several Chinese servants at the Lusitano Club had a narrow escape of being killed or injured yesterday by the fall of about thirty feet of cornice plaster work, of over a foot thick, from the upper wooden verandah facing Elgin-terrace into a yard beneath, where the servants' quarters and a billiard room open out. Fortunately no person got injured, and the *debris* in falling only broke a bucket.

A dinner was given by a party of Portuguese friends at the Lusitano Club on the night of the 23rd, in honour of Mr. J. A. Barretto, Sen., one of the founders of the club, and late clerk in the employ of Messrs. Jardine, Matheson and Co., in view of his retirement from Hong Kong. Mr. J. A. Barretto, Sen., departed yesterday to Macao, where he becomes connected with the firm of Messrs. A. A. de Mello and Co. About twenty-four Portuguese gentlemen and others, friends of Mr. J. A. Barretto, Sen., together with his three sons, met on the wharf, and gave him a hearty good bye.

The Hon. C. May, in his report on the Fire Brigade for January and February, states that "it is deserving of remark that for three months and a half during the cold season there has been no outbreak of fire in the city of Victoria." We suppose this shows the efficiency of the Fire Brigade, just as the absence of criminals shows the efficiency of the Police Force.

The report of the Postmaster-General shows that the dulness of trade, which has characterised the past year, has affected the postal revenue, which was only $181,279.22, against $193,240.78, the previous year, thus showing a falling off of $11,961.56 for the year 1873. The average number of days occupied by the mail steamers between this and home was about the same last year as the year previous.

The report of the Canton Medical Missionary Society for 1873 has been issued. The operations of the society have been going on satisfactorily, and are on the whole encouraging. The Rev. Mr. Faber, speaking of the Fumun Dispensary, says: "The Chinese commonly have more or less a sense of gratitude, and I myself do not feel discouraged at all. In seeking the welfare of the Chinese for their souls as well as for the bodies, we may be sure of gaining gradually some influence upon them; and such influence will stimulate their nobler faculties to better moral and religious exertions. All patients want to be treated with patience, and where the moral sense of man is out of order, even divine patience is necessary. To relieve suffering men from their pain, as much as is in our power, is, after all, a great recompense in itself.

PHILIPPINES.

MANILA.

On the 12th, 13th, and 14th March the annual races came off at Manila, and proved a great success. Thirty Philippine and four Chinese horses entered the lists. Twelve prizes were carried off by the former, of which one gained two prizes, and the others one each. As to their Chinese rivals, one named *Cui Bono* won five prizes, and another gained one prize for being second in a race. The *Diario* of the 17th March thus expresses its opinion regarding these foreigners:—"Of the four Chinese horses which made their appearance, only one drew special attention by its powers of endurance; the others of this origin which run did not exhibit superiority over those of this country. The one referred to is a handsome specimen of the renowned Tartar breed of horses, famous from remote times for their powers of endurance, although not for their form. These horses, we are informed, are not entire, because it is believed that the Tartar horse, which remains so, is untamable or nearly so. Perhaps, should the transport of sires of this race present difficulties, it would be preferable to import mares to improve the races of this country, to which those of Tartary and Mongolia bear some affinity."

The following is from the *Diario* of the 11th March:—"During the night of Sunday last two shocks of earthquake of short duration were, it is said, felt at Cavite." On the 3rd and 4th March a severe hurricane raged in the island of Leite, in the Philippines, causing great damage to houses, trees, growing crops, and coasting vessels. Persons on board vessels at sea could perceive pieces of zinc roofing on land torn off by the wind, and carried to a great distance; every gust of wind unroofed large numbers of nipa houses. Three persons are said to have been injured by the fall of houses or trees.

There is an authorised official notification from the Corregidor or chief magistrate, to the effect that people are required to paint or whitewash the fronts of their tenements, which, from neglect of the regulations, present a foul or unsightly appearance. A delay until the 28th March is allowed by the regulation, to admit of its being carried into effect; after which period defaulters will immediately have to pay the regulated fine.

STRAITS SETTLEMENTS.

SINGAPORE.

The advices by the present mail extend to the 3rd April; The French mail from London Feb. 27 arrived out on the 1st April. The following summary of news and comments are from the *Straits Times*:—

Considering the strong opposition manifested against the Preservation of the Peace Ordinance as it repeatedly came before the Legislative Council for renewal from year to year, it is somewhat surprising that this law, with the extraordinary powers it confers, has now been actually in force in Singapore for the past year and a quarter, during all which time the town has been under "proclamation," without awakening comment. We believe its operation has been prolonged at the request of the Inspector-General of Police, to afford him greater facilities in the prevention or suppression of disturbances. We are not prepared to oppose the view he takes, but it is evident that if he be correct, and it is impossible to govern our Chinese and native population in their ordinary every-day life without maintaining the suspension of the *Habeas Corpus* and the exercise of despotic power by the Government, then our penal laws and our machinery for preserving the peace are wofully deficient, and both urgently need amendment. It will, perhaps, be remembered that this journal rather favoured the Ordinance in question, as necessary in cases of emergency; but it was never contemplated that it should be made use of except in emergencies, and on this understanding it was placed permanently on the statute book of the Colony. We are under no apprehension of any abuse of power by the Executive, but nevertheless it is not comforting to reflect that we have no legal safeguard against oppression. As, however, in the existing state of our law, it has been deemed advisable to indefinitely continue the operation of this extraordinary measure to keep Singapore in order, we would urge upon Government the necessity of amending our ordinary law so as to enable them to deal with any emergency likely to arise, without depriving the subject of his rights or his liberties, or magnifying venal offences into serious crimes against the public peace.

The *Government Gazette* of the 28th, and an Extraordinary of the 31st March, notify the following appointments:—The Hon. T. Braddell, Attorney-General, to be Acting Colonial Secretary during Mr. Birch's absence; Mr. E. A. Irving, Assistant Colonial Secretary, to be Acting Auditor-General; Mr. E. H. Watts, Collector of Land Revenue at Malacca, to be Acting Assistant Colonial Secretary; and Mr. E. E. Isemonger, Assistant Treasurer at Malacca, to be Acting Collector of Land Revenue in addition to his own duties. These changes to take effect from 31st March.

Mr. W. Read, Netherlands Consul-General, having left for Europe, Mr. Sebastian Joseph Maier, Vice-Consul, has taken charge of the Consulate at Singapore. Mr. H. Paddy having resigned, the Governor has provisionally recognised Mr. Percy Padday as Netherlands Vice-Consul at Penang.

An order of the Governor in Council directs that the Table of Fees formerly levied in the Courts of Requests continue in force until the coming into operation of the Courts Ordinance, 1873. The Courts Amendment Ordinance, passed on the 28th March, restores the jurisdiction of the Courts of Requests to $50 in Malacca and Province Wellesley, but limits them to $10 in Singapore and Penang, as prescribed by the original Ordinance.

At a meeting of the Singapore Exchange, it was resolved to observe Good Friday, the 3rd, Saturday the 4th, and Monday the 6th inst., as general holidays.

The Colonial steamer *Pluto* has left for Penang. She took down the Hon. J. W. W. Birch, Colonial Secretary, who goes on a visit to Perak.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Cornabe and Co.'s Circular says:—Since the issue of our circular of the 3rd Feb. the business in Cotton Goods has been but trifling, owing to the intervention of the Chinese New Year holidays; the few transactions that have taken place have been restricted to 8¼lbs. Grey Shirtings, which are still quoted at Tls.1.90 to Tls.94 per piece. We look for more activity in the course of a fortnight, when the Gulf ports will be free from ice, and business thoroughly resumed. In Woollens and Metals we have no sales to record, and rates are purely nominal.

SHANGHAI, HONG KONG.—Business at these ports had been very quiet, and had called for no special remark.

MANILA.—There had been but little improvement in the general tone of the market for Plain Staples, although some few descriptions were in rather better enquiry, and the telegraphic advices of a weaker market in Manchester had rather tended to make holders more willing to quit their stocks before cheaper goods could come into competition. Coloured goods of suitable descriptions, more especially Prints were readily taken up on arrival, at fairly remunerative rates.

SAIGON.—The market remained in much the same unsatisfactory condition as last advised and in some instances even a further concession in price had been submitted to.

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EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1873, to March 18, 1874	71599234	51751292	361183	15877477	138674186	43416
From June 1, 1872, to March 18, 1873	75318551	51669463	104023	21054261	148146298	56201

Shipments since last report, and included in above total :—

March 1 per Antenor (str.)	From Canton	...	18,766	
— 5 ... Delhi (str.)	... Shanghai	...	—	214
— 10 ... Patroclus (str.)	... Shanghai, &c.	...	251,523	36
— 12 ... Peiho (str.)	... Canton	...	8,360	500

TO THE CONTINENT.

		Bales.
From June 1, 1873, to March 18, 1874	8338418	24287
Do. do. 1872, to March 18, 1873	6290817	22517

Shipments since last report, and included in above total :—None.

March 5 per Delhi (str.)	From Shanghai	...	—	67
— 12 ... Peiho (str.)	... Do.	...	—	327

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1873, to March 18, 1874	44850042	5267
Do. do. 1872, to March 18, 1873	59730444	8747

Shipments since last report, and included in above total :—

Feb. 4 per Atalanta (str.)	From Hiogo	...	208,969	
— 24 ... Great Republic (str.)	... Yokohama	...	386,956	22
— 25 ... Antenor (str.)	... Shanghai	...	17,659	
March 1 ... Do.	... Canton	...	53,995	
— 5 ... St. Andrew's Castle	... Shanghai	...	497,147	
— 11 ... Patroclus (str.)	... Do.	...	18,077	

TO AUSTRALIA.

From June 1, 1873, to March 18, 1874	...14,701,797
Do. do. 1872, to March 18, 1873	...16,374,653

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,608
1845 to 1846	57,334,200	18,600	1864 to 1865	121,336,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	93,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3⅞d.	4s. 3⅞d.	4s. 4d.
Shanghai ,, ...	5s. 11½d. to 5s. 11¾d.	5s. 11¾d.	6s. 0d.
Canton ,, ...	4s. 4⅝d.	4s. 4½d. to 4s. 4⅝d.	4s. 4⅝d. to 4s. 4¾d
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 4½d.	4s. 4½d.	4s. 4⅝d.
Manila ,, ...	4s. 1½d. to 4s. 2d.	4s. 1⅝d. to 4s. 2⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 302 to 303	220
,, Hong Kong	27 to 27½ dis.	—
Bar silver	Tls. 111.3.5	10 prem.
Mexican dollars	,, 73.1.4	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 41¼ per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 37½ per cent. discount.
China Traders' Insurance Company, $800 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 14 per cent. premium.
Hong Kong Fire Insurance Company, $302½ prem.
Union Insurance Society (new shares) $50 premium.
China and Japan Marine Insurance Company, Tls. 108 per share.
China Fire Insurance Company, $31 premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, $90 dis.
Shanghai Steam Navigation Company, 17 per cent. prem.

LATEST TELEGRAMS.

THE WAR IN SUMATRA.

THE HAGUE, APRIL 27.—The Government has received a despatch from Atchin, dated the 22nd inst., announcing that the flag of the Netherlands has been hoisted at Gighen. The Rajah of Pedir, who has hitherto been hostile to the Dutch, has now manifested a wish for a friendly arrangement.

THE HAGUE, APRIL 28.—The Government has received a despatch from Atchin, dated the 25th inst., announcing that the main body of the Dutch army would return on the following day to Java. Colonel Pel has been appointed commandant of the forces which remain in Atchin. Three war-ships have been sent to various points to settle political matters.

PENANG, APRIL 28.—The *Penang Gazette* publishes advices from Atchin, announcing that on the 11th inst. bodies of Atchinese, numbering altogether 8,000 men, attacked all the Dutch positions unsuccessfully. On the 16th the Atchinese attacked the Kraton, and were repulsed after an engagement lasting eight hours, in which all the Dutch troops took part. The latter lost six killed, including two officers, and sixty wounded. Fresh attacks from the Atchinese were daily expected. The greater part of the Dutch expedition was to leave on the 28th April, only 2,500 troops remaining in Atchin.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, March 13, Amoy; 18, Cawdor Castle (str.); from New York, 17, Ada; from London, &c., previous to April 29, Pouting, Caller Ou, Dartmouth, Gordon Castle (str.), Almada, Tchitatchoff.

At HONG KONG and CANTON.—From Cardiff, March 22, Channel Queen; 25, Maryan Holman.

At SINGAPORE.—From London, &c., previous to April 28, Janet Ferguson, Sylvia (str.), Achilles (str.), Montgomeryshire (str.), Brisbane, Min; 29, Vancouver (str.); from Liverpool, April 1, Kedron; from Cardiff, Amico Doge.

At SAIGON.—From Newcastle, March 2, Star of the Mersey.

At PENANG.—From London, April 25, Glenearn (str.).

At SAN FRANCISCO.—From Yokohama, May 1, Vasco de Gama (str.).

DEPARTURES.

From SHANGHAI.—None.

From HONG KONG and CANTON.—None.

From MANILA.—For London, March 7, Omba; 14, Selim; for Liverpool, 14, America.

From SAIGON.—For Falmouth, f.o., March 4, Annie Braginton; 7, Carl Ritter; 11, Anthon Gunther, Aline; 14, August Friedrich, Gryfe; 19, Berar, Kelso; 20, G. T. Ray; for Havana, 14, Altagracia.

From SINGAPORE.—For Boston, April 2, Ango.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 30, at London, from Colombo, Lord Raglan; 28, off Dungeness, from Batavia, for Amsterdam, Java Packet, Petit Poucet; 29, at Plymouth, from Colombo, Jessie Isabel; from Java, for Amsterdam, Maddaloni (str.); —, at Glasgow, from Sourabaya, Orienten; 28, at Texel, from Batavia, Borneo (str.); 29, at Palais B.I., from Sourabaya, Papillon; 30, off Holyhead, from Java, for Greenock, Guthenberg; May 1, at London, from Manila, Sonora; April 27, off Dungeness, from Batavia, for Amsterdam, Hollandia; from Banjoewangie, for Amsterdam, Ary Schaeffer (?).

DEPARTURES.—April 27, from Greenock, for Java, Mauritius; 30, from Liverpool, for Singapore, China, &c., Menelaus (str.); 22, from Lisbon for China, Deucalion (str.); March 28, from Rio Janeiro, for Galle, Clara Middleton; April 16, from New York, for Yokohama, Charles C. Leary; 30, from Liverpool, for Singapore, Bertie; May 1, from Liverpool, for Shanghai, Hawkow (str.); for Singapore, Robert Kerr; April 30, from Shields, for Batavia, Zuid Holland.

STEAMERS PASSED THE SUEZ CANAL.—April 30, Legaspi, from Glasgow to Manila; Buenaventura, from Manila to Liverpool.

CASUALTIES.—Advices from New York, April 17, state that the Puritan, Doane, from Manila, while entering the port, 16, struck on the bar, and sprung a leak, she had to be put ashore in the lower bay to prevent her sinking. She was floated, 18, and was towed to the city by two tugs. The Guthenburg, from Java to Greenock, arrived off Holyhead April 30, dismasted, and in tow of a tug.—Mauritius, April 2.—Only a few packages are damaged on board the Phrenologist; about 350 tons of cargo have been discharged to permit of the new masts being stepped; the vessel is repairing. The Peru (barq.), from Colombo to London, put in here (as telegraphed) to-day, having encountered the hurricane of the 24th to the 31st March; the vessel was making a great deal of water before anchoring here, but does not now appear to do so; has received damage to stern, part of which had to be cut away to get at a leak; lost upper works, &c.—Later advices from New York state that the Puritan has been floated, and is now being towed to the city by two tugs.

SPOKEN.—Alice Vennard (Amer.), Manila to Boston, Feb. 11, 8 N., 27 W.; Ernestine, Liverpool to Batavia, Jan. 27, 47 N., 10 W.; Wyk aan Zee, Amsterdam to Samarang, April 25, aff Dungeness; Benefactor, New York to Yokohama, Feb. 27, 2 S., 29 W.; Adelphoi, Cardiff to Singapore, April 7, 43 N., 10 W.

MISCELLANEOUS.—At Suez, April 28, Wyberton (str.), from Java, for Rotterdam; at Mauritius, March 22, Julia Ann, Hansen, from Batavia; 23, Sea Ripple, Pringle, from Singapore; 24, Chateaubriand, Hervé, from Saigon; April 1, Eva Joshua, Nicolin, from Singapore; 2, Berwickshire, Nott, from Chittagong; March 13, Hope, Robson, fron Chittagong, and sailed, April 3, for Ceylon; March 10, Marianne, Forster, and sailed for Yokohama.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CLELAND-HEYWOOD—On the 18th March, at Hong Kong, the wife of H. Cleland-Heywood, of a son.

COUSENS—On the 30th April, at 2, Clanricarde-gardens, Hyde-park, the wife of Charles Baxter Cousens, of a son.

FITZ-HENRY—On the 12th March, at Shanghai, the wife of D. Fitz-Henry, of a son.

JACKSON—On the 16th March, at the Chartered Mercantile Bank, Shanghai, the wife of Wm. Jackson, of a son.

JOHNSTON—On the 16th March, at Shanghai, Mrs. James Johnston, of a daughter.

MOORE—On the 19th Feb., at Tientsin, the wife of M. G. Moore, of a son.

MARRIAGES.

HAYLEY—LEE.—On the 25th April, at Galle, Ceylon, Charles Pickering Hayley to Gertrude Fanny, third daughter of the late George Lee, Ceylon Civil Service.

HUDSON—SCHULTZ.—On the 23rd April, at the Town Hall and Protestant Church, Mayence, by the Rev. C. Bauer, Sydney Hudson, of Manchester, to Elizabeth Louise, eldest daughter of Philipp Schultz, of Gartenfeld, Mayence.

SMITH—LEDWARD.—On the 30th April, at the Church of St. John the Evangelist, Frankby, Cheshire, by the Rev. C. E. Ledward, M.A., brother of the bride, assisted by the Rev. J. W. Unwin, B.A., Vicar, and the Rev. A. T. Lloyd, M.A., Jerome, only son of the late Jerome Smith, M.D., of Birkenhead, to Harriet, only daughter of Septimus Ledward, J.P.

SOLOMON—THOMSON.—On the 20th March, at Cape Town, Saul Solomon, Member of the Legislative Assembly, Cape Town, South Africa, to Georgiana Margaret, youngest surviving daughter of George Thomson, lately tenant of Haymount, Kelso.

DEATHS.

BEACHCROFT—On the 23rd April, at Shirley, Hants, Zoffany Douglas Beachcroft, formerly purser in the P. and O. Co.'s Service, in the 51st year of his age.

CLOUGHTON—On the 30th March, Captain William Cloughton, late of Singapore, for many years managing director of the Patent Slip and Dock Company.

DE SENNA—On the 15th March, at Shanghai, Ignacio Mathias de Senna, the beloved son of C. M. de Senna, aged two years.

HEYWOOD—On the 23rd March, at Hong Kong, the infant son of Henry and Ada Heywood, aged five days.

LIGHTFOOT—On the 20th April, at sea, of dysentery, on his way from Padang to Batavia, Robert Lightfoot, M.D., of Newcastle-upon-Tyne, aged 30 years, medical officer in the Dutch Expedition to Atchin.

MILLS—On the 2nd Feb., at Tungchow, of pleurisy, Rose Anna, beloved wife of Rev. Charles R. Mills, in the 40th year of her age.

SMITHERS—On the 26th March, at Hong Kong, Mr. M. W. Smithers, aged 21 years.

LANDOWNERS IN SCOTLAND.

Some curious and interesting statistics relating to the principal landowners to the north of the Tweed may be gathered from a Parliamentary return, which has just been printed by Messrs. Murray and Gibb for *Her Majesty's* Stationery Office at Edinburgh. It shows the name and address of every owner of an acre and upwards in extent, with the estimated acreage and the annual value of the lands and "heritages" of individual owners, and also the number (but without names and addresses) of individuals who own land less than an acre, and both lists are arranged under the respective counties. The return obviously may be consulted with interest both as to the extent of the largest properties and also as to the rentals of the chief landowners. Taking the Peerage alone and regarding its members as to their territorial acres only, the Ducal family of Sutherland stands first; the Duke and Duchess owning no less than 1,326,000 acres in the counties of Sutherland and Ross-shire; next stand the Earl of Breadalbane and the trustees of the late Marquis of Breadalbane, with 438,000 acres in Argyleshire and Perthshire; next the Duke of Buccleuch, with nearly 431,000 acres in Selkirkshire, Dumfriesshire, Peeblesshire, Kirkcudbrightshire, Roxburghshire, Lanarkshire, and Midlothian; the Earl of Fife and the trustees of the late Lord Fife, with 258,000 acres in Aberdeenshire, Banffshire, Elgin, and Forfarshire; next the Earl of Seafield, with 256,000 acres in Elgin and Inverness-shire; then follow the Duke of Athole, with 195,000 acres in Perthshire; the Duke of Argyll, with 174,000 acres in Argyleshire and Dumbartonshire; the Duke of Hamilton, with 151,000 in Lanarkshire, Linlithgowshire, and the Isle of Arran. Sir James Matheson, too, holds upwards of 400,000 acres, mostly in the North-Western Islands, however, where the land is not so valuable, owing to the difficulty of access by railroad, &c. The order of these magnates, however, viewed as to the actual rental of their estates, differs considerably from the above rough approach to the order of their territorial precedence. The rental of the Duke of Buccleuch, for instance, stands at the head of all, at £182,000; next follows that of the Earl of Fife, £76,000; next that of the Duke of Sutherland, £67,000; next those of Lord Breadalbane and Lord Dalhousie, each £58,000; next that of the Duke of Argyll £50,000; next the Marquis of Bute, £44,000; next the Duke of Athole, £40,000; then the Earl of Seafield, £37,000; and so forth. Then, again, taking the several Scottish counties in succession, the largest land owner in Aberdeenshire appears to be the Earl of Fife, with 139,000 acres, though in rental the Earl of Aberdeen stands above him with £40,000; in Argyleshire the name of Lord Breadalbane stands first in point of acreage, that family holding no less than 194,000 acres, though the Duke of Argyll, with a rental of £45,000, in that county, stands above the Earl; in Ayrshire the Marquis of Ailsa stands first both in land and in wealth, owning no less than 76,000 acres, with a rental of nearly £36,000; in Banffshire the Duke of Richmond, in right of his mother, who was a Gordon, holds the largest property, nearly 160,000 acres, though his rental is less than that of Lord Fife, whose name stands at all but £36,000; in Berwickshire the Earl of Haddington, with a rental of £15,000, stands at the top, though his lands fall short of the 18,000 acres owned by the Marquis of Tweeddale; again, in the joint county of Bute and Arran, the Duke of Hamilton holds the largest actual estate, 102,000 acres, though his rental of £18,000 is surpassed by Lord Bute with his £19,000. In Caithness-shire the Duke of Portland, with 81,000 acres, figures as the largest landowner, though the largest rent-roll is that of Sir George Dunbar, £11,000; in Clackmannanshire the Earl of Kellie stands first with 6,000 acres, and also with his rental of over £9,000, though Lord Zetland comes very near to him; in Cromartyshire the first name both in land and in wealth is that of Colonel George Ross, his acres being 7,000 and his income £4,000; in Dumbartonshire the name of Sir James Colquhoun stands at the head of the landowners, with 67,000 acres and nearly £13,000 rental; in Dumfriesshire the Duke of Buccleuch heads the list of territorial magnates with 253,000 acres and £94,000 rental; the same noble Duke has the largest rental, £28,000, in Midlothian, though the Earl of Rosebery owns a larger amount of acres in that county—namely, 15,000. In Elgin the name of the Earl of Fife stands first in both respects, with 40,000 acres and £18,000 rental; in Fifeshire the first name in each table is that of the Balfours of Balbirnie, whose acres are over 10,000 and whose rental is £15,000; in Forfarshire Lord Dalhousie heads the list, with 136,000 acres and a rental of £55,000; in Haddingtonshire Mr. Balfour, of Whittinghame, appears as the largest landowner, with upwards of 10,000 acres, though his rental is far less than that of the Earl of Wemyss, which is given at £22,000; in Inverness-shire there are very many estates nearly as large as that of Lord Lovat, who stands at the top of both columns, however, with 161,000 acres, and £28,000 rental. In Kincardineshire the acres of Sir Thomas Gladstone, 45,000 in number, stand first, though in point of rental he is surpassed by the Earl of Kintore, with nearly £17,000. In Kinross-shire the largest estate is that of the Right Hon. W. P. Adam, M.P., nearly 2,900 acres; but the highest rental is that of Sir G. G. Montgomery, a little over £3,000. In Kirkcudbrightshire the largest property is that of the Earl of Galloway, nearly 56,000 acres, though its rental does not come up to that of Mr. Constable-Maxwell, of Terregles, £12,000. In Lanarkshire, the acreage of the Duke of Hamilton stands at upwards of 47,000 acres, with an income, including minerals, of £95,000; the Earl of Hopetoun tops the two-fold list in Linlithgowshire, with lands of nearly 12,000 acres, and an income of upwards of £20,000, as does Lord Cawder in Nairnshire, with 46,000 acres, and a rental of nearly £8,000. In Orkney, the largest landowner is Mr. Heddle, of Melsetter, who is entered for 50,000 acres, but his rental is small by the side of that of Mr. Balfour, of Balfour, upwards of £7,000. In Peebles, the first place is claimed by Lord Wemyss, whose acreage exceeds 41,000, and his rental is upwards of £14,000. In Perthshire, the Duke of Athol stands first, his acreage being no less than 194,000, and his rental £40,000; Lord Breadalbane coming very near to him with 193,000 acres. In Renfrewshire, the largest estate is that of Sir Michael Shaw Stewart, nearly 25,000 acres, but the highest rental is that of Mr. Spiers, of Elderslie, nearly £15,000. In Ross-shire, the name of Sir James Matheson stands first in right of his 406,000 acres, but his rental falls short of that belonging to Mr. Matheson, of Ardross, £20,000; in Roxburghshire, the largest number of acres, 104,000, belonging to the Duke of Buccleuch, whose rental, however, within this county, falls considerably short of that of the Duke of Roxburghe, nearly £44,000; in Selkirkshire, however, the Duke of Buccleuch stands *facile princeps* in both lists, with 60,000 acres and nearly £20,000 rental; in Stirlingshire, the Duke of Montrose heads the list, with nearly 69,000 acres, and a rental of over £15,000; in Sutherlandshire, the Duke of Sutherland is quite unapproached by any rival, his acres being upwards of a million, and his rent within the county upwards of £56,000; in Wigtonshire the first name in both lists is that of the Earl of Stair, who holds upwards of 82,000 acres, with a rental of £43,000; in Zetland or Shetland, the largest property in point of acres appears to belong to the "Trustees of the Busta Estate," 29,000 acres—more than double that of Zetland—and its rental, £2,700, stands highest in that far distant island. As a proof of the strength of clans in different localities, especially in the Highlands, we may add that various members of the noble house of Forbes, to the number of nearly 20, hold in Aberdeenshire about 85,000 acres, with a rental of upwards of £30,000; and that the Campbells of Argyleshire, including all their several branches, appear to hold no less than 769,000 acres, with a rental of some £74,000, besides 78,000 acres more in Inverness-shire, and 46,000 more in Nairnshire; and possibly other outlying property in other counties.

THE tenders for the performance of the mail service in the Dutch East Indies connecting with Singapore has been again offered for competition, and the tender of the present contractors, the Netherlands India Steam Navigation Company, has been accepted at some reduction on the existing subsidy. The period of renewal is, we understand, ten years. The new contract has not yet been drawn up, but the changes on the last will be very slight.

MR. H. G. KENNEDY read a paper before the Society of Arts, on the 1st inst., on the subject of the "Ruins of Cambodia, and the Antiquities of Indo-China." Having traced the several points of resemblance and dissemblance in language and customs between the Cambodians, the Siamese, and other contiguous nations, and given a brief outline of the facts which are known of their political and social history, Mr. Kennedy proceeded to the more immediate subject of the paper, a description of the ruins of Cambodia, chiefly drawn from personal observation. His remarks were supplemented by the production of photographs of ruined temples and other buildings, and copies of inscriptions found upon the walls, which latter Mr. Kennedy, although modestly disclaiming any pretensions to profound scholarship, appears to have translated with much ability. Mr. Hyde Clarke presided over the meeting, and led off a brief discussion upon the paper, in which several gentlemen, with an evident knowledge of and interest in the subject, took part.

The Messageries Maritimes steamer *Meikong*, with the present inward mail, arrived at Marseilles at 1 P.M. on the 30th ult. She brings 102 passengers and a general cargo, including 1,137 bales of silk, 5,022 packages of tea, and 794 of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer *Copernic*, due in London on or about the 12th inst.

THE China Trans-Pacific Steamship Company's steamer *Vancouver*, Captain Shaw, arrived at Singapore 29th April, and sailed for Hong Kong 1st May, all well. The *Vasco de Gama*, Captain Rice, arrived at San Francisco 1st May, all well, seventeen days eight hours from Yokohama, and will sail for Yokohama and Hong Kong on 15th.

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Naval and Military.

A work of national importance was consummated last week in the completion of the stupendous steam hammer erected at the Royal Gun Factories, Woolwich. At the first trial it worked with the most perfect ease, and the big steam cranes on either side, each of which will lift from 80 to 100 tons, swung round with the greatest freedom. Although it has been described as a 30-ton hammer, the weight of the falling portion is really within a few pounds of 40 tons, and the force of the falling weight is accelerated many times by the use of steam to drive it down from the top. Herr Krupp, the German gunmaker, has a hammer which is reckoned at 40 tons, but it is calculated that the one in Woolwich Arsenal is at least four times as powerful, Krupp's hammer having no other force than its own dead weight. It is estimated that the use of "top steam" is equal to allowing the hammer to fall of its own weight from a height of 80 feet. It has been allowed a striking fall of 15 feet 3 inches, and nobody has yet determined what is the actual force of the blow which it will strike. The hammer is 45 feet in height, and covers with its supports a base of about 120 feet square. Above the ground it weighs 500 tons, and the iron in the foundations below weighs 665 tons. It has cost altogether about £50,000.

A report by Captain Glover, R.N., on the conduct of the officers and men belonging to his expedition, has just been laid before Parliament. He thanks them for their cheerfulness and perseverance on the toilsome march from the Volta to the Prah, and through subsequent privations until the force fell in with the rear guard of the main body. The march was over a precipitous and densely wooded country, covered by almost impenetrable jungle and trees of the largest size. Progress was constantly impeded by bog, and morass, by trees, and by streams, the mountain-paths being merely water-courses, with large granite boulders from which torrents caused by tropical rains had washed the soil. After mentioning the officers who specially distinguished themselves, Captain Glover refers to the conduct of his native allies. "The King of Eastern Akim," he says, "one or two chiefs, and perhaps some hundreds of his men, are the exception to what I am about to report, viz., that the Eastern Akims are the most abject cowards it is possible to conceive. They would neither scout, patrol, reconnoitre, carry, nor fight." The sole exceptions to the prevailing cowardice of the eastern tribes of the Protectorate were two companies of native Christians, "who proved themselves the only reliable men of the large force lately assembled on the Volta."

The first four of the 81-ton guns, which are to form the armament of the future ironclad Inflexible, will be proceeded with as soon as the experimental one has been completed and proved. The total length of the new gun, including the plug screwed in at the breech end, will be 27ft., and the length of bore 24ft. In the first instance the calibre will be 14in., but ample provision is made in the thickness of the steel tube to increase that figure 16in. if deemed desirable. The rifling has not yet been decided on, but will be a matter for consideration as the gun approaches completion. Neither the weight of projectile nor the quantity of powder to be contained in the cartridge for the 81-ton gun has been positively fixed, but the first will probably range between 1,000 lb. and 1,200 lb., while the second may be estimated at about one-sixth of that amount.

Owing to the difficulties and dangers of navigation among the islands in the South Pacific, the following steam schooners have been added to the fleet on the Australian station as tenders to the Pearl, the flagship on that station, for special service :—The Alacrity, Lieut.-Commanding F. W. Saunders; the Beagle, Lieut.-Commanding F. S. Rendell; the Conflict, Lieut.-Commanding A. R. Mansell; the Renard, Lieut.-Commanding T. Suckling; and the Sandfly, Lieut.-Commanding W. H. Nowell. They are constructed of a light draught of water to allow of their cruising in and out among the 200 islands in the South Pacific which form a large portion of the Australian command.

Surgeon-General T. G. Balfour, M.D., will shortly assume charge at Gibraltar, which is in future to be placed under a Surgeon-General. Dr. Balfour will be relieved as Principal Medical Officer at Netley, by Surgeon-General J. Fraser, M.D., C.B., from Aldershot; Deputy Surgeon-General C. A. Gordon, M.D., C.B., proceeds from Dover to Aldershot; and Deputy Surgeon-General Sir A. D. Home, K.C.B., recently promoted for his services on the West Coast of Africa, will be Dr. Gordon's successor at Dover.

The Warrior, armoured iron frigate, is being prepared at Portsmouth for commission as a flagship. It is understood that she will be the flagship of the Commander-in-Chief of a squadron of six ironclads that are to take the place of the Agincourt, Northumberland, and other ships, now under Rear-Admiral Hornby's command, as the Channel Squadron in the autumn of the present year. The Black Prince, sister vessel to the Warrior, will carry the flag of the officer second in command of the squadron.

The members of the United Service Club, Pall Mall, have invited Major-General Sir Garnet Wolseley, Sir Archibald Alison, Captain Sir John Edmund Commerell, Colonel Festing, Captain Grubbe, Commander Glover, Captain Luxmore, and other leading officers of the Ashantee expedition, to a banquet at the Club on the 5th inst., on which occasion the chair will be taken by the Duke of Cambridge.

A commencement has been made at Chatham Dockyard in breaking up the Thunder, 14, armour-plated floating battery, she having been condemned as unfit for further service. The Thunder is one of the batteries constructed during the Crimean war, and for many years she has been used at Chatham as a floating workshop.

The command of the Northern Division of the Bombay army has become disposable—Major-General Sir E. L. Russell, K.C.S.I., being about to be promoted to the rank of lieutenant-general. Sir Edward was appointed to a Bombay division December 30, 1870.

A large apparatus for washing tents, blankets, and other necessaries by machinery is being fitted up at the western end of the Royal Dockyard at Woolwich for the use of the military.

A naval pension for lieutenants of £50 a year, vacant by the death of Commander William Wright, has been awarded to Commander W. Scrymgour.

It is reported that the brevet rank of Captain is likely to be introduced to compensate old subalterns for the increasing slowness of promotion.

The Imperial German screw corvette Nymph, Captain Von Blanc, from the East Indies, last from Fayal, has arrived at Plymouth, *en route* for Kiel.

Lieutenant W. Tylden, of the Royal Artillery, has been posted to the 2nd Brigade, serving in Ceylon.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, APRIL 28.

Ever since the resolution was passed prohibiting the circulation of Austrian florins, half and quarter florins, great uncertainty has prevailed as to whether the prohibition extended to the Austrian thaler, and a great many people, both tradesmen, money-changers, and even banks, refused to take them. The wording of the new currency law is doubtful and may be read both ways, and as it has reference to an object of considerable importance, for fifty millions of them have been coined, by far the greater part—if not all—circulating in Germany, it was found needful to take measures to allay the general feeling of alarm and uncertainty, by declaring them to be a legal tender, the same as the other dollars minted by the German Government, till the introduction of the new currency, when they will all be exchanged for gold and put out of circulation. A short Bill to that effect has therefore been brought in by ministers and passed *nem. con.* by the German Parliament.

In the same sitting (April 18), on the second reading of the supplementary credits for the expenses of the Empire in 1874, Herr Mosle, the member for Bremen, objected to the item of 18,000 thalers for the purchase of two plots of land on the Island of Koo-lung-su for the Consulate about to be removed from Foochow to Amoy, and moved as an amendment to add the words "as well as for the erection of the needful buildings." At the first reading of the Bill the Ministerial-Director, Von Philipsborn, had stated that it was now impossible to purchase the two plots of land with buildings on them, as originally intended, but they must be content with one single unbuilt-on plot and erect on it the buildings suitable for the offices of the Consulate and the residence of the Consul. Herr Mosle therefore recommended his amendment to the consideration of the House. The building which was to be erected with the 18,000 thalers would effect a corresponding saving in rent, and pay an interest equal to ten per cent. on the investment. When one considers that the German Empire can obtain capital at four per cent. interest, the cost of the building would be paid off and amortised in twelve years. Herr Mosle then took the opportunity of bringing before the notice of the House a circumstance of much importance for German shipowners that is also in close connection with the Consulate at Amoy and Foochow. There exists in China a passenger conveyance for workmen, who move from one place to another in search of employment. They are native Chinese who quit their homes for three or four months at a time to seek work in other ports. They come on board the German vessels as ordinary steerage passengers, feed themselves, and leave the ship in about a week, when the voyage is concluded, which cannot be a long one, as it is performed at the period of the monsoons. The German Government recognises and protects this conveyance of passengers, which is all very proper and satisfactory; but it appears great complaints are made—more especially by the owners of the Bremen ship *E. von Beaulieu*, Captain Schneider—that the Consul at Amoy interprets his instructions in a manner detrimental to the interests of German shipowners. This innocent conveyance of regular passengers appears to be mistaken for the pernicious coolie trade. It is quite in order, and does the Germans great credit for their feelings of humanity, that the coolie trade is regarded with horror and suspicion; but it is directed to America, whilst this is simply a conveyance of Chinese passengers from one port in Eastern Asia to another exclusively. If the Government issues regulations for the guidance of the Consuls, they ought to be made known to the shipowners; otherwise they are induced to send out their vessels to the Far East, where they find regulations in force which prohibit them from doing just what they are sent out to do. It is therefore highly desirable that the regulations issued to the Consuls abroad should be communicated to the shipowners at home, and be so framed as to admit the greatest latitude for free and unshackled liberty of movement.

Vice-Chancellor von Delbruck accepted the alteration proposed, and explained that the regulation complained of did not emanate from the Home Government, but was made by the Consul in execution of the power invested in him for carrying out the provisions of a law promulgated by the Chinese Government. It can only be in the interests of the German Empire to allow such facilities in the conveyance of passengers as do not interfere with the cause of humanity.

In reply to a question put by Herr von Hoverbeck, President Delbruck explained that the alteration in the sum originally asked for was caused by one of the two plots of land having been sold in the meantime, and that therefore it was deemed expedient to purchase an unbuilt-on plot and erect on it the buildings required for the consulate. As this plot was vacant land, it would, of course, be purchased much cheaper, and it might be assumed as certain that the total expense would not exceed the estimate.

Herr Kapp wished for information whether the Imperial Government had any official knowledge of German subjects and merchants carrying on a coolie trade between Macao and Callao under the Peruvian flag, and of German captains conveying coolies from the East of Asia to Peru, and if so, what steps the Chancellor had taken to put down this pernicious traffic.

Vice-Chancellor Delbruck stated in reply that such a case had cer-

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tainly been related in a newspaper correspondence. It was there maintained that a German mercantile firm at Hong Kong had taken part in shipping coolies, and that very dreadful things had happened in consequence. The affair became first known by the contents of a Blue-book recently laid before Parliament by the British Government. But after examining into the facts of the case, we can only say that if there was anything illegal in the transaction purported to have taken place, it was done at Hong Kong, which is under British jurisdiction, so that a prosecution of the parties compromised could only be undertaken by the British authorities, and if they elect to take it up we have promised our full concurrence and assistance. But after hearing the opinion of their law officers, they have decided not to open criminal proceedings or go further into the case, with which decision any action on our part is cut off. The Minister then proceeded to give the history of the coolie trade from China, and the particulars of the regulations inforce issued by the representatives of the different flags, but, of course, only binding on their own nationals. This will serve to explain the reason for German Consuls making such strict regulations as to elicit complaints from the Bremen shipowners. With this episode the debate was closed, and the grant was passed without a division.

The compromise entered into between the Government and the Parliament with respect to the peace establishment of the army by allowing the number of men required by the Minister for War, and granting the needful sums for their support in a state of efficiency, though only for a limited period (till the end of 1881), has given general satisfaction, except in the ranks of the Ultramontanes and the social democrats, whose number happily is comparatively small, though still large enough to require being closely watched and kept under the thumb. It is considered that with a standing army of 401,000 men, so superbly organised, armed, clothed, officered, mounted, drilled, and disciplined, as the German forces are, where all are inspired with the most enthusiastic patriotism, and each man knows what he has to do in a case of emergency, it is generally felt that Germany can sleep in perfect security, and may with confidence sing the refrain of the celebrated "Wacht am Rhein," which stirred up the German mind to the highest pitch of enthusiasm when the late war broke out—

Lieb' Vaterland, kannst ruhig sein,
Denn treu und fest steht die Wacht am Rhein.

Dr. Johannes Roesing, a native of Bremen, who, though quite a young man, may be called the Nestor of the German Consuls—being, I believe, the senior in that branch of the service—retires from his post of Consul-General in New York, where a great banquet was given in his honour by the Germans there on his departure from the United States. It is said that Prince Bismark requires his assistance for some time in the Foreign-office at Berlin, after which he will be nominated to the first diplomatic appointment that becomes vacant in the Far East. His successor has not yet officially been announced, but it is generally understood—and not been contradicted—that the post is offered to Dr. Klauhold, a native of this city, who was formerly in the diplomatic service of the deposed Elector of Hesse, then chief editor of the *Bremen Handelsblatt*, subsequently Vice-President of the Hamburg Bürgerschaft, and now managing director of the Hamburg and Bremen Fire Insurance Company in this city.

COMMERCIAL.

The Tea market is firm, and holders of Congou sorts are difficult to deal with, as they generally demand higher prices than have been hitherto paid; but all descriptions are inactive, the only sales by importers being 238 packages of Souchong, and 137 ditto of Pekoe. There is no alteration in the value of Rice, and the demand is slack. Cassia Lignea is out of favour, and considerably lower, it being offered at 66 marks to 67 marks, without attracting buyers. Flores also lower, and quoted at 112 marks to 113 marks. But the most serious fall is in Pepper, which continues without interruption its downward tendency. Singapore is offered at 58 marks to 59 marks, Penang at 52 marks to 53 marks, and White at 95 marks. Star Annis is also lower, the market being unexpectedly flooded by a large parcel from New York.

SHIPPING.

The only vessel to report to-day is the departure of the Francis and Amanda for Macassar.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, APRIL 29.

It was my intention to have given you a translation of the principal speeches which were made during the last Atchin debate, but on perusing the official *Byblad* I find that it is not worth the trouble. The public sitting was only a sham-fight, after a four days' battle with closed doors. The curiosity of the public is not in the least satisfied, and dealing in such a manner with the interests of the nation has created general discontent. It was asserted that some official documents were laid before the members, about which no public debate could take place, but these papers would scarcely require four days' discussion *en comite general*. Various rumours are current about this secret debate; it is said that Mr. Stieltjes made a vigorous attack on the administration of our army and navy, that Mr. Van de Putte delivered a brilliant oration, that Mr. Kuyper made a fiasco of his maiden-speech, &c. Of course, these are merely *on dits*; but what we positively know is that some Members belonging to the malcontents were quite satisfied with the explanations which were given by the Minister. Mr. Van Houten was converted to a positive defender of the Government, and Mr. Gratama showed himself a warm champion of the Ministry, and declared that the country was fortunate in being governed by a Cabinet which holds the reins with so firm a hand. It was only Mr. Nierstrasz who disapproved of what had been done, but even he declined to propose a vote of want of confidence, "because there was already so much mischief done that the little which still remained to muddle could easily be left to the Minister of the Colonial Department.' Notwithstanding this sharp remark, not one member of the majority—there is once more a Liberal majority in the Chamber, since Mr. Schepel was elected for the district of Appingadam—rose to propose a vote of confidence, which ought to have been done, because it was clearly proved that the Cabinet had not made such a mess of the Atchin affair as was supposed. It cannot be denied that events have not taken the course which was desired, and even those who unreservedly support Mr. Van de Putte agree that there is something wanting in our relation with Atchin; but it is quite wrong to ascribe this to mismanagement, and to apply the dangerous rule *post hoc ergo propter hoc*. Most certainly it was unfortunate when we involved ourselves in a war with Atchin; but we must now say *z*, because we have said *a*, as the old Dutch proverb purports. Of course it will still cost us many lives, and a good deal of money and trouble, but we cannot make any concession to the poor "annexed" Atchinese without sacrificing our authority.

The Chamber, since the Atchin debate, has dealt with matters of secondary interest for your readers in the Far East, if I except the fact that the well-known conclusion of the Commission appointed to examine the protest of Mr. Winckel—who was forced to leave Java because he wrote some articles which did not please the Governor-General—has been approved of. You will remember that the minority of the Commission disapproved of the expulsion as being illegal, but the majority of the Chamber agreed with the majority of their Commission. To-morrow the Bill of Mr. Van Houten, to limit the hours of work for children in the manufactories, will be laid before the members. I should be very much surprised if this measure is carried. There is a good deal of opposition, even amongst the Liberals, and the principal objection is, What will poor parents do with their children if it is forbidden to send them to the manufactories, in order to earn a small pittance!

Now that we are approaching the 12th of May, the national festival of the twenty-fifth anniversary of our King's accession to the throne, a sort of Orange-fever has attacked the country. Amsterdam will spend some hundreds of thousands of guilders upon the receptions of his Majesty, who will be visited there by the Russian Czar, on his way to England; and all the other towns and villages will organise *fêtes* to commemorate the day.

The suspension of the *Arerysselsche* Bank and of Messrs. J. H. Schuymer and Zoon at Amsterdam was followed by the failure of the *Kassier* Wolff at Zwolle. Of course this has increased the general distrust and has checked business at the Bourse, where a lull continues to prevail. I am glad to state that the Steamship Company *Nederland* will be able to declare a dividend of 5½ per cent. for the year 1873. According to official statistics the following merchandise of home manufacture was forwarded last year from Holland to our East India Colonies:—159,600 ps. madapollams, 84,500 ps. drills (bleached and unbleached), 76,000 ps. calicos, 70,500 ps. shirtings (bleached and unbleached), 6,502 ps. bleached cambrics, 4,900 ps. cotton for shirts, 8,783 ps. cotton for napkins, 4,035 ps. blankets, 1,260 ps. satteens, and 30,960 kilograms of mule twist.

Some days ago the *Handelsblad* announced that the several *nuances* of the Liberal party would be united again, and the day before yesterday the Amsterdam election-clubs *Grondwet* and *Burgerplicht* surprised the public with a programme as the bases for the union *in spe*. I should be much astonished if the project prove successful.

Rumours are circulating in the Hague that the Prince of Orange is to be married to Princess Thyra Amelia Carolina Charlotte Anna, daughter of the King of Denmark, who was born on the 29th of September, 1853. I cannot assure you that this report is true, but it has made the round of the papers without contradiction.

A young lady, Miss Jacobs, of Sappemeer, has passed with the greatest success the examination for a medical degree. This is the first lady in our country who has achieved the distinction.

Mr. Nierstrasz, the mouthpiece of the Opposition, is about to resign his post in the navy. He was on the eve of being promoted, and would have been obliged to seek re-election to his parliamentary seat. This is probably the true reason for his resignation.

There continues to be great difficulty in providing for the East India army the necessary staff of medical officers. The Ministry has offered in vain a premium of £500, but our medical men seem to shirk th service.

PRODUCE MARKETS.

COFFEE.—The market closes firm, in consequence of the satisfactory result of the last Trading Company's public sale, when the whole quantity offered was sold at 3c. to 4c. above the brokers' valuations.

RAW SUGAR is in good demand, and higher prices are paid, transactions taking place at about f.1 under November prices. About 5,000 mats have changed hands.

RICE and SPICES are without alteration.

JAVA TOBACCO.—Several lots, amounting together to 10,000 bales of sundry marks, have been sold in public sale at very high prices. There is much demand for superior quality.

RATTANS.—Small parcels have been sold at reduced quotations.

GUTTA-PERCHA.—Important quantities have changed hands at prices that were kept secret. The stock is nearly exhausted.

INDIGO has met with more demand, and 150 chests have changed hands.

TIN.—Last week Banca closed at the quotation of f.56, but some transactions have since taken place at f.57 and f.60. The market closes at f.54; Billiton can be had at f.55.

CUTCH.—200 chests S. M. and C. Royal Crown sold at f.13⅞.

TEA.—Prices remain firm, but the transactions are of no importance.

SHIPPING.

DEPARTURES.—April 22, from Texel, for Padang, Geesina Maria; 26, from Hellevoet, for Macassar, Professor Simon Thomas, Vrachtzoeker; for Batavia, Nederland.

ARRIVALS.—April 24, at Texel, from Batavia, Conrad (str.); 28, a Texel, from Batavia, Borneo (str.).

PASSENGERS OUTWARD.—For Macassar, per Professor Simon Thomas, Mr. H. N. Hanssen; per Vrachtzoeker, Messrs. W. G. van Krieken, A. Mesman, Miss C. P. Gerten.

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The London & China Telegraph.

LONDON: MONDAY, MAY 4, 1874.

THE TRADE OF SARAWAK.

COMMERCE at Sarawak, according to the published returns during the past year, show a falling off. When we seek an explanation, we discover that at Singapore during April and May numerous failures occurred, and this caused a great stagnation generally in the Sarawak Bazaar, besides restricting business at the various trade stations round about the coast. Hence Gutta-percha declined considerably in price, and the exports of antimony fell below the customary value. Quicksilver forms an exception, and shows a more favourable return. For this commodity high prices were commonly the rule. Sago also largely increased. One important cause of decline was that the settlement was visited, in common with many other neighbouring ports, by a severe outbreak of cholera, which almost entirely stopped the out station trade during the last months of the fine season. The dreaded pestilence spread along the coast, the natives in a panic ceased to work jungle produce, and often took refuge by whole villages in the interior. When we look into the tables themselves for information, we are first of all struck by the fact that the country does not grow enough rice for its own consumption. Foreign cloth is imported annually to the value of $200,000, and foreign-grown rice to the amount of $176,000; sundries make up a total of $116,000, and after these comes opium, to the annual value of $36,000. On the export side sago flour—as we might anticipate—easily tops the list. The probability is that the abundance and cheapness of sago has caused the culture of rice to be neglected, and hence, as the Chinese and mining population keeps increasing, we find the quantity of rice imported for their consumption steadily on the increase, until, as we see, it has now become—with one exception—the most important of the commodities supplied from abroad. In spite of this commercial stagnation the balance of trade is "to the good" in Sarawak; for out of totals of, in each case, less than $1,000,000, exports exceed imports by more than $80,000. The item for opium ($36,000) is a large one, and this is to be regretted when we consider the character of the native population. There appears to be some sale for dried fish in the settlement, and salt to the yearly value of $8,000 is imported along the coasts, but in those districts salt is always scarce and dear. On the export side of the account the figures are, quicksilver to the total value of $86,000, gutta-percha $114,000, india-rubber $113,000, while the antimonies (oxide and sulphate together) nearly touch $100,000. There is a little gold, for $6,000 worth was exported last year. It is true that this is a small amount, but where we know even a little to exist we might perhaps find more if we extended the search. There are also diamonds, and $50,000 worth of these priceless gems were sold and exported in 1873, but we never yet heard of a really good Sarawak diamond,—possibly we might pick one up at Ceylon if we inquired for it, for there seems to be no stone so rare as not to be on sale among the petticoat boys in Point de Galle.

There has been a falling off in the Revenue. In Sarawak this diminution is explained to be due to the fact that the Government steamer *Royalist* has been under repairs for three months, and has therefore earned no freights, besides incurring heavy dock expenses; but after all this would not account for much, and the adoption of a new form for making up accounts may account for the apparent decrease. The prospects for the coming season we are glad to say have a brighter look. Sago, the chief export, promises to do as well as last year; in fact, the population in the sago districts is an increasing one, and hence the sago culture is extending simultaneously with a rise in its price. Rattans and canes are being much sought after, and are likely to form an active branch of trade. In lilian timber there is every probability that a good business will be done, while the development of the coalfields of Silantik and Sadong is causing increased activity. The season, in fact, in every direction wears a cheerful look, and we shall therefore hope for better statements from Sarawak next March.

THE ATCHIN WAR.

UP to the present time the Dutch have not advanced more than three miles into the interior of the Atchinese territory; and though the people in the Campongs are, or profess to be, friendly enough, those beyond control are as determined and reckless in their opposition as ever. The Atchin chiefs would like nothing so much as to draw their opponents into the jungle, where activity in bush-fighting would give the natives an advantage which they would know well how to turn to the best account. But the Dutch are at least cautious, if they have no other high military qualities to boast, and they have wisely determined for the present to rest satisfied with the possession of the Kraton, which till lately was supposed to be the great stronghold, whose capture would terminate the war. The fact is that the rainy season is rapidly approaching, and during the wet monsoon the low marshy ground between the Kraton and the Coast is almost constantly under water. Such a site must therefore of necessity be unhealthy while the marshes are flooded, so that it is probably wise on the part of General VAN SWIETEN to send the major portion of his troops back to Batavia, reserving only a garrison of 2,000 men, who will be able to hold out in their newly-entrenched position, with the aid of their artillery and breechloaders, against any attack which the Atchinese will be likely to attempt. These attacks will be frequent, and what with sickness and the casualties of war, we expect that the garrison left in charge of VAN SWIETEN'S three miles of conquest will have a somewhat heavy bill of mortality to show when the close of the year comes round. As to the Atchinese, it is evidently the hope of Dutch officials that they will shortly be so worn out, so exhausted, and reduced to such straits by the want of gunpowder and the scarcity of rice, that before the rains have ceased they will tender an absolute submission. No one can predict with any certainty how soon, or in what manner, this unhappy struggle will terminate; but, so far as our information goes, we see no indications that the Malays entertain the thought of giving in. Disease is still committing terrible ravages among the Netherlands troops. For example, in February a shipload of sick and wounded reached Batavia; they had started from Atchin nearly 300 strong, and of these sixty-two had been thrown overboard during a nine days' voyage.

In Holland itself recently we observe that, both within the House of Legislature, and also outside it, there has been a vast amount of discussion on the Atchin question. The Cabinet hitherto has managed successfully to defend itself against the attacks of hostile critics, but the Parliamentary storm has by no means spent its fury, and those who deprecate the policy of annexation are loudly crying out against what now appears to be not merely the determination arrived at by the Dutch Ministers, but considering the difficulty into which the Atchinese by their unyielding spirit and deaf resistance have placed their antagonists, the *only* course, consistent with national honour and reputation, that it is open to the Netherlands to pursue. There seems, we say, to be no alternative.

IN our Advertising columns will be found an intimation that a testimonial is to be presented to Mr. W. H. READ, of Singapore, in proof of the high estimation in which he is held by present and former residents in the Straits, and to commemorate the important services that he has rendered to the colony. Mr. READ'S advocacy of whatever cause he espoused has been always most able and vigorous, and he has gained from opponents no less than from allies; the name of a philanthropic public spirited merchant, whose motto was emphatically *pro bono publico.*

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THE Straits of Malacca, after serving as a theme for numerous political squibs during the late elections, is in some danger of having the joke carried too far in the House of Commons. Sir GEORGE BALFOUR asked the question why the cost of light ships in the Straits, were not aided upon the same footing as those in the West Indies. This was too much for the House, and laughter prevailed on all sides. Even the solemn face of the PREMIER was seen to smirk and smile. Of course the PRESIDENT of the BOARD of TRADE had no difficulty in avoiding an answer.

WE are glad to know that the various sections of the Oriental Congress to be held in London next September have now their respective Presidents as follows:—MAX MULLER, Sir HENRY RAWLINSON, Sir RUTHERFORD ALCOCK, GRANT DUFF, Professor OWEN, and Dr. BIRCH. Persons desirous of becoming members can apply to Professor DOUGLAS, Honorary Secretary.

WE understand that the negotiations between the Submarine Telegraph Company, and the Australian Governments, in reference to the subsidy to be paid in order to effect a reduction in the present high tariff of £9 per twenty words is nearly concluded, and that the rate will probably be reduced to £5.

IT has been officially announced that M. DE LESSEPS has accepted the decision of the Porte, in reference to the Suez Canal tonnage dues fixed by the International Commission. The difficulty which had arisen in this matter is now, therefore, at an end.

THE Canadian Parliament have made several alterations in the Customs' Tariff, by virtue of which duties of four cents upon Green, and of three cents upon Black Teas are imposed. The duties upon Sugars remain as before.

THE Chevalier DE SCHAEFFER, lately appointed Austrian Minister to China, Japan, and Siam, has been entertained at a banquet at the Freemasons' Tavern. It is probable that he will leave for his post in September.

Correspondence.

OUR INTERESTS IN CHINA.

(To the Editor of the *London and China Express.*)

SIR,—The advent of the new Government to power affords a suitable opportunity for those interested in China to press the wants of their countrymen there upon the notice of Lord Derby. The late Government persistently gave a deaf ear to all the representations made to them urging the real opening of China, and the redress of those grievances under which foreigners labour in that country, in defiance of treaty rights. The unlawful acts of the Chinese were even defended, although in contravention of a treaty solemnly made with us, and in the obtaining of which we had spent much blood and treasure. With such a Minister at Peking as Mr. Wade, who thinks more of Chinese etiquette than the wants and wishes of his countrymen, little is to be expected. The atmosphere of Peking seems to engender imbecility. When a British Minister can write home saying that he feels flattered because one of the foreign board leaving Peking has apologised for not calling upon him to take leave, he must be in a state of fatuity.*

There are four points which ought to be brought to the notice of the Government, and they can only be redressed by negotiation between the two Governments. It is useless for an English Minister or Envoy to attempt negotiation with the Chinese unless he is backed by a respectable naval force. This is well illustrated by the effect produced by two Japanese men-of-war last year off the Peiho, which really brought about the solution of the Audience question. The appearance of a naval force would be quite sufficient, without any actual resort to hostilities. The mistake all our diplomatists made in dealing with the Chinese uthorities was in treating with them as if with an European Government.

The four points which require redress are as follows, viz.:—

Firstly, the abolition of licensed guilds controlling trade.

Secondly, the conservancy of the ports open to trade, and the dredging of rivers such as Woosung.

Thirdly, the opening of coal mines paying a Royalty to the Government or local Viceroy.

Fourthly, the opening of inland waters to steam, and the commencement of railways on land.

Firstly, with regard to the guilds. They are in my opinion as exclusive and as injurious to trade as the old hong merchants in the time of the East India Company. As at present carried on, there is no open trade at the ports. The ports are open to trade, it is true, but only on terms dictated by the guilds, and being licensed by the mandarins their power is unlimited. Why did the treaties made by Lord Elgin prohibit any such interference with trade if it was not intended to put a stop to it? and why, I ask, if we made that treaty, do we not compel the Chinese to observe it? Why and for what do we have a Foreign Secretary of State at home or diplomatic agents abroad, if not to enforce our treaties and watch ever our interests.

Secondly, the conservancy of the ports. The Chinese, under our treaties, levy tonnage dues upon our shipping to the extent of 3s. per ton, amounting in the aggregate to £200,000 a-year, on condition that they should light the coast and conserve the ports open to trade. After thirty-two years of open ports, there is not a steam dredger in China, and the rivers are rapidly silting up. This is particularly noticeable in the case of the Shanghai river, where the bar at Woosung is such an impediment to navigation that large vessels are detained sometimes for a whole month before they can cross the bar, yet no effort is made to remove the obstruction; but the tonnage dues are coolly pocketed, and no notice taken of the remonstrances continually made. One or two light-houses a year are put up after pressure has been brought to bear, but nothing more is done.

Thirdly, the opening of coal mines. At the present time, when coal is such a necessity for steam traffic, it seems strange that coal mines should be lying idle in China while coal has to be brought there at a heavy cost from England and Australia. From the researches of Baron Richtofen in China, it appears that there are enormous deposits of coal in that country; and near Chinkiang and Nanking excellent coal is available; but the Chinese have no pumping apparatus beyond a chain pump, so they are unable to work the mines. The Chinese have no prejudice against working the mines, but the real opposers are the mandarins, who always fear that foreigners should get a footing in the country. The only way to overcome this is for our Government to interfere, and I have no doubt that an arrangement could be effected whereby the mines could be opened on paying a Royalty to the Viceroy of the province. The supply of coal is now so important that our Government ought to move in the matter.

The fourth question is the opening of the inland waters to steam, and the introduction of railways and telegraphs. After a residence in China of nearly thirty years, my feeling is that the English Government is a greater hindrance to the opening of China than the Chinese Government. Steamers are prohibited from navigating the inland waters, but who prevents them from going there? Not the Chinese, certainly. They have not the power. The English authorities are the persons who cause the prohibition. They would be the first to seize the vessels and hand them over to the Chinese for condemnation. Remove the English authorities, and I would undertake to navigate any of the inland waters by steam without molestation from the Chinese. On the contrary, the Chinese themselves are becoming owners of steamers and using them on the rivers. This clause was an absurd one to introduce into the treaty. But witness the stringency on one side and the laxity on the other. The Chinese merchants and others avail themselves largely of the telegraph and steam communication, so it is idle to say they have any prejudice against them. A beginning should be made, and if once the Chinese saw a railway at work in their own country the mandarins would be forced to give way. If we are to wait till the Chinese concede anything we might wait till we are grey-headed. The Telegraph Company have laid their cable to Shanghai, and the Chinese are glad to make use of it every day. Even the mandarins themselves are not above using it when they can profit by it.

In conclusion, I would urge on the present Government that they would earn the lasting gratitude of the English residents in China, and even of the Chinese themselves, by taking up those questions.—I am, Sir, your obedient servant,

SHANGHAI.

* See late despatch of Mr. Wade.

THE INSURRECTION IN JAPAN

(POST.)

The inevitable chorus of dissentients might have been accompanied with no inconveniences more serious than clamour if one of the most extensive and also most urgent reforms of the new Administration had not aroused the hostility of a class of banditti whose training and habits disposed them to stake life with indifference on the chance of pay or plunder. Under the system which the accession of Iwakura had abolished, perhaps the greatest curse of the body politic was the enormous multitude of armed retainers that the Daimios, or feudal chieftains, maintained in their service. These men—the so-called Samurais—hardly numbered less than half a million throughout the empire, and from the habits of private warfare in vogue in the absence of a really strong and centralised executive were always prepared to turn their swords against one another or against their peaceful fellow citizens. The late Taicoun had taken the first step towards their suppression by forming and organising a large army on the European fashion, and it is possible that the discovery by the Samurais of the design, before it could be fully accomplished, had no small share in the success of the Taicoun's rival. However that may be, the supremacy of the Mikado saw the completion of

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he plan of abolition. The feudal militia was dissolved by decree, while at the same time, to prevent dangerous opposition, a trifling annual pension was allotted to the disbanded retainers. So far success attended the effort of the Government, and could the pensions have been continued the Samurais might have grumbled but would hardly have rebelled. A couple of years ago, however, the Government, straitened by innumerable demands upon its resources, as well as by a fiscal administration not quite up to the European level as yet, ventured on a scheme for getting rid of the continuous burden of annual pensions to four or five hundred thousand men. Every ex-retainer was offered a sum equal to his pension for four years on condition of resigning all ulterior claims. As should have been expected, an ignorant and dissolute banditti accepted the offer, spent the four years' money in a single year, and for months previous to the late outbreak have been reduced to a desperate state of misery and ferocity combined. The hope of a war with Korea for a while calmed their fury by holding out the chance of a legitimate employment for their swords, but the maintenance of foreign peace has left them no alternative but civil insurrection. Whole provinces witnessed the spread of the revolt, and though the Government claims the victory hitherto, the conflict is acknowledged to be severe, while the continual demand of the imperial lieutenants for reinforcements has shown the situation to be serious. According to latest accounts the Government prospects are improving, but until impartial European intelligence shall have fully confirmed the official despatches it will be impossible to be free from uneasiness over the possible developments of such a struggle in a land where life is so lightly valued, and where so many causes of disaffection—whether well or ill founded matters little—are in operation over so wide a sphere.

A YEAR'S GRANTS AND EXPENDITURE FOR THE NAVY IN CHINA.

A return has just been published, showing the grants and expenditure for the navy in the year ending March, 1873, and the surpluses or deficits in connection therewith. We select the items relating to the China station :—

The grants for colonial pay and field allowances to Marines, San Juan and Japan, was £9,540, and the expenditure £7,240 4s. 4d., showing a surplus of £2,999 15s. 8d.; but the final account of expenditure for the Marine Department at San Juan had not been closed. The grant for contingencies in naval yards abroad was £1,199, and the expenditure £972 17s. 8d., showing a surplus of £226 2s. 4d., caused by the expendure for postage and other contingencies at Hong Kong, Malta, and Halifax, having been less than the average of previous years. The grant for salaries and allowances for medical establishments abroad was £10,300, and the expenditure £11,143 0s. 11d., showing a deficit of £843 0s. 11d., which was caused by the dispensers at Malta, Jamaica, the Cape, Ascension, and Hong Kong being placed on salary, and by exchanges of medical officers. The grant for rents, rates, taxes, and water in medical establishments abroad was £425, and the expenditure £550 19s. 3d., showing a deficit of £125 19s. 3d., caused principally by the provision for rents falling due to the Japanese Government for lands, &c., retained for naval purposes at Yokohama, being insufficient. The grant for contingencies in medical establishments abroad was £582, and the expenditure £561 15s. The surplus of £20 5s. was caused by the contingent expenses at Hong Kong being less than provided for. On the grant for new works, &c., at Singapore, there was a deficit of £129, owing to repairs authorised in former years not having been brought to account till this year. There was a surplus of £489 for the grant for foundations at Hong Kong for machinery, the work being incomplete; there were, however, deficits of £108 on the tube store at Hong Kong, of £232 for repairs and maintenance at Hong Kong, and of £164 for repairs and maintenance at Yokohama, owing to the casualties having been greater than expected; but surpluses of £321 for the purchase of new machinery for Hong Kong, of £220 for machinery made in the yard, and £408 2s. 6d. for repairs to plant and machinery. The purchase of the Merchant Seamen's Hospital at Wanchai, Hong Kong, was under discussion during the year. Owing to the defective condition of the hospital-ship Melville, the Admiralty were informed that, should the existing arrangement be continued, it would be necessary to send out another vessel from England to replace the Melville. The trustees of the Merchant Seamen's Hospital offered their building for sale to the Admiralty. The following details with reference to the building were given :—The hospital, which is reported to be substantially built and in good condition, nearly new, constructed on a plan embracing most of the modern improvements, will contain seventy-five beds for officers and seamen. It has also a surgeon's residence, offices, &c.; is situated on an eminence of considerable elevation completely isolated. The site is cool and healthy, and has the great advantage of being within easy distance of the anchorage set apart for the squadron. The price asked was $40,000 in full for the entire establishment as it stands; a portion of it is subject to a nominal rent of £1 per annum in perpetuity, and the remainder to an annual ground-rent of $222, payable to the Colonial Government. The senior naval officer, however, reports that it is thought the Colonial Government would waive their claim to the annual ground-rent should the building be purchased by the Admiralty. In view of the costliness of the existing arrangement, including boats and crews now in attendance on the ship, and the better accommodation and improved sanitary condition of a hospital building on shore over that of a stationary ship, and the Admiralty having ascertained by telegram that, if purchased at once, $35,000 would be accepted, the Admiralty requested the Lords of the Treasury to give their sanction to the acceptance of this offer, $35,000 (£7,437 10s.), the expense to be met out of the surplus expected upon the aggregate of the Navy Estimates for the current year. The Treasury replied that if the Admiralty were satisfied of the reasonableness of the proposed terms they would approve the purchase. The hospital was accordingly bought on these terms. Among the "urgent and unforeseen works" unprovided for in the Estimates for the year was the erection of a bamboo coal-shed at Shanghai, £20. The grant for compensation for damage done by Her Majesty's ships was £4,000, and the expenditure £8,853 5s. 11d., showing a deficit of £4,853 5s. 11d., caused by the payment of compensation to the owners of a Chinese junk for damage done by H.M.S. Ocean. The grant for intercolonial conveyance of troops and mess was £11,400, and the expenditure £8,555 11s. 3d., showing a surplus of £2,844 8s. 9d., principally caused by the payment in 1871-72 for local services in China, which, when the estimate was framed it was not expected would come in course of payment till 1872-73. The sum of £4 15s. 7d., due on the cash account of the paymaster of H.M.S. Avon, was found to be irrecoverable. On the 30th of September, 1873, the date on which the annual account was closed, there was a balance of £8,313 8s. on the debtor side to Mr. J. Lamont for balance of amounts advanced on the 11th of Feb., 1864, and 20th of March, 1866, to assist him in the construction of a dock at Aberdeen, Hong Kong; there were balances of £5,041 4s. 5d. on the same side for advances out of naval grants on account of stores transferred by the military authorities in Japan to the marine battalion there; £12,804 17s. 4d. for outstanding balances on claims by the naval department between the years 1857 and 1865, after writing off to the debit of the accounts of the "Secretary of State for India (China War advances)" the expenditure incurred for that war; £1,458 6s. 8d. for amount advanced by the commissariat in China to the clerk in charge of the Berenice, Indian navy, and repaid by the victualling storekeeper at Hong Kong; £50,934 1s. 7d. for outstanding balance due to the naval department for expenses incurred and advances made to paymasters of ships of the Indian navy in the China War from 1859 to 1864; £1 16s. 2d., value of naval clothing and stores supplied at Hong Kong to the Italian Government in 1870; and £393 14s. 5d. on the creditor side, for repayment on account of the pay and other expenses of officers of Her Majesty's Navy employed as instructors in the Japanese Navy.

Legal.

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COURT OF COMMON PLEAS.

HENDRICKS V. THE AUSTRALASIAN INSURANCE COMPANY.

This was an action to recover £503, the amount of a particular average loss on sugar, the cargo of the ship *Perpetua*. The facts were stated in the form of a special case for the opinion of the Court. The voyage insured was from Java or Sumatra to Holland, and the policy was effected to recover only the risks excepted by the clause warranted free from particular average unless the vessel be stranded, sunk, or burnt. To pay all claims and losses on Dutch terms, and according to statement made up by official *dispacheur* in Holland. The *Perpetua* sailed from Java in January, 1870, and about midnight on the 11th of that month took the ground at Oosthook, near the mouth of the river, under circumstances that would amount to a stranding according to English law but not according to Dutch. The Dutch *dispacheur* drew up an average statement showing a loss of £503 under the policy sued on. There was another policy, but it was not known to the defendants whether it was English or Dutch.

Lord Coleridge said the policy was to be construed as if it stood alone, although as a matter of fact it was known to the Court that there was another policy subsisting. It was effected to cover the risk of a particular average loss where the ship was neither stranded, sunk, nor burnt, and as, according to English law, the ship had been stranded the plaintiff would not be entitled to recover under it were it not for the words following, "to pay all losses and claims on Dutch terms and according to Dutch statement," which meant that a claim was to arise under it unless such an accident happened as, by the law of Holland, would constitute a stranding. This was the reasonable construction of the policy, and the plaintiffs were entitled to recover. The case was also concluded by the authority of previous cases. The other Judges (Brett and Denman) concurred.

Miscellaneous.

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BANQUET TO THE CHEVALIER DE SCHAEFFER.

The Chevalier de Schaeffer, the late Austrian Consul in London, but now Austrian Minister in China and Japan, has been entertained at a farewell dinner at the Freemasons'-hall. Count Beust, the Austrian Ambassador, was present, and Baron Henry de Worms acted as chairman.

The Chairman proposed, as the toast of the evening, "The Health of the Chevalier de Schaeffer," dwelling on the kindly and considerate manner in which, during eighteen years, he had discharged the duties of Consul. The Chairman added that the Chevalier was beloved by all who knew him, and especially by the poorer members of his fellow-countrymen, to whom he had in England often had occasion to hold out a helping hand. The toast was drunk with enthusiasm, and the Chevalier acknowledged the compliment in an appropriate speech, which he concluded by proposing, as a toast, "the Health of the Japanese Ministers," one of whom afterwards, speaking in very fair English, on behalf of his colleague present and himself, expressed the pleasure they felt at the kindly manner in which the Empire of Japan was being regarded by the nations of the West, calculated as it was, he said, to result in time in advantages common to them all. The Chairman next gave as a toast "the Health of his Excellency Count Beust, the Austrian Ambassador," with many complimentary expressions drawn from a cursory review of the modern history of Austria and Hungary. The toast was received enthusiastically. The Count von Beust responded to the compliment in English. He said: I thoroughly join in every word which fell from the Chairman in honour of our friend Schaeffer. As long as I had the pleasure of seeing him near me, I had always opportunities of judging of his talents and of the able manner in which he discharged his offi-

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cial duties. My best wishes go with him. A prominent position is in store for him. Like the Colossus of Rhodes he has to have one foot in China and the other in Japan, and his arm must reach Siam. This is a most exalted, but at the same time a very difficult position. But we know our friend will maintain his balance and not forget his friends. He will fidd that no Siamese Twins can be more closely connected than our hearts with his; he will find in the Celestial Empire no better terrestrials than his London friends, and, whatever may be in Japan the progress of liberality towards strangers, which we already highly appreciate, we will not forget that there is but one kind of genuine hospitality—that is, the true-hearted old English, in honour of which I always feel that I ought to empty my glass.

AT the Levee which was held by the Prince of Wales on behalf of the Queen on the 1st inst., the presentations included—The Rev. J. S. Burdon, Bishop of Victoria, Kong Kong, by the Archbishop of Canterbury; Major-General Sir Harry Ord, the late Governor of the Straits Settlements, by Lord Carnarvon, the Colonial Secretary; Rajah Brooke, of Sarawak, by the Earl of Derby, Secretary of State for Foreign Affairs; Rear-Admiral Sherard Osborn, by the First Lord of the Admiralty; and Lieutenant St. John Ord, by Sir Harry Ord.

MR. JAMES GAY, of Thurning Hall, Norfolk, formerly Second Commissioner for the Affairs of the Kandian Provinces, in the Island of Ceylon, died on the 20th ult., at the advanced age of ninety years. The deceased gentleman was a justice of the peace and deputy-lieutenant for the county of Norfolk, and also a magistrate for the Isle of Ely. In 1856 he served as High Sheriff for the counties of Cambridge and Huntingdonshire.

THE BLOCKADE OF ATCHIN.—The Secretary for Foreign Affairs has been informed by Her Majesty's Minister at the Hague that it has been officially intimated to him by the Netherlands Government that the blockade of the West coast of Atchin, from Tolmon to, and including, Waylah, has been raised, except as regards the import of arms and ammunition, which is still prohibited.

COLONEL EVELYN WOOD, one of the most distinguished of the Ashantee officers, and a nephew of Lord Hatherley, is about to be called to the Bar.

THE Rev. G. Ensor, missionary from Japan, preached two sermons in Salisbury Cathedral on Sunday, the 26th ult., in aid of the Church Missionary Society.

MR. H. J. TARRANT, barrister at Madras, has been appointed Crown Prosecutor.

Monetary and Commercial.

The tenders for the Indian Four per Cent. Loan of £5,000,000 were received at the Bank of England yesterday, the total amount applied for being £15,138,960. Tenders at £101 8s. will receive about 11 per cent.; above in full. The highest tender was £102 2s. 6d., and the lowest £82.

Tenders are invited by the Agent-General for South Australia for £180,000 in 4 per cent. South Australian Government Bonds, maturing (£80,000) in 1899, and (£100,000) in 1894. The minimum price fixed is £90 for each £100 bond, and the interest is payable in London half-yearly from 1st January last.

Another issue of American Railway Bonds is announced. Messrs. Baring Brothers and Co. offer for subscription £800,000 First Mortgage Six per Cent. Bonds of the New York and Canada Railroad Company, the interest and principal of which are guaranteed by the Delaware and Hudson Canal Company. The price of issue is 92½ per cent., and the principal is to be repaid in thirty years. The New York and Canada Railroad, now in process of construction, will be 135 miles in length, connecting the southern end of Lake Champlain with the Grand Trunk Railway near Rouses Point.

At the meeting of the Singapore Gas Company on the 28th ult. the directors' report was adopted, and dividends were declared of 7½ per cent. on the preference capital, and of 7 per cent. on the original capital.

The directors of the Royal Mail Steam Packet Company have issued their report and statement of accounts for the year 1873. It states that in consequence of the extension of the company's operations, and the rise in coals, there is an increase in the "working account" of no less than £85,319 0s. 6d. The result of the operations for the year is that the "surplus" on the "working account" is less by £52,231 1s. 5d. than the preceding twelve months. The company's fleet having been free from any serious mishap the "insurance account" shows a credit balance of £231,079 12s. 8d. The directors recommend, as previously announced, a distribution of £3 15s. per share for the half-year ending the 31st December last—viz., £2 10s. a share from the profit and loss account, and a bonus of £1 5s. from the balance at the credit of the insurance account. At the meeting on the 29th ult. the report and accounts were adopted.

Further failures are reported from Bradford. Petitions have been filed by Messrs. F. Shields and Co., stuff merchants, and by Messrs. A. M'Kerrow and Co., in the same trade; but the liabilities are believed not to be very large. A petition has also been filed in the case of Mr. Topham, of New Leeds, whose liabilities it is thought will be rather heavy. It is understood that the liabilities of Messrs. Whitworth and Co., who suspended payment last week, amount to about £280,000. There is much distrust in the district, and several more firms are known to be in difficulties. The failure has been productive of considerable inconvenience and distress in other ways, the firm being the depositaries of a Penny Bank and other similar institutions.

At a meeting of the creditors of Mr. John Baynes, commission agent and merchant, Manchester, the liabilities were estimated at £160,000. A committee of inspection was appointed, and a favourable liquidation is anticipated.

A new monthly periodical is published, entitled *The Journal of Industry*. It is a Record "of Manufactures, Inventions, and the applied Arts and Sciences." The May number contains some capital illustrations of the interior and exterior of Pullman's Cars.

The Manchester Market closed last week with a quieter tone, but this week more animation has prevailed, with considerable firmness on the part of producers, who have been enabled to enter into engagements extending over a considerable period forward. The market at the close shows a strong appearance, and a good inquiry exists for both goods and yarns of the better descriptions. Producers hold firmly for the full quotations of last week, and refuse to entertain any lower offers.

Bar Silver has receded in value, no fresh orders being on hand, In the absence of transactions we quote the price 58¾d. to 59d. Mexican Dollars, by the West India packet (about £170,000), have been disposed of for shipment to China at 58⅛d. per oz., showing an advance of ⅜d. since the last transactions.

PRODUCE AFLOAT FROM THE FAR EAST.

SINGAPORE AND PENANG.—Gambier, 2,431 tons; last year, 6,337 tons. Tin, 465 tons; last year, 120 tons. Sago flour, 1,360 tons; last year, 2,946 tons. Black Pepper, 379 tons; last year, 750 tons. White Pepper, 292 tons; last year, 324 tons. Nutmegs, 209 tons; last year, 1 ton. Rattans, 10,240 cwt.; last year, 21,520 cwt. Hides, 5,337 cwt.; last year, 8,546 cwt. Sugar, 945 tons; last year, 1,515 tons. Tapioca, 353 tons; last year, 234 tons.

JAPAN.—Rice, 9,622 tons; last year, 2,600 tons.

SAIGON.—Rice, 9,571 tons; last year, 650 tons.

MANILA.—Sugar, 6,894 tons; last year, 11,110 tons. Hemp, 3,924 tons; last year, 3,360 tons.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra	All	7⅞ to 8⅛
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	13½ to 14½
25	Chartered Merc. of India and China ...	All	24½ to 25½
20	City	10	13½ to 14½
100	Colonial	30	55 to 57
500fr.	Comptoir D'Escompte de Paris	All	543.75 fr.
Th.200	Deutsche	All	Th.166
£28½	Hong Kong and Shanghai	All	35 to 37
50	Imperial	15	16½ to 17½
50	London and County	20	58 to 59
50	London Joint-Stock	15	49½ to 50½
100	London and Westminster	20	70½ to 71½
25	Oriental	All	43½ to 44½
- -	Union of London	15	44 to 45
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7½ to 7⅝
10	Eastern Telegraph	All	6⅝ to 7
10	Great Northern	All	9½ to 10
25	Indo-European	All	15½ to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	30 to 31
20	India-rub., Gutta-perc., & Teleg. Works	All	21 to 23
8	Reuter's	All	11 to 11½
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	3½ to 4½
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅝ to 1⅝ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6½	26 to 27
25	Ocean Marine	5	8 to 9 pm.
20	Thames and Mersey	2	4 to 4½ pm.
20	Thetis Marine	5	5½ to 4½ dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine...	5	3½ to 4 pm.
	TEA COMPANIES.		
50	Assam	20	39 to 41
20	British Indian	All	8½ to 8⅝
20	Darjeeling	All	18 to 20
10	Eastern Assam	All	
20	Iorehant, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	10 to 11
10	Upper Assam	All	1⅝ to 2½
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 3½
20	Do.	5	2⅝ to 2½
50	Colonial	20	7 to 5 dis.
5	Credit Foncier of England	All	8 to 3½
10	General Credit and Discount	7½	½ to ⅝ dis.
21	Hong Kong Gas	All	— —
10	International Finance	5	2⅝ to 2½ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	556 25 fr.
£50	P. and O. Steam	All	58 to 60
50	Do. Do. 1867	10	par to 1 pm
100	Royal Mail Steam...	60	83 to 85
403fr.	Suez Canal...	—	391.25 fr.
£98	Japan Loan, 9 per cent.	All	105 to 107
92½	Do. 7 per cent....	All	96 to 98

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ARTICLES OF IMPORT.

A favourable reaction from the previous general depression has taken place in several leading Articles of Import, and prices have recovered, and although many articles have continued in a weak and fluctuating state, the total amount of business has been upon a larger scale than for some time past.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—Our market has been quiet during the past week ; the orders from the country have been on a limited scale, causing the Trade here to buy but sparingly, whilst the export demand still continues light. Business has consequently been of a moderate character, but in the absence of fresh arrivals prices show no material alteration. The Duty payments for the past week have continued large, making the total deliveries for home consumption from 1st January to date 31,724,898 lbs., against 31,659,873 lbs. for the same period last year. In Public Sales on the 28th ult. 6,961 packages were offered, of which 6,662 packages were sold without reserve. On the 30th, 2,309 packages Congou and Green Tea, and 2,450 boxes Scented Caper were sold without reserve.

Congous.—Red-leaf kinds : Siftings sell slowly at about previous prices. Broken-leaf kinds remain firm at full rates. Fair to good common have sold ¼d. to ½d. per lb. lower. Fair Kaisow kinds sell with difficulty at previous prices. Good remain in demand at last week's prices. Some parcels of fine have been sold from 1s. 7d. to 1s. 9d., finest from 1s. 10d. to 2s. 2d., but the demand is not active. Pak Lin kinds show no change. Black-leaf kinds : Common to good common remain as before. Fair kinds have been steady. Fair to good medium have been less in request, but prices have been fairly maintained. In fine to finest the few sales made have been at previous prices. New-make Canton kinds : The demand has been fairly good for grades from 1s. to 1s. 3d. per lb. ; a small parcel, season 1874-75, has been sold at about 2s. per lb. In Oolongs we hear of no transactions of importance. Souchongs have been difficult of sale at previous prices. In Flowery Pekoes and Uncoloured Japans there has been nothing to report.

Scented Teas.—Canton Capers : The glazed kinds have sold at about previous prices for fair to good quality, the olive-leaf kinds about 1d. per lb. lower ; some common, of old import, sold at public sale from 6½d. to 9d. per lb. Foochow kinds have sold rather lower. Orange Pekoes : Canton kinds have sold rather lower at public auction. Foochow kinds : The common to fair have sold ¼d. per lb. lower ; good to fine have been inquired for, the supplies being scarce.

Green Teas.—The demand continues fairly good, and prices for Moyune kinds have been fully maintained. Pingsueys, except the finer grades, have sold rather lower.

SILK.

Business has again been almost at a standstill, the continued fine weather and the favourable prospects of a good European crop having had the effect of completely checking operations. Prices, although easier, have not as yet undergone any material change. All descriptions of Silk have shared in the general inactivity. Deliveries 1st to 29th ult. inclusive:—China, 2,709 bales, Canton, 657 bales, Japan, 464 bales. Total 3,830 bales.

COFFEE.

The movements in this article have been remarkable, for a rapid advance in the earlier part of the fortnight induced importers to bring forward supplies that have been accumulating for some time past, causing an unfavourable reaction, the greater part of the advance being lost. The supplies of Plantation Ceylon brought to auction have been very large, and after a total advance of 6s. to 7s. per cwt. the market closes flatly, and prices have receded 4s. to 5s., still leaving prices 1s. to 2s. higher than a fortnight ago. Dearer rates have been obtained for Native, viz., 84s. to 86s. for good ordinary to fine ordinary, but at the close business could only be effected at an important reduction. The closing prices of Plantation are, triage and ordinary 80s. to 95s., small grey to coloury at 96s. to 101s., low middling grey 100s. to 102s. 6d., middling greyish to coloury 103s. to 105s. 9d., good middling to good bold coloury at 106s. to 110s., pea-berry 104s. to 108s. In other East Indian kinds the only sale effected has been of 270 bags Java, low good ordinary at 83s., real good ordinary pale greenish at 85s. 6d.

SUGAR.

The market has exhibited increased firmness, owing to liberal purchases ; and prices have had an upward tendency, until during the last few days, when the demand has been less active, and a quieter tone has prevailed. The demand has been chiefly directed towards medium to good refining qualities, which show an advance of 1s. per cwt. ; good brown kinds are 6d. to 1s. higher, whilst low ditto have continued in a comparatively neglected condition, and prices are without change. *Manila :* Unclayed has attracted little attention, but firmer rates are obtainable ; although the demand for clayed is moderate sales have been made at 6d. advance. The transactions have been :—1,400 bags unclayed Taal at 17s., 25,000 bags sundried Ilo Ilo, fair brown, at 19s. 6d. ; good brown to fine yellow at 20s. 6d. to 21s. 6d. *Penang :* Brown qualities, of which the supply almost entirely consists, continue dull of sale, and prices are without change. In auction 5,479 mats date sort (duty 2s.) met no offers, and were all bought in at 18s. to 18s. 6d. Privately only small sales of date sort have been made at 16s. 6d. *China:* 200 tons low brown have been sold at 15s. 6d. *Java :* No business done.

CAMPHOR.—The market has continued to exhibit a dull tone, and business has been very small ; 180 cases at auction were retired.

COCOANUT OIL.—A limited business has been done in good to fine Cochin on the spot at £38 to £39, and 50 to 60 tons Ceylon have changed hands at £35 on the spot, and a small parcel for arrival at £36 In public sale of 208 casks Ceylon offered 84 casks sold, brown to good pale at £33 15s. to £35.

CHINA PRESERVES.—In auction 200 cases 65 casks new ginger sold, the former at 7d. to 7½d., and the latter at 6d. per lb. in bond.

COIR GOODS.—The public sales have presented unprecendentedly heavy supplies, consisting of 7,730 bales, 160 tons yarn, 979 bales fibres, and 95 tons rope. Holders showed a disposition to meet the market, and although the sales commenced flatly and some irregularity prevailed throughout, the bulk of the yarn found buyers ; common qualities at about 20s. to 30s. below previous rates, but medium sold steadily, and good and fine qualities sold with active competition at dearer rates. Fibre was sold at a slight reduction.

CUTCH has maintained the advance of 6d. per cwt. reported last week, at which about 1,500 boxes have been disposed of in private sale. In auction the prices realised have been 22s. to 22s. 6d., the bulk of the sales being at 22s. 3d. per cwt.

COPRA.—Penang continues in request.

CUBEBS steady but quiet.

COLOMBO ROOT continues in large stock.

CARDAMOMS.—An offer of 36 bags Ceylon at auction was retired.

DRAGON'S-BLOOD.—No transactions reported.

EBONY.—A small lot of Ceylon fine figured wood has been quitted at £20 15s. per ton.

ESSENTIAL OILS.—*Aniseed* is quieter ; small sales at 8s. 10½d. *Cassia* continues very dull. *Nutmeg* is very quiet, and four cases were retired. *Cinnamon* scarce. *Citronelle* steady ; of 63 cases offered a small proportion only sold at 1⅝d. to 1¾d. per oz. ; business privately at the same figure. *Lemon Grass :* Quiet at the late decline ; 27 cases sold at 2⅝d. per oz.

GAMBIER has been very quiet, with small sales, ex quay and warehouse, at 25s., being 3d. decline. Of 940 bales and mats at auction, one-half, fine pressed cubes, sold at 35s. 6d. per cwt.

GALLS.—China have been inactive, and have undergone a further decline ; of 305 cases offered 200 sold at 51s. to 49s. 6d. per cwt. for fair quality.

GALANGAL ROOT.—An offer (fresh arrival) of 111 bales was quitted at 23s. to 24s. per cwt., being the previous value.

GUMS.—*Benjamin :* Siam steady ; of 23 cases 4 sold at £23 15s. fine and £11 2s. 6d. for 3rds. Sumatra steady, and fine scarce ; of 139 cases one-third sold, middling to good 2nds at £7 10s. to £9, 3rds 67s. 6d. to 70s. *Copal* dull ; 820 cases at auction retired. *Damar* very firmly held ; 237 cases retired. *Gamboge* quiet ; of 40 cases part sold at previous value.

HEMP.—A flat tone still prevails, and only moderate sales of Manila have been made at former rates, including October to December delivery at £32 for fair. At the periodical public sales roping qualities of Manila attracted little attention, and nearly the whole was bought in ; several parcels of Quilot, however, met an active demand, and sold at very full prices, viz., good £48 to £49 15s., inferior £45 5s. to £45 15s. ; 100 bales roping sold, brown at £30 5s., mixed barely fair at £31 10s. to £32.

INDIA-RUBBER.—Market very dull and scarcely any trade doing ; 120 cases Borneo retired. Para and all other kinds are lower.

ISINGLASS.—The auctions of the month, which took place on the 24th ult., embraced 104 cases, &c., the bulk of which found buyers at fully the previous value, and in some cases the better qualities realised a further advance : Pipe, good and fine, brought 4s. 6d. to 5s. 4d. per lb. ; middling to fair 2s. 8d. to 4s. 4d. ; ordinary part very rough 2s. 3d. to 2s. 6d. ; leaf, good and fine pale, part rather small, 4s. to 4s. 10d. ; dark rough small pale thin 3s. 1d. to 3s. 8d. ; skinny and part rough 2s. 2d. to 2s. 10d. Purse, fair and good, 2s. to 2s. 1d. ; low 5d. ; pickings low to fair 7d. to 2s.

JAPAN WAX is dull and cheaper ; of 1,130 cases offered, one-fourth sold at 57s. to 60s. per cwt. for yellowish to very fine. Large stock.

MUSK is slightly easier ; at public sale of 39 tins and caddies Tonquin offered about 30 sold ; good dry even well shaped pods selected at 39s. to 40s.; very wet, many unsightly pods, 32s. 6d. to 33s. 6d. ; rough bally and false packed, 18s. to 18s. 6d. ; wet pickings, 21s. to 22s. Two caddies Assam realised 21s. for good ; and of 16 tins grain 10 sold at 22s. to 27s. for dull adulterated, and 9s. to 12s. very low earthy.

PEPPER.—*Black* has been quiet, but is firmly held at the quotations of our last issue, at which transactions have been of a restricted character. The auctions have embraced 3,748 bags, of which about one-half was sold ; Singapore at 5⅝d. (a few lots at 5¾d.) ; Penang 4⅝d. to 5d. ; Rhio and Batavia at 4½d. to 4⅝d. *White* remains in precisely the same position as before, and of 773 bags offered, about 600 bags sold ; Singapore fine bold at 7½d. to 7⅝d. ; Penang middling to fair 6¼d. to 6⅜d. per lb.

PLUMBAGO.—The market for Ceylon has continued quiet ; of 930 barrels at auction a fair proportion sold at 18s. to 24s. per cwt. for good to fine lump, and 14s. 9d. to 17s. middling and fair, 17s. 6d. superior bold chips, 9s. 3d. to 12s. 6d. ordinary to fair, and 8s. to 11s. 6d. middling to fine dust.

RHUBARB.—China has been quiet ; of 71 cases offered about half sold at 2s. 1d. to 2s. 2d. for dull coated bold root, 1s. 8d. to 1s. 9d. partly trimmed small medium greyish fracture, and 1s. 3d. to 1s. 4d. fair half-trimmed.

RICE.—The large stocks here and the continued heavy shipments from Burmah keep the market in a dull state, and with more disposition to sell a general reduction of 3d. to 6d. on the spot and 3d. for arrival has been established. The sales on the spot consist of common to good white Bengal at 10s. 9d. to 14s., Askoolie at 11s. to 12s. ; several landed cargoes of Rangoon, together 30,000 bags at 10s. to 10s. 6d. ; the cargo of 900 tons Japan per Gordon Castle at 11s. 3d., and the Corona 21,500 mats (800 tons) old Saigon at 9s. 9d. ex quay. In auction the cargo of 13,069 bags and mats Japan per John Milton was bought in at 13s. 6d. for good, and 11s. 3d. for inferior, excepting 4,000 bags heated, repacked, and damaged, which were sold at 9s. 6d. to 10s.

RATTANS.—Market quiet, except for fine, which are scarce. At auction, of 1,400 bundles, a small proportion sold at 1s. 9d. to 4s. 1d. per 100 canes.

SHELLS, *Mother o' Pearl.*—The periodical sales included of Macassar

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58 cases, all retired, and of Manila 195 cases, of which about 60 cases found buyers at the sales, and subsequently, at £11 per cwt. for sorts, small medium to large, part grubby and coated; £9 17s. 6d. good clean chicken, rather heavily bearded; and £6 wormy and defective pickings. These prices establishing a decline of 5s. per cwt. *Tortoise:* No business done.

SPICES.—*Cinnamon* has continued very quiet. *Cassia Lignea:* Market dull, and of 170 cases at auction about 100 cases sold at 65s. for good unworked, and subsequently 2,700 mats were retired. *Buds* inactive. *Cloves* are in better general demand, and prices are higher. *Mace* dull; and of 52 cases offered 10 only sold at 2s. to 3s. 4d. for broken dark to fine bold. *Nutmegs* firm; of 135 cases in auction, the bulk sold, 65's at 4s. 1d., 79's to 77's at 3s. 5d. to 3s. 6d., 130's to 110's at 2s. 11d. to 3s. 2d.

STAR ANISEEDS show a further decline; of 110 cases offered half sold at £5 12s. 6d., and subsequently at £5 10s.

SOY.—No transactions reported; 200 casks in public sale were retired.

SAGO.—Market rather quiet, but previous value maintained; of 890 bags offered about half sold; good small 16s. 6d. to 17s.; large 18s. *Flour* very firmly held, but business restricted.

TAPIOCA.—Flake and Pearl have been steady; of 3,153 bags at auction, one-fourth sold; fair to fine white at 2¼d. to 2⅝d. *Flour* is firm, and wanted; 343 bags sold at 2¼d. (1 lot 2⅝d.) for good.

STICKLAC.—Siam has become very dull of sale, and has declined nearly 20s. per cwt., business having been done to a small extent in public sale at £6 5s. per cwt. for fine quality. Small private sales effected at £6 10s.

SAPANWOOD continues scarce and in request. In auction 29 tons Manila slightly stained with sea water sold at £10; more ditto, £8 to £8 10s.; also a small quantity of Ceylon at £10.

TIN continues firm, and in good demand. The available stock of Banca is under 300 tons. Straits has slightly declined from last week, being quoted £96 to £97. Banca has advanced, and closes at £101 to £103; Billiton is quoted £96 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr.28	Palmyra	Cromarty	Rangoon	Liverpool
23	Francesca Camogli	Guinferri	Sourabaya	Queenstown
23	Hawthorn	Mason	Do.	Do.
21	H. Oemig Ivendorf	Dade	Java	Marseilles
24	Hylton Castle (s.)	Armstrong	Colombo	London
25	Alnwick Castle (s.)	Yealland	Colombo, &c.	Do.
23	Oswingo	Roberts	Rangoon	Falmouth
23	Nettie Merryman	Rawlings	Probolingo	Do.
	Old Dominion	Morse	Manila	New York
25	Glenroy (s.)	Campbell	Japan and Singapore	London
25	Alice Ritson	Reed	Sourabaya	Falmouth
	Luiza v.	Volpo	Rangoon	Queenstown
24	Ariadne	Holly	Hg. Kg., for Hamburg	Off the Start
	Orianna	Collins	Sourabaya	Queenstown
24	Voltri	Vallarino	Do.	St. Nazaire
12	White Adder	Harris	Shanghai	New York
	Gratitude	Craig	Singapore	Do
25	Telanak	Lusink	Batavia, for Amstrdm.	Off the Lizard
28	John Nicholson	Grierson	Osaka	London
26	Ægidia & Pauline	De Groot	Java	Off the Lizard
27	Johanna Margaretha	Ruhaak	Singapore	Cardiff
	Sumatra	Latham	Manila	Queenstown
26	Tertia (s.)	Wrang	Rangoon	Hamburg
24	Conrad (s.)	—	Batavia	Texel
3	Sparrowhawk	Calhoun	Hong Kong	San Francisco
3	Anguste	Bernard	Swatow	Do.
4	Deux Freres	Magueur	Manila	Do.
5	Androklos	Reuter	Cheribon	Do.
30	Walmer Castle	Wildash	Colombo	London
30	Aristocrat (s.)	Borwick	Do.	Do.
30	Glenisla	Watt	Hong Kong & Canton	Do.
27	Nestor	Maasdyk	Banjoewan, for Rotdm	Off Plymouth
28	Batavia	—	Batavia, for Amstrdm.	Off Scilly
	Queen Victoria	McQueen	Java	Queenstown
23	Varazze	Bollo	Rangoon	Bremerhaven
	Glamorganshire	Morgan	Hong Kong	New York
	Witch of the Tees	Lloyd	Colombo	Boston

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr.22	Celebes (s.)	—	Batavia	Texel
23	Estepona (s.)	Hubbuck	Singapore and Japan	London
26	Melbrek	Pierce	Hong Kong	Do.
25	Remus	Denely	Yokohama and Hiogo	Do.
21	Frances and Amanda	Hennings	Macassar	Cuxhaven
26	Amboto (s.)	Ansuetigui	Singapore & Manila	London
29	Gertrude	Heagerty	Colombo	Do.
27	Jessica	Condon	Yokohama	Liverpool
30	Timor (s.)	Brown	Colombo, &c.	London
28	Bengal (s.)	Douglas	Singapore, China, &c.	Do.
27	Elizabeth Child	Lundberg	Singapore	Cardiff
27	Mauritius	Black	Java	Greenock
	Michelino	Avegna	Singapore	Dublin
27	Zuid Holland	—	Batavia	Newcastle

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
April 22 ...	Bellona	... Cuxhaven	... China
24 ...	Glenlyon	... London	... Sing., China, &c.
24 ...	Scindia	... Do.	... Colombo
28 ...	Yrurac Bat	... Liverpool	... Singapore & Manila

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenroy. For Colombo, &c.: Good Hope, Paraguay.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel, John Milton. For Shanghai: Wylo, Lucerne, Guinevere. For Hong Kong: Sir Harry Parkes, Hopewell, Lord Macaulay, Beemah, Chinaman. For Hong Kong and Foochow: Falcon. For Penang and Singapore: Excelsior. For Singapore: The Sir Jamsetjee Family, Dewa Gungadhur. For Colombo: Mirella, Electra.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.), Priam (str.). For Singapore and Manila: Leon (str.), L. J. Enthoven.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai; Glamis Castle (str.). For Singapore and Hong Kong (via Cardiff): Millard G. Paton. For Singapore: Ringdove.

SPOKEN.

DEERHOUND, London to Hong Kong, March 14, 27 S., 24 W.
PEACEMAKER, Cardiff to Galle, April 18, 34 N., 18 W.
BORNEO (str.), Batavia to Texel, April 23, 44 N., 9 W.
JOHANNA MARIA (Dutch ship), steering S.W., 49 N., 5 W.
ELISE (Ger. barq.), Cardiff to Hong Kong, Jan. 29, 3 S., 127 E.
P. V. B. C. (Queen Bee ship), Anjer to London, April 3, 7 N., 34 W.
K. M. R. F. (Princess Louisa), Glasgow to Sing., April 21, 41 N., 13 W.
COLUMBUS, Batavia to London, April 19, 46 N., 17 W.
J.S.G.D. (ship) (?), Colombo to London, April 23, 49 N., 11 W.
N.L.Q.K. (German ship), Java to Rotterdam, April 7, 7 N., 28 W.
EUROPA (Amer. ship), Port Provence to Singapore, April 12, 20 N., 24 W.
LANNERCOST (barque), England to Singapore, March 19, 4 N., 25 W.
RAPID (Russian barque), Shields to Singapore, March 31, 6 N., 27 W.
PRINCESS VICTORIA (bq.), Singapore to Falmouth, April 22, 47 N., 11 W.
PETIT POUCET (French), Sourabaya to Amsterdam, 38 N., 38 W.

FREIGHTS AND CHARTERS.

We have no change of any importance to report respecting berth rates of freight to the Eastern ports, which remain about the same as last week. Homeward freights from the rice ports are dull, but from Manila they are well maintained. Coal rates rule firm.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 45s. meast. To Hong Kong: 50s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight, 45s. meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Shanghai: 40s. weight, 25s. meast. To Hong Kong: 40s. weight, 25s. to 27s. 6d. meast. To Singapore: 30s. weight, 22s. 6d. meast. To Colombo: 27s. 6d. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £30. To Penang: £31, f.c. To Colombo: £34. To Galle: £30. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: (small) 34s. To Batavia: 27s. 6d. To Singapore: 28s. to 29s. To Galle: 29s. to 30s. To Colombo: 27s. 6d. to 30s.

From Birkenhead, per ton.—To Singapore: 24s. To Hong Kong: 25s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

CASUALTIES.

The North American, which left Liverpool, April 23, for Hong Kong, has returned, having being ashore, 24, on the Lucifer shoals, but was towed off without apparent damage; vessel making no water; she left for her destination 30.

PERNAMBUCO.—April 2 [Lisbon April 25, 12.50 P.M.]. The Ida, Thorn, from London and Cardiff to Singapore, with coal, has put in here leaky in her upper works, and with loss of foretopmast and maintop-gallant-mast; she is repairing, and is expected to be ready to sail in a few days.

MISCELLANEOUS.

At PORT SAID.—April 24, Legaspi (str.), from Glasgow, for Manila; 28, Harrington (str.), from Helvoet for Batavia.

DEAL.—April 27, 9 A.M.—The Andromeda, from London to Penang, is detained in the Downs through the master (Steers) having been landed sick; she put into Falmouth 29, for a new master.

Advices from St. Thomas', April 14, state that the Marshal Pellissier, from Singapore to New York, which put in there Feb. 19 with damage, and was sold April 1, was towed up the harbour, 11, with her topmasts up, her rigging rove, and vessel almost ready for sea; it is stated that she is not making any water.

The steamer Europe has put into Gibraltar to repair the rudder, having encountered heavy weather in the Bay of Biscay, and was expected to leave for Shanghai on the 24th inst.

NOTICE TO MARINERS.

Japan—Nipon, East Coast—Sendai Bay.—Fixed Light at River Kita-Kami.—The Japanese Government has given notice that from the 1st day of February, 1874, a light would be exhibited at the mouth of the river Kita-Kami, north part of Sendai Bay, Nipon. The light is a *fixed* white light, elevated 52 feet above the level of the sea, and in clear weather should be seen from a distance of about six miles. The light is exhibited from a white staff on the eastern bank of the river, position, lat. 38 deg. 26 min. N., lon. 141 deg. 15 min. E.—Hydrographic Office, Admiralty, April 18.

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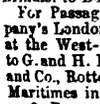
The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Glenroy, s.s.... ...	2,121	McGregor, Gow, & Co.	May 20
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	May 23
Dewa Gungadhur ...	595	Wright Bros. & Co.	May 25
LIVERPOOL.			
Ajax, s.s.	1,549	Alfred Holt ...	May 14
Priam, s.s.	1,672	„ ...	May —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CARD.

WM. C. EASTLACKE, D.D.S., from U.S. of America, and late of China and Japan DOCTOR OF DENTAL SURGERY.

10½, Koniggrätzer Strasse, Berlin Prussia.

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.
REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the olonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,000,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

---

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras. Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label

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TESTIMONIAL TO MR. W. H. READ.

A SUBSCRIPTION has been opened at Singapore for the purpose of placing in the Town Hall a Portrait of Mr. W. H. Read, as a public mark of appreciation of the services rendered by him to the Colony of the Straits Settlement during a period of thirty-two years.

The amount already received in Singapore is $1,415. Before closing the subscription list it has been thought well to give to former residents in Singapore an opportunity of adding their names.

Any balance that may remain after paying for the proposed Portrait is to be expended in a Piece of Plate for presentation to Mr. W. H. Read.

Mr. P. F. Tidman, 34, Leadenhall-street, has been requested to receive subscriptions in England, and to carry out the wishes of the Committee.

SUBSCRIPTIONS ALREADY RECEIVED.

Edward Boustead	£10	0	0
W. W. Shaw	10	0	0
Jasper Young	10	0	0
James Guthrie	10	0	0
Lewis James Fraser	10	0	0
G. J. Fraser	10	0	0
William Paterson	10	0	0

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy

HOLLOWAY'S PILLS

AND OINTMENT.—HEALTH AT ALL TIMES.—The journey from infancy to age is beset with dangers from accidents or diseases, nearly all of which may be remedied by the use of the excellent medicaments discovered and manufactured by Professor Holloway. The Pills cast out the countless impurities which are constantly gaining admission into the stomach and circulation. The Ointment cools and soothes inflammatory tendencies, disperses diseases of the skin, and heals ulcerations, irrespective alike of their depth or duration. Both Pills and Ointment are carefully-prepared vegetable extracts, uncontaminated by any mineral matters, whereby the thousand evils which were engrafted on the constitution by mercury or antimony are altogether avoided, and secondary nesses are unknown after Holloway's treatment.

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... ... JAPAN	Thursday, May 7 & 21, at 3 P.M., and every alternate Thursday.	Friday morning. May 15 & 29, and every alternate Friday.	Monday, May 18 & June 1, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, May 7, at 2 P.M., and every fourth Thursday.	Friday morning, May 15, and every fourth Friday.	Monday, May 18, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

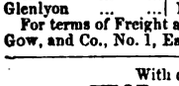
For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	May 20
Glengyle	100 A1	1,676	200	To follow
Glenfinlas	100 A1	2,120	330	June 16
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

With quick despatch.



FOR YOKOHAMA AND HIOGO, the well known China clipper LAUREL, A1 14 years (owned by Messrs. John Willis and Son), 638 tons register; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

PENANG, SINGAPORE AND CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Sir Harry Parkes.....	A1 13 yr.	S.W.I.D.	With des.
Hong Kong	Hopewell ...	A1 13 yr.	W.I.D.	With des.
Hong Kong	Chinaman ...	A1 14 yr.	E.I.D.	To follow
Singapore ...	Solent.....	A1 13 yr.	W.I.D.	May 20
Penang	Hope	AA1	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jno C.Munro	A1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

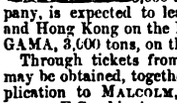
CASTLE LINE OF STEAM PACKETS, FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300 h.p. nominal, is now receiving cargo at Glasgow, and will shortly be at a loading berth in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., No. 5, East India-avenue, Leadenhall-street, E.C.

HONG KONG, with quick despatch, the LORD MACAULAY, A1 14 years.

Apply to ROBERTSON and Co., No. 5, Newman's-court, Cornhill, E.C.

With quick despatch.



FOR HONG KONG DIRECT, the well known and favourite China clipper BEEMAH, A1 12 years, 887 tons register, South West India Docks; A. W. BLACKSTONE, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The s.s. VANCOUVER, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama and Hong Kong on the 15th June; the s.s. VASCO DA GAMA, 3,000 tons, on the 15th July, for the same ports.

Through tickets from Liverpool to Japan and China may be obtained, together with full information, on application to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C., shipping agents in London to the C.T.P.S.S. Company.

FOR YOHOHAMA AND HIOGO.—The undermentioned high-classed SHIPS will be despatched as follows:—

Ship.	Class.	Tons.	Dock.	Last shipping day.
John Milton ..	A1 14 yr.	619	E.I.D.	With des.
Denbighshire ...	A1 15 yr.	483	E.I.D.	To follow
Carnarvonshire ...	A1 14 yr.	388	E.I.D.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).

With quick despatch,

FOR SHANGHAI DIRECT, the splendid composite clipper ship MIKADO, A1 16 years, 643 tons register, J. ILBERY, Commander; loads in the East India Docks. This magnificent clipper is celebrated for her very rapid passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

STEAM FROM SOUTHAMPTON TO BATAVIA, VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on average in thirty-eight steam days):—

Prins van Oranje ...	2,700 tons	1,600-h.p.	(effective)
Conrad	3,000 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts	3,000 „	1,600 „	building.
Prins Hendrik ...	3,000 „	1,600 „	building.

The CONRAD is appointed to leave Southampton on the 18th May for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger Fares from Southampton:—First-class, £58, and upwards; second-class, £33.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King-William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen.,Sing., Hg. Kg., and Shanghai	Galley of Lorne, s.s., via Suez Canal.....	100 A1	1390	S.W.I.	June 6
Hong Kong..	Falcon.....	A1 14 yr.	794	S.W.I.	May 12
Shanghai ...	Lucerne ...	A1*	608	S.W.I.	May 12

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 4, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 558.] LONDON, MONDAY, MAY 11, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 11.
JAPAN—Yokohama	Jan. 23	Mar. 15	Mar. 27*
Yedo			
Osaka and Hiogo	„ 16	„ 9	„ 20*
Hakodadi			
Nagasaki	—	—	„ 19
CHINA—Peking	—	—	„ 16
Tien-tsin	—	—	„ 19
Chefoo	—	—	„ 20
New-chwang			
Hankow	„ 23	„ 18	„ 21
Kiu-kiang	—	—	„ 20
Chin-kiang	—	—	„ 12
Shanghai	Feb. 6	„ 24	„ 27
Ningpo	—	—	„ 25
Foochow	„ 6	„ 25	„ 29
Formosa			
Amoy	—	—	„ 30
Swatow	—	—	„ 31
Hong Kong	„ 20	„ 31	Apr. 2
Canton	—	—	Mar. 31
Macao	—	—	Apr. 1
PHILIPPINES—			
Manila	Jan. 30	„ 11	Mar. 19
COCHIN-CHINA			
Saigon	Feb. 13	„ 21	Apr. 2
SIAM — Bangkok	—	—	Mar. 30
BORNEO —			
Labuan	—	—	„ 27
Sarawak	—	—	„ 26
JAVA — Batavia	„ 20	„ 28	Apr. 2
Samarang	—	—	Mar. 28
Sourabaya	—	—	„ 26
MALACCA STRAITS—			
Singapore	Mar. 6	Apr. 6	Apr. 9
Penang	„ 6	„ 4	„ 11
CEYLON—			
Galle	„ 20	„ 12	„ 17
Colombo	—	—	„ 15

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The P. and O. and Pacific mails, bringing advices as above, were delivered, *via* Brindisi and *via* San Francisco respectively, this morning, their due date. The next inward (French) mail, with dates Yokohama, 31st March; Shanghai, 3rd; Hong Kong, 9th; Singapore, 17th April, which is due, *via* Marseilles, on Monday next, the 18th inst., left Suez on the 7th, one day early, and will probably be delivered on Saturday.

The Russian land lines of the Great Northern Telegraph Company are interrupted, and communication by that route with China and Japan is consequently suspended.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Ceylon*, arrived May 8.—None. To Venice.—From Shanghai: Mr. and Mrs. Barnes and family, Mr. F. Lentz. From Galle: H.E. Governor of Ceylon, Mr. H. Stewart, Mr. McPhail. From Singapore: Mr. H. Morris.

To Southampton, per P. and O. steamer *Khedive*, expected to arrive May 18.—From Hong Kong: Miss Hugo, Mr. R. Martin. From Penang: Mr. R. Ibbertson. From Singapore: Mr. J. Allen. From Galle: Colonel and Mrs. Drew.

PASSENGERS OUTWARD.

Per French steamer *Peiho*, May 10 (booked from London).—To Yokohama: Mr. C. Tasahara, Mr. Lottemberger, Mr. Larijon, Mr. Raynaud, Mr. Chulmen, Mr. Driver. To Hong Kong: Mr. Russell. To Batavia: Mr. Ten Have, Mr. Hollebeck, Miss Schukking, Mr. J. S. Toussaint, Mr. and Mrs. C. L. Cramer. To Singapore: Mr. Sagittaire, Mr. Batle Hernandez, T. Pellicer, Mr. Mallen Saing, Mr. Schnaab, Mr. Srastoza and wife. To Galle: Mr. Hermenegilde.

Per French steamer *Donnai*, May 24 (booked from London).—To Shanghai: Mr. and Mrs. Dillon, Mr. Acheson, Mr. Hancock. To Hong Kong: Mr. Merian, Mr. K. Morrison. To Singapore: Mr. Leonard, Mr. and Miss Engster. To Batavia: Mr. and Mrs. Reyers.

Per French steamer *Meikong*, June 7 (booked from London).—To Yokohama: Mr. C. J. Gael. To Batavia: Mr. Revins and family. To Saigon: Four Sisters of Mercy.

Per P. and O. steamer *Sumatra*, from Venice, May 1.—To Ceylon: Mr. and Mrs. C. F. Braine.

Per P. and O. steamer *Malwa*, from Southampton, May 7.—To Ceylon: Mr. Maclean, Mr. D. Skine, Mr. C. Good, Mr. and Mrs. Howland, Mrs. Crigren, Mr. and Mrs. J. Ryle, Mr. B. White.

Per P. and O. steamer *Ceylon*, from Venice, May 15.—To Yokohama: Mr. O. Eckels.

Per P. and O. steamer *Ceylon*, from Brindisi, May 18.—To Hong Kong: Mr. and Mrs. H. C. Bachelor.

Per P. and O. steamer *Malta*, from Brindisi, June 1.—To Ceylon: Mr. J. H Alexander.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 24th March; and by the Pacific mail we have three days later news, viz., to the 27th March; the P. and O. mail from London Jan. 23 arrived out on the 15th March. The *Japan Herald* supplies the following items of intelligence:—

One of the most destructive fires we have lately had occasion to chronicle in Yokohama has occurred, in the very heart of the settlement. The fates appeared to be against us, and it really seemed at one time as though the settlement would be given up altogether to the fiery demon. First of all, there was no water. But more than that, and chiefly, what must have struck the willing and indefatigable band of salvage volunteers—was the utter absence of anything like system or management in the arrangements for staying the destruction going on. The alarm bell was sounded at the Fire Brigade Co.'s Compound shortly after eight o'clock, and such was the rapidity of the conflagration—unless indeed the destruction had been going for some time unobserved—that the flames had broken through the roof of Mr. Thiemer's store, where the general belief is that the fire originated. It was evident that little or nothing could be done to stay the utter destruction to which, to all appearance, the whole block seemed doomed, in the absence of the engines, and the doubtful dependency to be placed on the water. Soon after a company of French Marines arrived, and were detailed for duty, in saving and protecting property. And the volunteers went to work cheerfully, quickly effecting an entrance into the premises as yet untouched of the *Herald* office, and Messrs. Driscoll and Co.'s premises; the result being that a large amount of valuable property was rescued and deposited in safety in adjacent lots. Meanwhile the engines had arrived, but were comparatively helpless, from the distance from, and scarcity of water; the supply being procured from the Bund, and the tide being very low. By the time they were enabled to obtain an adequate supply the fire had gained such a mastery that it was evident the whole block was doomed to destruction, and it seemed imminent that the Hong Kong and Shanghai Bank, the store of Mrs. Searle, and indeed the whole of that side of the street would be doomed to destruction. Considerable apprehension was felt by many, owing to a rumour that a large quantity of live shells and cartridges had been stored in one of the burning godowns. No explosion, however, occurred, and it is to be presumed that if the supposition were really correct they must have been removed. Thanks to the indefatigable exertions of those present, fighting as they were against fate, the mastery was gained of the flames and the fragments of the burning mass were permitted to sullenly burn themselves out. Hardly, however, had the wearied workers had time to think of resting awhile, when the cry was raised that fire had again broken out. This time it was found to be comparatively remote from the scene of the origin of the devastation. The "German Hotel," situate on Lot 128, and well-known in former times as a thriving place of business, was found to have caught, and in the absence of water, it was quickly seen that the result could be no other than total destruction; if indeed it did not extend beyond that, and include in its scope the adjacent buildings. And such was ultimately the case; the premises of Mr. Clarke, of the Yokohama Bakery, a large two-storied residence adjoining, and

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other minor buildings near by being finally engulphed with most of their contents in the common ruin.

The following is a statement of the damage sustained :—

J. Thompson and Co.—Total loss ; insured for $10,000, China Fire Insurance Co. Berrick Bros.—Covered in Phœnix Office. G. Thiemer —Insured in Lancashire Insurance Co., $8,000. Mrs. Lockyer—Total loss ; uninsured. *Japan Herald*—Portion of plant, books, &c., saved, also printing-machine ; insured for $8,000 in Imperial Office. J. Smedley—Total loss ; insured for $800 in Phœnix Fire Office. C. Berger—Furniture partially saved ; insured for $600 in Sun Office. Driscoll and Co.—Heavy loss ; insured for $15,000 in Lancashire and $10,000 Sun Insurance Companies. J. North and Co.—Total loss ; insured for $4,000 in Northern and $5,000 Sun Insurance Companies. E. Schwartz and Co.—Damage by water and fire ; insured in Hamburg and Bremen Insurance Co. Victor Orny—Slight damage by fire and water ; covered by insurance. Catholic Mission—Premises only slightly damaged. Miss Gargan—Virtually a total loss through fire and water ; no insurance. A. Fabre and Co—Godown and contents destroyed ; insured for $15,000 in Imperial Insurance. E. C. Kirby—Total loss ; insured for $21,000 in Phœnix Insurance Company ; loss not covered. German Hotel—Buildings, $4,000, owned by the German Hotel Company, and contents owned by J. C. Plummer and Co., $4,000 ; total loss ; no insurance, except on piano. Variety Theatre—Total loss (with the exception of a few dresses and properties estimated at $2,800). R. Clarke, Yokohama Bakery—Buildings and contents, including plant and stock, 3,000 lb. biscuit, and large quantity of flour just purchased, a portion of the latter saved ; the buildings insured in Hamburg and Bremen Insurance Company for $10,000 ; loss on stock estimated at $4,000. Miss M. Campbell—Building total loss, owned by R. Clarke, uninsured ; furniture valued at $9,000, nearly total loss, uninsured. The Phœnix Insurance Company's loss is estimated at $35,000 ; this is approximate, as we are refused particulars by the agents. The Sun loses $25,000, allowing for salvage ; the China, $10,000 ; the Lancashire, $23,000 ; the Imperial, $23,000, less salvage (probable); the Hamburg and Bremen, $11,000 ; the Northern, $4,000.

Another fire has occurred at O-ta, in some native houses immediately under the cliffs, and adjacent to the native barracks. Owing to the inflammable nature of the materials and the delay in procuring water it soon assumed serious proportions, and at one time threatened to destroy the whole of the surrounding quarter, the houses being very thickly clustered together and the streets extremely narrow. There was a large number of police and coolies available for the working of the hand engines, which were of really little service in extinguishing the flames, necessarily very fierce. Everyone worked with a will, however, several Europeans lending a hand in the work of demolition, and the wielders of the hooks and axes ultimately succeeded in arresting the destruction. About fifty buildings was destroyed, but a good deal of the contents was saved. The barracks on the opposite side of the road were untouched. The ground was kept by a detachment of native troops, the streets being covered with salvage. We were unable to ascertain the cause of the fire.

The insurrection in Saga is extinguished, and the troops are on their return ; but the principal leaders of the movement have not yet been captured. The insurgents appear to have been miserably provided with arms, &c., being almost entirely destitute of firearms, and were therefore easily vanquished by the Government forces, although at one time grave apprehensions were entertained of the movement spreading to the neighbouring kens.

On the 18th March the Mikado, accompanied by the Empress, made a visit of inspection to the Lighthouse Department works at this port. He remained in Yokohama that night, and on the following morning visited the Gasworks, and afterwards returned to Tokio.

The news of a most appalling calamity has reached Yokohama. The M.M.S.S. *Nil*, whilst on her voyage from Hong Kong to this port, has been totally lost, at the entrance of the Gulf, some seventy miles from here, on the night of the 20th March, owing to her machinery breaking down during a violent gale, and of 146 persons on board as yet only four are known to be saved. The details are as yet wanting.

The U.S.S. *Idaho*, lately used as a storeship at this port, has been sold at auction for $15,000.

The *Japan Mail* contains the following items of news :—

The late disturbances in the provinces of Hizen and Tosa have completey subsided, and the country is quiet. It would be impossible, however, to ignore the existence of a somewhat uneasy feeling in regard to the future, though it may possess less foundation than is supposed by many.

It was publicly reported some little time back that the Mikado had given his sanction to the establishment of a Deliberative Assembly, the necessity for which has been strongly urged of late by several officials formerly in high positions. The report, however, is premature, or, at least, no official announcement of the fact has yet been made.

A note has been addressed to the Japanese Government by M. von Weckherlin, Minister for Holland, pointing out the many inconveniences which attend the present condition of telegraphic communication with this country, and urging upon the Minister for Foreign Affairs the adoption of the Telegraphic Convention of Rome.

The Pacific Mail Company's steamer *Colorado* arrived at San Francisco on the 27th ult., with advices from Yokohama to the 7th April. The following summary of news has been telegraphed to the New York press :—

The reports concerning the expedition to Formosa are not without foundation. Envoys from Lin-Kin, who visited Yedo in 1872, besought the protection of Japan against the misdeeds of the Formosa tribe, which had a number of shipwrecked sailors from Lin-Kin. That kingdom having been formally annexed to Japan, protection was promised and negotiations were entered into with China for the purpose of ascertaining what authority, if any, that nation claimed over the marauding tribe. China disavowed all responsibility, and the Japanese made preparations to send a force to take possession of part of the island and keep the inhabitants in proper subjection. Various circumstances have delayed the execution of this project ; but everything is now in readiness, and a small fleet will immediately sail for the scene of the outrages. No hostile action is intended unless it should prove absolutely necessary, in which case the Japanese are fully prepared. The foreign assistants in the expedition are all Americans. Lieutenant Cassell, United States Navy, late commanding the *Ashuelot*, and Lieutenant Wasson, United States Army, until recently engaged in the Yezo Colonisation Department, are the naval and military advisers. Over the political and general details General Legendre, formerly United States Consul at Amoy, exercises supervision. The plan will occupy a long time in carrying out, and the Japanese do not expect to firmly establish themselves before the end of this year. It is believed by many that Formosa was an ancient dependency of Japan, and that in assuming control of a part of the Eastern coast this Empire is only resuming a share of what was formerly its own. The first detachment of the expedition will start on the 9th or 10th April. The Commander-in-Chief will be Saigo Kitenosuke, a younger brother of the distinguished Satsuma statesman.

Some comment has been excited among the Japanese officials by the circumstance that in the publication, by the Yokohama newspapers, of the Mikado's reply to the memorable New Year's address of the foreign representatives, a significant expression toward the close has been altered or suppressed. It was to the effect that Japan would accept such intercourse as was consistent with her dignity as an independent nation, and was intended to mark the disapprobation of the Government in regard to the importunities of the address.

Statements have appeared declaring that the Emperor of Russia has declined to arbitrate between Japan and Peru in the case of the *Maria Luz* but despatches from the Japanese Legation in St. Petersburg positively announce that he has consented.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 27th March ; the P. and O. mail from London Feb. 6 arrived out on the 24th March. The following items of news are from the *North China Herald*:—

A meeting of well-wishers to the project for establishing a Reading-room for the Chinese was held in the Asiatic Society's Rooms on the 24th March. Owing to the inclemency of the weather the attendance was rather small, though still sufficiently numerous and influential to admit of the initiatory steps being taken. Mr. R. I. Fearon was called to the chair ; and H.M. Consul, Mr. Medhurst, having explained and supported the project in a very telling opening address, a discussion ensued as to the advisability of admitting or excluding religious books from the proposed library. It was ultimately agreed to leave this for the fuller consideration of the Committee, to be reported on at a subsequent meeting of subscribers. The following resolutions were then passed :—

1. That the scheme of a Reading-room for the Chinese, on the basis proposed by Mr. Medhurst, has the cordial approval of this meeting, and that a Committee be appointed to endeavour to collect subscriptions and to carry out the scheme as far as the funds obtained will allow.

2. That the Committee consist of ;—Foreign Members : W. H. Medhurst, F. B. Forbes, A. Wylie and J. Fryer—Chinese members : Tong King-sing ; with power to add to their number.

The annual meeting of the Yacht Club has been held. There were seventeen members present, Vice-Commodore Roberts in the chair. Minutes of last meeting having been read and confirmed, the accounts as printed were passed. These show a reserve balance of Tls. 1,100 ; and after providing $1,084 for prizes at regattas (including cost of Challenge Cup, $507), $403.66 for general expenses, and $235.69 for mooring tackle and club-room furniture, leaves a balance on working account of $331.02. The election of new officers resulted as follows:—A. J. Little, Commodore ; G. B. Hill, Vice-Commodore ; John Wilson, Treasurer ; W. Hewett, Secretary ; Messrs. Coryell and Eastlack, Auditors ; J. G. Dillon, Prize-bearer, and Messrs. Blethen, Viguier, Croad, Roberts, Tucker, and Ashley, Committee.

A performance has been given at the Lyceum Theatre by a Chinese troupe. A considerable number of people were attracted, but the fees were too high to ensure a full house. The programme was more than ample, so that many of the audience were satisfied with their experiences when they had seen and

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heard a couple of the pieces. Judging from the appreciation occasionally shown by the Chinese portion of the audience, we may say that the actors did their parts well; we can at any rate aver that the dresses were gorgeous. The orchestral department was not disagreeable when it was not deafening, and the acrobats were really worth seeing.

Although "the weather" is a topic so done to death in ordinary conversation that the journalist usually refrains from touching on it, its course recently has been exceptional enough to merit some special remark. A fortnight ago we had a heavy thunderstorm, and now we have had a heavy fall of snow. For the fourth time in succession we have been afflicted with a wet Sunday, and such a number of rainy days besides during those four weeks, as can scarcely find a parallel in the memory of the oldest resident. Just as we thought the northern monsoon had expended itself, and the rigours of winter were giving way, the wind again set in a cold and rainy quarter, and banks of clouds formed, which began to disburden themselves in a downpour of very cold water indeed. The rain has since been falling as persistently as ever, with a cold raw north-easter blowing. The heavy weather on the 19th March obliged the P. M. steamer *Costa Rica* to put back to Nagasaki for twenty-four hours, and the P. and O. steamer *Delta*, with the English mail, had to anchor twenty-three hours and took five days coming up from Hong Kong.

The non-arrival of the steamer *Manchu*, which left Nagasaki on the 14th March, for Shanghai, is causing uneasiness. The *Manchu*, as is generally known, has been running between this and Nagasaki in the coal trade, and her previous good passages have led to the surmise that the undue length of this one is the result of some untoward accident. It is hoped, however, if her machinery broke down in the encounter with the severe weather which has prevailed on the coast lately, that though unable to bear up for her port under canvass, she might succeed in making a southern port, Amoy most probably. The *Manchu* was commanded by Captain Lowell, and her owner, Mr. Spedding, was also on board.

The strong northerly wind on the 20th March brought up an unusually high tide. A raft of Foochow poles measuring about 30ft. by 12ft. was carried across the piles of the Soochow bridge, and all efforts to free it failed, till the tide slackened in the afternoon. The force of the tide was shown by the fact that the bridge perceptibly vibrated under the pressure of the water against the obstruction.

A general parade of the Volunteers is called for the 28th March, "to engage the Naval Brigade;" but it is more than likely that the weather will stop it. The Miholoongs have placed themselves under the mild yoke of a voluntary discipline, which, once resolved on, they have adhered to energetically; and the result is that the wavering have been established, the useless weeded from the ranks, and the company practically doubled in effective strength. They have secured the use of a godown from Messrs. Jardine, Matheson, and Co. for squad drill, which will encourage new men to join; and a similar facility for initiating recruits is being sought for on behalf of No. 2 company.

On the 25th March, as the Chinese frigate No. 5 (which had just returned from a trial cruise) was passing up the river to proceed to the Kau-tsang-meau anchorage, she narrowly escaped collision with the *Cadmus*. It being ebb tide, the frigate tried to pass the *Cadmus* on the port side, but not having way enough on to answer her helm, her jib-boom passed over the taffrail of the *Cadmus*. The engines were reversed in time to avoid actual collision, but in backing the flag line of the *Cadmus* was broken, letting the ensign fall to the deck. The flag was immediately hoisted to the mizen gaff, but the Chinese, taking this for a salute, dipped their ensign, affording some amusement to those who noticed the mistake. The frigate shortly afterwards passed up the river.

We understand that the British barque *Lancefield*, just arrived from England, and known by many of the old residents of Shanghai as the once famous opium steamer of Messrs. Jardine, Matheson, and Co., is, after flying the flag of several nationalities, destined to become a store hulk, to be stationed at one of the Yangtsze ports.

On the 18th March the particulars of a daring case of robbery of goods, amounting in value to about Tls. 3,200, were brought out at the Mixed Court. In December last the compradore's cabin on board the *Yangtsze*, then loading at Hunt's wharf, was entered, and a box of musk, value Tls. 2,650, another box containing silk to the value of Tls. 250, a box of clothes belonging to the compradore, and $300 in money, were stolen. The police learned that the thief, Wung-a-tai, had left for Hong Kong in the *Thales*, taking with him the greater part of the stolen property. The facts of the robbery, with a description of the man, were at once telegraphed to the Hong Kong police, who boarded the *Thales* directly she arrived, and arrested the runaway. Wung-a-tai has been convicted of the robbery, and sentenced to be beaten as long as he could bear the bamboo (!), and to undergo three months' cangue—punishments, however, which were to be considered merely preliminary. Sentence upon two accomplices was reserved.

Of eighteen griffins offered for sale at the Horse Bazaar, fourteen were sold, at prices ranging from Tls. 270, 190, 185, 180, 165, 160, 150, &c., down through several 100's to Tls. 60, which was the lowest figure.

The Masonic Ball held last month has proved a financial success, to the extent of some $500, which the committee have handed over to trustees to form the nucleus of a Masonic Charity Fund.

Mr. Annecke is on his way to Shanghai, in order to reassume his duties as German Consul for this port.

Our Peking Correspondent announces the arrival of Mr. Butzow, the new Russian Minister, and the probable occurrence therefore of another "audience.'

HONG KONG.

Our advices by the present mail extend to the 2nd April; the P. and O. mail from London Feb. 20 arrived out on the 31st March. The *China Mail* supplies the following items of intelligence:—

The Pacific Mail Steamship Company has, very wisely, determined to meet the competition to which we recently alluded by an abatement in the rates of passage money. The fare to Yokohama is lowered to $75 for the single, and $120 for the return passage. San Francisco can be reached for $250 by cabin, and for $100 by steerage passengers; while a still greater reduction is seen in the offer to carry passengers to New York, *via* Panama, for $350 and $125 respectively. We observe that tickets by the overland railway will be issued at the same rates as before, but there can be little doubt that those who control it will not long remain blind to the business they are throwing away, by thus diverting the trade which would otherwise pass through their hands to the Panama route. It is not, however, merely in the way of passenger fares that the company shows an intention of keeping up with the necessities of the times. We learn from New York that ample provision is to be made for carrying the increased freight to be looked for in the tea season. The *China* and another steamer (the *Granada*, we believe) are both to be put on the line as extra tea steamers as soon as their services become necessary. They will be destined for San Francisco and Panama (via the former port) respectively, in order to accommodate shippers of through cargo by either route. More than this, any extra tonnage required in the early tea season will be supplied by the company, and the rates fixed are extremely moderate—4c. per lb. to New York via Panama, and 2c. per lb. to San Francisco. Under such circumstances the company ought to secure a very handsome share of the traffic, and there is very little doubt that it will do so.

We understand that at a meeting of the stockholders in the Hong Kong, Singapore and Borneo Trading Company it was resolved to wind up the concern. As the trade which the company was formed to work was highly remunerative when carried on by private individuals, we think sufficient time has not been allowed for the development of its extensive resources, by the employment of a joint-stock capital, to impart confidence in the future prosperity of this company.

We understand that a matter of much interest to all shareholders in Marine Insurance Companies is now in process of arrangement. It has been proposed to reduce the brokerage of 33 per cent. allowed during the last few months to its normal rate of 10 per cent.; and there is very little doubt that the measure will be carried into effect. This will tend to the benefit of both insurers and companies, and as we are informed meets the approval (oddly enough) even of Chinese insurers. The Insurance Companies have, we think, in this shown reasonable prudence.

The Memorial regarding the retention in circulation of one dollar notes will lie at the Hong Kong and Shanghai Bank a few days more for any further signatures. Ten hundred and fifty-seven, foreign and native, are already affixed, so that the exceptions must be few.

Mr. J. B. Steere, an American naturalist who is travelling in the East to collect specimens for the Museum of Natural Science at Michigan University, has just returned to Hong Kong from a trip through Formosa. He spent six months in the interior of that place, travelling through the whole length of the island, and spending nearly the whole time among the wild tribes of the aborigines. He succeeded in gathering with their aid a very interesting collection of natural objects, among which a collection of thirty-five different species of serpents forms a prominent feature. He also obtained a number of ancient manuscripts which are being photographed by an amateur at Amoy. His investigations into the language of the aborigines resulted in a vocabulary of five different dialects of 200 words each, and prove conclusively that the language spoken by these aborigines is essentially Malayan, and stands in nearest relation to the dialects spoken in the Philippines.

The Messageries Maritimes steamer *Nil* is reported as having been lost on or about the 25th March on the coast of the province of Idsu. Sad to say, this fine steamer has perished with nearly all hands on board. The following is a translation of a telegram received by the principal agent at Hong Kong on the 28th March:—"Yokohama, *via* Nagasaki, 29th March, 3.55 P.M.

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Returned this morning with Consul. *Nil* sunk between two rocks in twenty fathoms water, at about one cable's length from shore. Appears impossible to save anything. Four men saved; one passenger (Mouraoux), two sailors, and the baker. Yesterday noon three bodies only recovered, one passenger, two Chinese. Orders given by Japanese authorities to take care of everything coming from the wreck, and to advise at once Yokohama. An official remains on the spot. Inquiry begins to-morrow." The crew, servants, &c., on board numbered ninety-three, and there were eight passengers, so that eighty-nine lives were lost. The names of the passengers were, Mde. Avril, M. Bateman, M. Lawrence, M. Liccioni, M. Muraoux, Mr. Josida, M. Leiseberg, M. Pallier. The officers were, M. Alfred Samat, captain; M. Aristide Fouesnel, second captain; M. Raymond de Leil, lieutenant; M. Marius Bronzon, lieutenant; M. Stephan Delacroix, doctor; M. Jouglas, chief engineer; M. Maire, senior second engineer; M. Jules Michel, second engineer; M. J. B. Moustier, assistant engineer.

A rather funny story comes to us from Macao. It appears that the captains of the seven coolie ships now lying there determined to celebrate the last day of the trade in a way that would express their contempt of the tyrannical measures which had put a stop to their occupation. They accordingly hoisted their flags half-mast, and fired minute-guns throughout the day, not exactly to the gratification of the authorities. We do not know for certain, but presume that there are port regulations prohibiting cannon being fired except when in distress by merchant vessels. At all events the unlucky skippers have all been fined a hundred dollars apiece, which they stoutly refuse to pay.

A cricket match between the Hong Kong Cricket Club and an Army and Navy team came off on the 27th and 28th March, and ended in the defeat of the latter by one innings and several runs to spare.

An Annamese of official appearance is at present to be seen about Hong Kong. We believe he is charged with official despatches to the Government, and has been accorded an interview by Sir Arthur Kennedy.

An assault case is pending at Macao between Mr. Silva, editor of the *Independente*, and Captain Moraes de Carvalho, Aide-de-Camp to the Governor. It is stated that the latter struck the former with his whip, and that Mr. Silva in turn retaliated.

The certificate of the captain of the *Sunfoo* has been suspended for three months. The master, officers and crew of the *Sunfoo* left Hong Kong for Singapore in the Company's steamer *Jeddah* on the 28th March.

Among the passengers by the last French mail was the Hon. T. G. Grosvenor, Assistant Secretary at the British Legation, Peking, who has been transferred to Berlin.

The British steamer *Yangtsze* (Captain A. Corner), of Siemssen and Co.'s line has made the passage from Shanghai in seventy-six hours, probably the fastest for some time past.

We learn that Mr. J. McLeavy Brown has been appointed Deputy Commissioner of Customs at Canton. We are glad to see so able an officer appointed to the post.

It is stated on good authority that the Viceroy of Canton has sanctioned the erection of a land telegraph between that city and Hong Kong.

Captain Heriot, of the *Wan Loong*, has been sentenced to three months' imprisonment for manslaughter.

JAVA.

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BATAVIA.

No telegrams from General Van Swieten appear in the latest received Batavia journals, which come down to the 28th March, but they contain a continuation of the General's diary, detailing operations from the 16th to the 22nd, during which period the construction of the works on the site of the Kraton was vigorously proceeded with. On the 17th, two men-of-war were despatched to visit the States on the N.E. and W. coasts of Atchin, for the purpose of distributing proclamations, and causing the sovereignty of the Netherlands to be acknowledged. As to a successor to the deceased Sultan, the General says under date the 20th March:—"A new Sultan has not yet been chosen; some [Atchinese] argue that now that the Kraton has been taken, there is no need of a Sultan. Several headmen are noticed in the diary as having offered their submission to the Dutch; several villages have remained neutral, and two had paid $500 each to Tuku Nauta, a head man who strove to continue the war, in order to be excused from having to take part in the contest.

In a summary of Atchin news which appears in the *Straits Times* of the 7th April it was stated that on the 14th March six half battalions of infantry, together with some sappers and artillery, were to leave the bivouac to capture some forts at Ketapan Dua. The following particulars of this expedition, which was undertaken to relieve friendly Atchinese from pressure exercised by their hostile countrymen, are drawn from a correspondent's letter in the Batavia *Handelsblad* of the 5th April:—"On the morning of the 15th March the troops came in sight of the enemy's position, from which a heavy fire was opened upon them. An outlying campong was stormed with slight loss." What followed is thus described by the correspondent:—

A harder task, that of capturing Ketapan Dua Betul, was still awaiting us. Shells were repeatedly pitched amongst the enemy, but their fire could not be silenced. It now became apparent that we were then in front of the fortifications; a reconnoitring party brought word that Ketapan Dua could not be marched round, owing to the marshy nature of the country, and that in front of it was a stream—the Kurung Daru probably—which would have to be forded under the well kept-up fire of the enemy, in case of an attack in front. In the meantime the fire of the enemy had increased in violence, and the column commander, who did not wish to expose our troops longer to it on the exposed sawah field, decided upon a bold attack in front. The artillery prefaced the attack by a heavy fire. The infantry advanced, crossed the Kurung Daru under the heavy fire of the enemy, formed into columns, and suddenly, with banners flying, drums beating, and bugles sounding, attacked, under deafening hurrahs, the outlying portion of the campong, at three different points. Having reached the outer portion of the campong, we came upon earthern fortifications, which were covered on the top with thorny bamboos and other obstructions. Soon openings were cut in various places and we could see the enemy, who bravely held their ground and discharged their musket points blank, so to speak. It was not until several of them had fallen, and the remainder, who continued to offer resistance, had perceived that their retreat would be cut off by our soldiers, who were forcing their way in from all sides, that the enemy took to flight in confusion, leaving behind about a hundred dead, including several chiefs, according to the guides. One of them was Panglima Polim Muda, a kinsman of the notorious Panglima Polim, headman of the XXII., Mukims.

In the official journal appears the following regarding the submission of several Atchinese States:—"H.N.M.'s steamer *Metalen Kruis*, Kip, which had been despatched by the Civil Government Commissioner and Military Commanding Officer of the second expedition on a mission to the Atchinese dependencies on the west coast of Sumatra, for the distribution of the proclamations addressed to these States, and also to cause Netherlands sovereignty to be acknowledged, arrived at Singkel on the 17th March, according to a telegram from her commander received that day by the Marine Department. At Analabu, Pulu Kayu, Susu, Laboa n Hadji, and Muki, the mission was successful, but from Terbangan no answer had yet been received. No communication had been effected with the remaining States."

A committee of gentlemen has been formed at Batavia for the purpose of giving a festive reception to the troops about to return from Atchin to that place, and, also, for the purpose of affording relief to the sick and wounded returning from the seat of war.

The Dyak rising at Sintang, in Borneo, is almost put down. Several Dyaks have submitted, and troops are in pursuit of the ringleader of the insurgents. The Assistant-Resident of Sintang has died of his wounds.

A quantity of Japanese tea from the British ship *Tamerlane*, sold by auction at Batavia on the 23rd March, brought rates of from 12f. to 18f. per chest.

STRAITS SETTLEMENTS.

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SINGAPORE.

The advices by the present mail extend to the 9th April; The P. and O. mail from London March 6 arrived out on the 6th April. The following summary of news is from the *Straits Times*:—

The Legislative Council has terminated its labours for the present, after a week's sitting, during which it revised the Jury Lists for Singapore and Penang, and passed the Supply Bill for the current year. At its last meeting it was resolved to vote some $80,000 on the Supplementary Supply Bill for the present year, to be expended principally on needed public works, chief among which are the erection of two proposed new lighthouses, and improving the harbour lights at the three Settlements. This large addition to the already large contemplated expenditure this year is, however, justified by an unexpected surplus of nearly $100,000 on last year's transactions, and by the great utility of the public works to be undertaken. The actual business of the session has not yet commenced, and will, we presume, be postponed for a time, to enable the Government to mature the measures intended to be brought forward. The Council adjourned on the 28th March, and on the 29th the Hon. J. W. W. Birch, Colonial Secretary, left in the *Pluto* for Laroot, intending to be absent about a month, the duties of his office being performed in the meantime by the Attorney-General. Mr. E. A. Irving, Assistant Colonial Secretary, is acting as Auditor-General, and Mr. E. H. Watts performs the duties of Mr. Irving's office.

The Atchin war has for the present come to a standstill. Some 3,000 troops are to remain encamped in the Kraton, which they have fortified so as to enable them to hold out against the Atchinese in the event of an attack during the absence of the rest of the forces. A notification from the Netherlands Consul appears in the last *Government Gazette* notifying the public that the Rajah of Gighen (where the last expedition landed) has given in his adherence to the Dutch Government, and that the blockade of that chief's territory has therefore been raised. It is intended to send a third expedition in October next, should peace not be concluded in the meantime.

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The proprietors of the *Penang Gazette* have recently been the defendants in a suit for libel, arising out of the publication of a petition against the public vaccinator in Province Wellesley, containing a paragraph which Dr. Veitch, then deputy-superintendent of vaccination in Province Wellesley, considered as reflecting upon his own reputation, and he accordingly instituted proceedings for damages laid at $10,000. The Court ruled that it was a case for substantial damages, and awarded $1,000.

Sir William Hackett, Judge of Penang, goes home on leave shortly, and the next session there will be opened by the Chief Justice, Sir Thomas Sidgreaves. The criminal session here opens on the 10th April, but there are no cases of importance, and it will probably be of short duration.

Inspector Richards has during the past week been making inquiries into a case of stabbing and alleged murder committed at Pulo Dammar. A Chinaman came to the Passir Panjang station, and reported that he had on the previous day, with another Chinaman, gone to Pulo Dammar for pine-apples, but when leaving the island four Bugis had attacked them, murdered his companion, stabbed him with a spear, and forcibly taken the boat and its contents. He escaped to the shore and took refuge with some Chinamen he knew, who brought him across to the Passir Panjang station. The wounded man was sent to hospital, and Inspector Richards proceeded to the place he had pointed out to search for the body of his companion, but without avail. Mr. Richards then went to Pulo Dammar, and from information there obtained suspicion fell upon four Bugis, who it was found had fled. Their houses were searched, in one of which was found a spear, stained apparently with blood. Mr. Richards remained over night on the island, and next day continued his search, arresting only one of the suspected parties, but bringing back with him members of the family of some of the others. The man arrested was unhesitatingly identified by the Chinaman as the man who had stabbed him with a spear. Mr. Richards subsequently went on to Johore, and was provided by the Maharajah with a steam launch and officers to assist in searching for the men on another island, but the search was fruitless. There are, however, hopes that more of the suspected murderers will be apprehended.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The better feeling noticed in our last report had been maintained, and a fair general business had been done. In Cotton Yarn large transactions had taken place in Nos. 16 to 24, leaving the market very bare of stock, and establishing higher prices; whilst their comparative cheapness had induced a fair business in Nos. 28 to 32, prices for the better qualities of which also showed an advance. Grey Shirtings, chiefly 7 lb., had been sold to a fair extent at the low rates previously established; and other Cotton goods, excepting Velvets and Sateens, had been in more request. A fair speculative business had been done in Mousselines-de-Laine, and quotations had slightly advanced, but at the close the demand had subsided. Plain Orleans and best qualities of Italian Cloth had been in good request. The market for Metals continued depressed.

HIOGO-OSAKA.—Since the commencement of the month of March a little more activity had manifested itself for some articles, though on the whole prices cannot be said to have improved materially. The termination of the troubles in the South it was hoped would restore confidence and re-awaken trade.

SHANGHAI.—The market for all descriptions of Piece Goods had been very quiet, and though the receipt of better accounts from the North communicated a temporary firmness, later news of an unsatisfactory nature had again weakened the market. The weather, too, had been much against business, and the Bank Order difficulty, to which allusion has already been made, and which has apparently affected Hankow to a greater extent than was the case at this port, had doubtless much to do with the stagnation. Prices must be considered as nominal.

FOOCHOW.—Sales had been:—Grey Shirtings, 7 lbs., 500 pieces at $2.27 per piece; T-Cloths, 6 lbs., 500 pieces at $1.70 per piece.

HONG KONG.—Great dulness had continued in the market. Importers continued willing sellers, but the Chinese would only buy from hand to mouth. Advices from the north and outports were by no means encouraging, and with full supplies on the way the prospects of improvement were very remote.

CANTON.—Lead had seriously declined in value, the business doing was a hand to mouth one, and natives were offering very low prices. Soft brands were quoted $8 to $8.20, W.B. $8.25 to $8.35. Quicksilver was still in demand and $196 was being offered, but no sales are reported at that figure.

BATAVIA.—The market for Piece Goods had continued quiet, with a tendency however to more activity, which it was hoped would develope further after the harvest. The demand so far had been confined principally to some descriptions of Dutch staples, of which the supplies of first class makes were comparatively light; Prints had also attracted some attention but only for fresh importations of suitable styles. Quotations were generally without any improvement.

SINGAPORE.—The demand of the native traders during the fortnight had been small and there was no inclination on the part of dealers to extend their purchases beyond their immediate wants. Business had consequently been very limited and prices were unaltered.

PENANG.—In the early part of the fortnight the market had continued quiet, but during the last week there had been a spurt in the demand for several staples, consequent upon the raising of the blockade of one of the ports of Atchin, the Rajah of which had accepted Dutch protection. Stocks of Grey Staples were very small, and prices, although not quotably altered, were firmer.

EXPORTS.

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TEA.

YOKOHAMA.—Messrs. Hudson, Malcolm, and Co.'s Report says:—Our Tea market presents few features to comment on, only two or three firms are actively operating, and stocks are of very unattractive description. Settlements since last report amount to some 3,500 piculs, the bulk being low medium and good medium grades, with some quantity of common classes, at from $9 to $20 per picul. Arrivals are coming in very slowly, and stocks in Yokohama do not exceed 500 piculs of all descriptions. At this period of the season from the mixed and deteriorated quality of parcels on offer, it is very difficult to furnish quotations without the risk of seriously misleading our constituents; we therefore leave our prices blank, until the opening of the new season, which may now be looked for in about six weeks, when we shall resume our regular market quotations. The P.M.S.S. Alaska took for San Francisco 295,089 lbs. and for the Eastern States 251,573 lbs., raising our export for the season from Yokohama to a total of 11,456,263 lbs., this amount being rather in excess of our total export for season 1872-1873. The China has a full cargo of 900 tons, or about 450,000 lbs. for various destinations. We are unable to report anything decisive respecting the probable result of the coming season's crop, but the weather continues favourable for its development.

CANTON.—Deacon and Co.'s Report says:—A few settlements of old Tea have been made, caused, no doubt, by the better feeling existing in London. The price paid for Congou is an extreme one, considering it is made of very poor Chunchow leaf, and packed here. New District Congou has been shipped in small quantities, but as it has all been under contract we are unable to give details at present. There have been no musters shown on the market up to the present time. Chinese report that the first crop will be less by one half than that of last year, but we think it is premature on their part to judge. We may summarise sales with prices as follows:—Country Congou, 430 half-chests, at Tls. 14½; Scented Caper, 4,700 boxes, at Tls. 15½ to 19; Canton Greens, Young Hyson, 100 half-chests and 300 boxes, at Tls. 15.

SILK.

YOKOHAMA.—Better news having arrived from home, there had been some anxiety to operate and a larger business had been done. Thi demand, combined with a gradually decreasing stock, had caused prices to advance, and the market closed very firm. Oshus and Taysaam sorts had fully shared the improvement. In consequence of the very scanty arrivals, stock had been very much reduced, and there were hardly over 500 bales of Hanks on offer (the quality of which was decidedly inferior), with about the same quantity of Oshu and other sorts.

SHANGHAI.—Business was resumed directly after the departure of the last P. and O. mail, and for some days a fair enquiry was kept up, during which about 700 bales found buyers at somewhat higher prices, including 50 bales of Red Peacocks at Tls. 355; but previous to the close of the French mail, the advance in Exchange, and firmness on the part of holders, checked purchases, consequently for some days the settlements were only limited, until a reduction in prices, equivalent to the advance in the rates for sterling, stimulated business, and sales were made of Red Peacocks at Tls. 345, and common Taatlees at Tls. 275. Settlements for the fortnight, Chinas, 1,000 bales. Total settlements since 1st June, 1873, 54,000 bales; against 1872-73, 55,100 bales; 1871-72, 48,700 bales. Comparative unsold stock on this market on the 26th March, 1874, 1,200 bales; 1873, 600 bales; 1872, 300 bales.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4½d.	4s. 4½d.	4s. 4½d.
Shanghai „	6s. 0d. to 6s. 0½d.	6s. 0½d.	6s. 0½d.
Canton „ ...	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3¾d.	4s. 4d.	4s. 4¼d. to 4s. 4½d.
Manila „	4s. 1½d. to 4s. 2d.	4s. 1¾d. to 4s. 2¼d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 301	221½
„ Hong Kong	27 to 27½ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	„ 73.3.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 39 per cent. premium.
Hong Kong Gas Company, $70 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $775 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. premium.
Hong Kong Fire Insurance Company, $302½ prem.
Union Insurance Society (new shares) $50 premium.
China and Japan Marine Insurance Company, Tls. 102 per share.
China Fire Insurance Company, $30 premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 16 per cent. prem.

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Shipping Intelligence.

ARRIVALS.

At HIOGO.—From London, Feb. 24, Fiery Cross; March 10, Glenartney (str.).

At YOKOHAMA.—From London, March 15, Merse; from Cardiff, 20, Sarah Scott; from Hamburg, 20, Diamant.

At SHANGHAI.—From London, March 19, Yorkshire (str.); from Liverpool, 19, Lancefield, Hector (str.); from London, April 30, Hong Kong (str.).

At HONG KONG and CANTON.—From London, March 28, Yen Tai (str.); 30, Crocus (str.); from Liverpool, 28, Diomed (str.); from London, &c., previous to May 8, Derwent, Osaka, Sylvia (str.), Hochung (str.), Achilles (str.), Montgomeryshire (str.), Vancouver (str.).

At SINGAPORE.—From London, April 5, Lord of the Isles (str.); from Liverpool, March 26, Ulysses (str.); April 1, Kedron; 3, Agamemnon (str.); from Glasgow, 5, Paou Ting (str.); from Cardiff, 4, Carolina, L. Campodonica; 5, Tre Sorelle; from Blyth, 3, Meridian; from Amsterdam, 4, Julie; from London, &c., previous to April 29, Glenearn (str.), Brisbane.

At BATAVIA.—From Liverpool, March 16, Blanche; from Bordeaux, 24, Hoogly; from New York, Richard Busteed; from Boston, 30, Cromwell.

At PENANG.—From London, April 5, Tchihachoff (str.); 8, Hong Kong (str.); from Liverpool, 1, Agamemnon (str.).

DEPARTURES.

From YOKOHAMA.—For Europe, none.

From HIOGO.—For London, Feb. 23, Gancho; March 3, Glenroy (str.); for Europe, 11, Araby Maid.

From SHANGHAI.—For Europe, none.

From FOOCHOW.—For Europe, none.

From HONG KONG and CANTON.—For London, March 19, Fontenaye; for New York, 17, August; 13, Anna Dorothea.

From SINGAPORE.—For Liverpool, March 28, Buena Ventura; for New York, 31, Lewis M. Lamb.

From BATAVIA.—For Channel, April 1, Junak; for Holland, March 27, Wyberton; 29, Madura.

From PENANG.—For London, March 31, Cardiganshire.

VESSELS LOADING.

At HIOGO.—For Europe, Dorothy, Fiery Cross, Walton.

At YOKOHAMA.—For London, Ada Iredale.

At SHANGHAI.—For London, Hector (str.).

At FOOCHOW.—For London, none.

At HONG KONG and CANTON.—For London, Francisco Calderon.

At SINGAPORE.—For London, Fire Queen, Monte Allegro; for Liverpool, Kedron, Meridian; for Havre, Isabelle; for Hamburg, L. Campodonica.

FREIGHTS AND CHARTERS.

At HIOGO.—To London, £3 12s. 6d. to £3 15s. per ton for Rice.

At YOKOHAMA.—To London, Light freight, £4 per 50 cubic ft.; Dead weight, £3 10s. per ton.

At SHANGHAI.— The Hector (str.) is loading at £3 per ton of 40 ft.

At HONG KONG AND CANTON.—For London £2 15s. per ton of 40 ft.

At SINGAPORE.—For London, the Fire Queen (766 tons) gets £3 7s. 6d. to £3 17s. 6d., and the Monte Allegro (554 tons) £3 5s. to £3 15s.; the Kedron, for Liverpool, has been fixed at £3 10s. dead weight.

At PENANG.—There is no vessel on the berth for Europe. The s.s. Hector will fill up on arrival at £4 5s. tobacco, tapioca flour £3 10s.; measurement £4 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Mar. 18	Annie Braginton	Saigon	Falmouth
„ 20	Carl Ritter	Do.	Do.
„ —	Harwich	Singapore	Boston
„ —	Marie	Rotterdam	Sourabaya
„ 23	Aline	Saigon	Falmouth
„ —	A. Gunther	Do.	Do.
„ —	Janet Ferguson	Greenock	Singapore
„ 24	Sunda	Cardiff	Batavia
„ —	Richard Busteed	New York	Do.
„ 25	Felix Stowe	Bangkok	Falmouth
„ 26	August Friedrich	Saigon	Do.
„ —	Anna Dorothea	Hong Kong	New York
„ —	Remana	Macao	Callao
„ —	Vanguard	Yokohama	London

LATEST TELEGRAMS.

RIOT IN THE FRENCH SETTLEMENT AT SHANGHAI.

SHANGHAI, MAY 3.—A serious riot occurred to-day in the French settlement. A Chinese mob stoned the foreigners and sacked and burnt several houses. The police fired upon the rioters and shot several of them. The Chinese Volunteers have been called out, and sailors have been landed from the European war vessels. Tranquillity is now restored, but an uneasy feeling still prevails. The Chinese population are supposed to have been excited by the French making a road interfering with the Ningpo graves. The rioters did not interfere with the English settlement.

SHANGHAI, MAY 5.—The French Consul has yielded to the representations of the Chinese authorities in the dispute relative to the road interfering with the Ningpo graves, and matters are now perfectly quiet here.

THE ATCHIN WAR.

THE HAGUE, MAY 2.—An official despatch from Buitenzorg, dated to-day, announces that General van Swieten and his staff have arrived at Batavia in good health.

PENANG, MAY 5.—According to advices received here, 1,000 extra troops and two war vessels will remain with the Dutch garrison in Atchin, owing to the hostile attitude of the Atchinese in the vicinity of the Kraton.

PIRATES IN THE STRAITS OF MALACCA.

SINGAPORE, MAY 8.—Sir Andrew Clarke returned here yesterday from his expedition to the Linga River. On the 4th inst., with boats from Her Majesty's ships Charybdis., Avon, and Pluto, he surprised and destroyed, without loss, the piratical stockades at Bukit, Chin, and Sorban. Great quantities of tin are coming down from the interior. Supplies are being sent up.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, MAY 8.—The P. and O. Company's steamer Ceylon, with the homeward India, China, and Australia mail, arrived at 10 A.M., and the mail left at 1.40 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, MAY 4.—The P. and O. Company's steamer will leave at 9 A.M. to-morrow, and may be expected at Southampton about the 18th inst.

NEXT INWARD MAIL.—SUEZ, MAY 7, 12.30 P.M.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, left here to-day at 11 A.M. for Marseilles, where she may be expected on the 15th inst.

INWARD MAIL DUE JUNE 6.—GALLE, MAY 12.—The Messageries Maritimes steamer, Anadyr, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF MAY 1.—SUEZ, MAY 8.—The P. and O. Company's steamer Simla, with the outward India and China mail of the 23rd ult.—1st inst., left at 10 o'clock, and the Lombardy at 11 this morning, for Bombay and Calcutta respectively.

OUTWARD MAIL OF APRIL 10.—GALLE, MAY 4.—The Messageries Maritimes steamers *Ava*, from Marseilles, April 12, left here to-day for Singapore.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 5, at Texel, from Batavia, Holland (str.); at Helvoet, from Foochow, Kirkland; from Java, Nestor; April 29, at Cadiz, from Manila, Cervantes; May 5, at Marseilles, from Singapore, Ocean Queen (str.); at San Francisco, from Hong Kong, J. L. Taylor; May 7, off Deal, from China and New York, The Murray; off Prawle Point, from China, Carnarvonshire; 8, at London, from Rangoon, Matthew Cay (str.); 7, at Bristol, from Sourabaya, Oriana; 8, at London, from Java, Cumberland; 9, from Colombo, Ottercaps; 7, at Liverpool, from Rangoon, Luigia; 6, at Marseilles, from Bangkok, Pactole; at New York, from Hong Kong, Hohenzollern; at the Clyde, from Probolingo, Hawthorne; 6, at Texel, from Batavia, Telanak; —, at New York, from Singapore, Yyonne; April 27, at Boston, from Colombo, Witch of the Tees; May 11, at Falmouth, from Rangoon, Benlidi (str.).

DEPARTURES.—May 6, from Sunderland for Singapore, Mary Nelson; 5, from Brouwershaven, for Batavia, Mary; 8, from London, for Hong Kong; Sir Harry Parkes; 7, from Cardiff, for Singapore, Akbar; 6, from Penarth, for Singapore, Sliedrecht; 7, from Bordeaux, for Saigon, St. George (str.); April 23, from Boston, for Batavia, Laura R. Burnham.

STEAMER PASSED THE SUEZ CANAL.—May 6, Europe, from Cardiff to Shanghai; 8, Warrior, from Sunderland to Batavia; Prins van Orange, from Java for Holland; Eldorado, from Colombo to London; Madura, from Batavia to Nieuwe Diep.

SPOKEN.—Anna Elizabeth, Amsterdam to Samarang, April 27, off the Start; Telanak, Batavia to Amsterdam, May 4, near the North Hinder.

CASUALTIES.—Advices from New York, April 24, state that the Old Dominion (ship), Morse, which arrived there yesterday, from Manila, received damage to rudder-head, and had sails blown away in gales encountered off the Cape of Good Hope; sprung a leak forward in the wooden ends, in upper works, and pumped up part of the cargo (sugar), put into St. John's, P.R., 5th April. Liverpool, 7th May.—The Earl of Dufferin, from Cardiff to Yokohama, has been towed here from Vigo, with damage. Rotterdam, 7th May.—The Nestor (Dutch ship), Maasdyk, from Java to this port, grounded on the Bokkegat, off Helvoet, but was got off, after discharging part of cargo. Amsterdam, May 8.—A letter dated Lisbon, April 25, from the master (Huizer) of the Vice-Admiral May, hence to Batavia, which put into Lisbon on the 20th, with damage, states that the vessel had, on the 14th, in lat. 47 N., lon. 8 W., encountered a hurricane, during which she laboured very heavily, lost sails and shipped several seas, which washed away boats, &c. The decks were started, and much water got in through them, but the vessel remained tight in other respects. The master apprehended damage to the 'tween decks cargo, but hoped to be soon ready to proceed. Rotterdam, May 8.—The Alblasserdam, Willemse, left Lisbon 6th for Singapore, after repairing.

MISCELLANEOUS.—At Suez, May 6, Prins van Oranje (str.), from Java, for Holland; Eldorado (str.), from Colombo, for London. The Admiralty have invited tenders for the conveyance of 41 tons of stores to Colombo and 86 tons to Hong Kong. The Norval, new ship, 100 A1, 1,431 tons, belonging to Messrs. Baine and Johnston, of Greenock, from the Tyne to Galle, passed Broadstairs 18th December and has not since been heard of. Fifty guineas premium has been paid. At Table Bay, April 3, Krimpen van de Lek, List, from Java.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS

ADAMS—On the 19th March, at Hong Kong, the wife of W. Stanley Adams, M.D., of a son.

BRENT—On the 15th March, at Yokohama, the wife of Arthur Brent, of a son.

BORRADAILE—On the 4th May, at 92, Richmond-road, Bayswater, the wife of J. O. Borradaile, of a daughter.

BOWRA—On the 4th May, at Newlands, East Grinstead, Sussex, the wife of E. C. Bowra, Commissioner of Customs, China, of a son.

CRAUFURD—On the 29th April, at Colne Lodge, Church-road, Upper Teddington, the wife of George Moir Craufurd, of a daughter.

HUTCHINSON—On the 3rd May, at Batavia, Java, the wife of Richard Hutchinson, of a son

HOLTZ—On the 7th, at Twyford Abbey, Hanger-hill, Ealing, the wife of Andreas Holtz, of a daughter.

JOHNSTONE—On the 10th March, at Yokohama, the wife of Robert Johnstone, of a son.

MARRIAGES.

BULLER—TEMPLER.—On the 30th April, at St. James's Church, Piccadilly, by the Rev. R. Buller, rector of Lanreath, Cornwall, uncle of the bridegroom, Richard W. Buller, son of the late Henry Buller, rector of West Parley, Dorset, to Gertrude Cornelia, eldest daughter of the late Henry Templer, Ceylon Civil Service.

GARDINER—COCKETT.—On the 8th May, at Wisbech, Cambs, Henry T. Gardiner, of Goole, Yorkshire, formerly of Colombo, Ceylon, to Elizabeth, second daughter of Thomas Cockett, Chapnall House, Walsoken, Norfolk.

RYMER-JONES—JOYNER.—On the 30th April, at Yokohama, Japan, Thomas Manson Rymer-Jones, M.I.C.E., eldest son of Professor Rymer-Jones, F.R.S., of Westbourne-park, to Margaret Batson, second daughter of Henry St. John Joyner, of Harrow, Middlesex.

STRUTT—COKE.—On the 2nd May, at Holkham, the Hon. Henry Strutt, eldest son of Lord Belper, to Lady Margaret Coke, daughter of the Earl of Leicester.

YOUNGSON—ALLAN.—On the 24th April, at 271, St. George's-road, Glasgow, by the Rev. John Barclay, of St. George's Church, Wm. Youngson, of the Chinese Imperial Maritime Customs, Shanghai, son of Alex. Youngson, Rosehearty, to Mary Anne, eldest daughter of the late Peter Allan, *Glasgow Herald*.

DEATHS.

ATCHISON—On the 17th April, on board the s.s. *Patroclus*, near Port Said, on her return to England, Annie Thornton (Minnie), the beloved wife of John S. Atchison, of Singapore, and eldest daughter of H. S. Macheson.

DUINS—On the 2nd May, at his residence, 4, Laira-terrace, Plymouth, Thomas Alexander Hill Duins, late of Shanghai, aged 58.

FRANCIS—On the 26th Feb., at Sydney, of dysentery, contracted in Batavia, the Rev. Philip Henry Francis, second son of H. R. Francis, of Hurley, Berks, and late curate of Addlestone, Surrey, and Callington, Cornwall, aged 29.

FRANKLYN—On the 3rd April, at Government House, Seychelles, William Hale Franklyn, Her Majesty's Chief Civil Commissioner in the Seychelles Islands, formerly of Hong Kong, aged 58.

HARRIS—On the 26th March, at Singapore, Henry Arthur Felix Harris, eldest son of Assistant Surgeon Harris, now of Karrikal, Madras, and formerly of the Straits Settlements.

HILL—On the 5th April, at Singapore, Francis Hill, M.D., of Dublin, aged 32, Surgeon of the steamer *Hector*.

HOLLIDAY—On the 5th May, at Ham, Surrey, aged 50, Sarah McLellan, the wife of John Holliday, of Manchester.

KEATS—On the 2nd May, at Porthill, near Bideford, Admiral William Keats, in the 80th year of his age, nephew of the late Admiral Sir Richard Goodwin Keats, G.C.B.

MORRIS—On the 27th April, Mowbray Morris, late manager of *The Times*, aged 56.

METCALF—On the 13th March, at Kobe, of consumption, James Metcalf, engineer, a native of England, aged 45 years.

SMITHERS—On the 25th March, at Hong Kong, John M. W. Smithers.

WRIGHT—On the 6th May, at Triangle House, Teignmouth, Devon, aged 22, Vernon, the beloved and only son of J. W. and M. Wright, late of Shanghai, China.

Parliament.

HOUSE OF COMMONS.

THE STRAITS SETTLEMENTS.

(4th.) In answer to Sir G. BALFOUR, Mr. J. LOWTHER (Under Secretary for the Colonies) said: The Government are awaiting further information before arriving at any decision with respect to Sir A. Clarke's proposals for the appointment of a British Resident in Perak, and pending their confirmation by this Government his arrangements are altogether provisional. As soon as the correspondence is sufficiently complete it will be laid before Parliament. If there should be any deficiency in the Straits Settlements of officers speaking Malay or Chinese, the sources indicated by the hon. member—officers of the Indian Army who had been stationed in the Straits Settlements and officers of the China Consular Service—can be resorted to. The present system, however, of nomination and competitive examination, by which cadets are appointed in this country whose confirmation as permanent officers of the Colonial Government depends upon their passing a subsequent examination in a native language, has up to this time proved sufficient for the purpose.

THE ATCHIN WAR.

(4th.) Mr. KINNAIRD asked the First Lord of the Treasury whether, regard being had to the continued hostilities carried on by the Government of the Netherlands against the Sultan of Atchin, any, and if so what, steps had been taken to carry out the obligations contracted by England towards Atchin under the Treaty of 1819.

Mr. DISRAELI: The question refers to many complicated transactions. I need only say at present, with reference to the Treaty of 1819 with the Sultan of Atchin, and the various complicated transactions which originated and followed that Treaty, we are of opinion that under the first Article of the Treaty of 1871 between Her Majesty and the King of the Netherlands, it would be morally impossible for us to interfere in that country under existing circumstances.

WE notice the appointment of Mr. A. B. MITFORD, for some time attached to the Legation at Yedo, as Secretary to the Board of Works and Public Buildings. It is a matter of regret that his valuable services and acquaintance with the Japanese language should be lost to the Diplomatic Service, and we believe the miserable policy pursued by the last Government is answerable for this.

WE understand that the nomination of Major-General RAINES has not been confirmed, and that Major-General Hon. F. COLBORNE, C.B., is likely to succeed to the Hong Kong command. The appointment of a successor to Admiral SHADWELL is not yet decided on.

MR. PHILLIP CURRIE has been appointed superintendent of the China department at the Foreign-office, vice WOODFORD

The fourth number of Vol. II. of the *China Review* is to hand, and well maintains the standard of scholarship and literary merit which its predecessors have established. It contains, among other articles, some interesting notes on hereditary genius, by Mr. C. Gardner, a sketch of a little known Chinese sale, by Mr. H. Kopsch, and a valuable paper (anonymous) on the administration of Chinese law, and a discursive but interesting account of Christian Missions in Canton, from the pen of Mr. G. C. Bowra. The notes and queries are also of interest, and of a comprehensive character.

The *Oriental* for April gives a second chapter on Central Asian Railways, and also furnishes a second instalment of Famine Lessons. In a paper entitled "Some of the Leisure Moments of the Chinese" the reader is given a few specimens of the songs and humorous stories of the Celestials, which certainly lead to the impression that the Chinaman has a keen sense of humour, although of a dreamy kind. The writer, in speaking of the Chinese stage, says:—"Possibly if the Lord Chamberlain were able to appreciate the wit of the Chinese stage he would be more tardy in putting an embargo on some of the pieces which occasionally appear in an English theatre," although this license is in the writer's opinion counterbalanced by the fact that on the Chinese stage the sight of a woman in almost nature's dress is an impossibility. The songs which are given are written in such a merry strain that one cannot but feel that melancholy, who marks so broadly many of our own poets, seems to have overlooked the Chinese altogether. The stories are quaint and well worth reading.

The *Geographical Magazine* opens with a chapter on Livingstone, and amongst many papers of interest the one on the Fiji Islands is well worthy of attention.

Macmillan has a paper on Fielding, while Dr. Hillier continues his journal on Mendelssohn. The Irish story, "Castle Daly," gets interesting, and the other reading is good.

A supplementary estimate to the Navy Estimates for the year ending March 31, 1875, has been issued. The total increase does not exceed £150,000. Of this amount £55,000 is added to the dockyard vote and £95,000 for ships building by contract. The items are:—For wages of workmen to be employed on advancing ships in process of building, &c., and on construction of new boilers, £47,000; for repairing a ship as depot ship at Hong Kong, £5,000; for repairing a tug at Chatham, £3,000; for building two new vessels of the Shannon class, £50,000; and for part payment for lengthening the Orontes, troop-ship, and compounding the engines, £55,000.

An anonymous benefactor has given £2,400 to the Royal School for Daughters of Officers of the Army, for the purpose of providing scholarships, which are to have the name of the "Squire Scholarships," in memory of the late Lieut.-Colonel Squire, of the Royal Engineers, who distinguished himself in the Peninsular War, and succumbed from fatigue after the siege of Badajos.

Mr. Adderley W. Chimmo, Paymaster, R.N. (1856), late Naval and Victualling Storekeeper at Jamaica Yard, has been appointed to H.M.S. Hector, as additional Paymaster for Coastguard service on shore, an appointment well earned by previous long service on the China and other foreign stations.

It is proposed by his brother officers to give a dinner to Captain Glover on the 27th inst., at Willis's Rooms, under the presidency of Vice-Admiral Sir Hastings Yelverton, K.C.B. All the officers at present in England who served with Captain Glover in the expedition will be invited.

Capt. A. L. Walker, 99th Foot, late Brigade Major at Hong Kong, has been appointed Deputy Assistant-Adjutant-General of the Northern District. He served with the 99th Regiment throughout the campaign of 1860 in China, and received the medal with clasp.

The Austrian corvette Archduke Frederic, Captain T. v. Oesterreicher, was to leave on the 10th inst., *via* Suez Canal, for China and Japan, where she is to be stationed for the next two years.

It is proposed that a testimonial on vellum be presented to the Hon. Charles Hanbury Tracey, M.P., as a slight acknowledgment of valuable service rendered by him in connection with the Retirement Scheme of 1873 for the Executive ranks of the Navy.

THE China Trans-Pacific Steamship Company's steamer *Vancouver* arrived at Hong Kong from London on the 8th inst., "all well," and sails for San Francisco on the 16th inst.

AT the meeting of the Royal National Life Boat Institution, held on the 7th, a donation of £25 was presented, the result of a collection made at Foochow.

The P. and O. steamer Candia has arrived at Portsmouth with stores and a small number of naval and military officers from Cape Coast Castle.

MR. PLOW, late of Singapore, was lost in the *Siberia* on his way out to take the post of Chief Magistrate of Lagos.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, MAY 11, 1874.

BRITISH INTERESTS IN CHINA.

IN our last issue we published a letter from a correspondent setting forth the wants of British merchants in China, and this letter appears to us to be, in the main, a very sensible one, and worthy of attentive consideration. The writer thinks the present a favourable opportunity for urging upon Mr. DISRAELI'S Government the wants and interests of our fellow-countrymen in the Far East, which, in his opinion, did not meet with due and proper attention at the hands of the late Administration, for, as a rule, they turned a deaf ear to all representations on this subject. Our correspondent classes the wants of British merchants in China under four distinct heads, viz., first, the abolition of licensed guilds which control trade unfairly; second, the conservancy of the treaty ports and the dredging of such rivers as require it; third, the opening of coal mines on payment of a royalty; and, fourthly, the opening of the inland waters to steamers, and the commencement of railways on land.

As to his first demand, *ça va sans dire*, for the condition of things which he describes is utterly inconsistent with both the letter and the spirit of existing treaties, and this grievance calls for speedy and prompt redress. The second ground of complaint also seems to us to be a very serious one indeed, while the remedy is easy of application, and we entirely fail to perceive in what way the present unsatisfactory state of things can possibly be defended. The Chinese Customs authorities, by virtue of treaty provisions, levy tonnage dues upon our shipping which amount to a very considerable sum every year, and in return they are undoubtedly bound "to light the coast and conserve the ports open to trade;" but, practically, they do nothing of the kind, beyond erecting a lighthouse now and again after severe pressure has been put upon them.

Although the present Customs' system has now been in operation for many years, and ought by this time to be in thorough working order, the authorities seem never to have taken the trouble to procure the necessary appliances for dredging the rivers and ports in an effectual manner, and this neglect on their part is particularly noticeable in the Shanghai river, where the bar at Woosung has become a most serious obstacle to navigation. We are glad to see that Mr. REID has brought this matter to the notice of the House of Commons, and we trust that Her MAJESTY'S Minister at Peking may in consequence receive further and more positive instructions to insist upon the Chinese Government putting the river into a proper state without any further delay. Considering the very large amount of money which has been collected in tonnage dues upon foreign shipping—a portion of which certainly ought to have been expanded in remedying this evil of which our correspondent complains,—the present state of the approaches to a vast commercial centre like Shanghai shows lamentable mismanagement somewhere; and for this mismanagement the Inspector-General of Customs must be held responsible, though, of course, it is possible that Mr. HART has simply obeyed the orders of his superiors in allowing matters to come to this disgraceful pass. In this latter case there is all the more reason for the active intervention of our Minister at Peking, and his action in the matter ought to be so prompt and decisive as to admit of no procrastination, or refusal to comply with such a just and reasonable demand. We should very much like to see a debtor and creditor statement of the Tonnage Dues Fund for the past ten or a dozen years, and to know what minutely fractional portion of the vast sums collected has been expended in a legitimate manner, and to what purposes the enormous balance has been appropriated. Such a document would, we conceive, be a remarkably interesting one, and would probably throw considerable light on matters which are now wrapped in the profoundest mystery and obscurity.

The question of the opening of coal mines is a most important one, and one which should be brought to a satisfactory solution. The introduction of railways and telegraphs, and the opening of the inland waters to steamers are likewise most desirable reforms, and we shall hail with joy the day when we can see a reasonable prospect of their being carried out; but in the meantime we doubt if they are worth a war, into which we should most certainly be driven if we adopted the course of action which our correspondent recommends. The trading part of the population of China, with which we come into contact, is favourably disposed towards our inventions for aiding commerce, and developing the hidden resources of the country, and though Fêng-Shui and official obstructiveness are powerful opponents and obstacles to progress, they cannot last for ever.

INCOMPETENCY OF THE CONSULAR SERVICE.

THE *morale* of the Consular Service in China has again forced itself unpleasantly upon our notice, and we cannot refrain from expressing our opinion that it is high time some steps were taken to purify it, and improve its condition. The history of the corps during the past ten or fifteen years is, on the whole, eminently unsatisfactory, and it clearly requires weeding in all its grades. To put the matter concisely, the besetting sins of the Service appear to have been idleness and incompetence; misapprobation and mismanagement of public funds; debt, the result of extravagance or speculation; and last, though not least, what may be euphemistically called "*free living.*" This list of shortcomings will, doubtless, appear a serious one, but any resident in China of a few years' standing will know that it is not even exhaustive. Some men, from idleness or incompetence, have very conclusively shown themselves unfit to hold responsible posts. One Consul used jocularly to remark that his rule of life was to spend two years in China and two years in Europe alternately; how far he carried his principles into action we cannot precisely say, but we have been credibly informed that during his last biennial period in China he did his best to damage his port, and was absent from it for nearly eleven months; that the officer on whose shoulders his duties fell could get no remuneration for performing the same, and that when this Consul was at his post, he was very frequently inaccessible to British subjects, who had a right to his counsels. At other ports the residents are driven to the belief that H. M.'s Consul has to all intents and purposes ceased to exist, for they keep aloof from the consulate and its business, except on very extraordinary occasions.

To turn in another direction;—we need hardly remind our readers that in recent years Her MAJESTY'S Government has found itself compelled to institute more than one criminal prosecution against Consular officers, and that the public funds have been notoriously mismanaged at more than one Consulate. With regard to debt (though it is hardly necessary to make any remark on that head), it is a matter of current belief that gentlemen who have been in China double the number of years that are sufficient to entitle them to home leave, are unable to come to England on account of their creditors; but the last of the items in our schedule is the one to which the most serious attention of the authorities should first be directed, and it is idle for them to urge that they do not take cognisance of the private morals of Her MAJESTY'S servants. We assert that a man cannot be a good and efficient public servant, if he be living in a state of almost open immorality and self-indulgence. In recent years matters have sometimes got to such a pitch that men have been compelled to go on leave, whether they like it or not, and so outrageous has been their behaviour that they have been refused passages by commanders of vessels. With regard to the class of

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misbehaviour to which we are now alluding, we maintain that the authorities at Peking are not free from blame, inasmuch as they have stationed at isolated and lonely places men who were notoriously of unsteady habits.

It is our opinion that the study of Chinese at Peking is answerable for many of the *lachès* of the junior members of the Consular Service, and it is to be emphatically condemned. What can we expect if a body of mere boys, fresh from school, is collected at a place like the Chinese capital, with no real occupation, for we cannot allow that the study of Chinese is sufficient for that purpose. The natural result must be habits of idleness and self-indulgence, which are further fostered by the absurd manner in which the Service is now overmanned. Again, we consider that it is very undesirable to expose the younger and comparatively untried members of the corps to the temptations of even a temporary residence in Shanghai, except under the almost impossible conditions of a rigid control and supervision. Advices from that port repeatedly report the defalcation and absconding of clerks or managers in consequence of horse racing or some similar description of gambling. In point of fact, we are almost forced to the conclusion that the Duke of SOMERSET very nearly hit the mark when he termed Shanghai a "sink of iniquity." We do trust, however, that some portion of the community will feel it their duty to take steps to stop such scandalous living. In conclusion, if one refers to the whole Consular corps in China, the number of imbeciles far exceeds that of useful and efficient men, and those in the latter category are getting fewer and fewer, as the really efficient officers, disgusted with the state of the Service no less than the parsmony of its administration, are ready, at the slightest inducement, to retire, and seek some more congenial and more lucrative occupation. Under all the circumstances of the case, we trust that the present Secretary of State for Foreign Affairs will consider the lamentable condition of the Service of sufficient importance to give it his serious attention, and effect a reform and reconstitution.

AMONG the passengers by the last mail to Hong Kong we observe the name of Mr. JAMES RUSSELL, police magistrate in the Colony, who returns to duty after two years' leave of absence. Mr. RUSSELL'S leave appears to have been well spent, for we see that his name occurs in the Dublin University list of honours of this year as having been admitted to the honour of an LL.B. degree, and as having carried off the University gold medal. He has also been called to the bar at Lincoln's Inn, with a special dispensation of four terms.

WE understand that Mr. JOHN WALSHAM, whose appointment as Secretary of Legation at Peking we noticed some months since, has been allowed to resign this post and the diplomatic service, and it is probable that Mr. HUGH FRASER, who was attached to the Legation at Peking in 1867, will have the appointment conferred on him.

HER MAJESTY the QUEEN has been graciously pleased to accept a copy of the "Illustrations of China and its People," and to confer a mark of her appreciation of its merits by presenting the author, Mr. J. THOMSON, with a handsome gold medal.

MR. CONSUL-GENERAL KNOX arrived by last mail from Bangkok, on leave of absence. Mr. W. H. NEWMAN has assumed charge of the Consulate during his absence.

THE ATCHIN WAR.

(FROM OUR DUTCH CORRESPONDENT.)

The Liberal paper *Het Vaderland* publishes a private letter from an officer of the second Atchin expedition. It is dated from Pinajong, March 15th. After having stated that 600 men are employed in making the Kraton ready for a garrison of 2,000 to 2,500 soldiers, and that at other points arrangements are being made for permanent occupation, the correspondent says :—

When this is done the rainy season will certainly have set in, and the greatest part of the expedition will leave. As you will have seen from the telegrams, there is no better feeling displayed amongst the tribes, and we are in the same position as we were a month ago. The Rajah's of Pedir and Meruska are in the neighbourhood of the Kraton, and the people do not offer the least sign of yielding. On the contrary, the arrogance of the enemy is increasing. Behind Pinajong we can see *bentings* near Lemboe, from whence every day small corps of soldiers emerge and fire on us from a distance. At the same time people are continually arriving from Longbatta and Lampo Idjoe (Kampongs), which are once more occupied by the enemy, and which are enormously reinforced. When I add that Ketapan, Doea, Lantermin, and Pejaroem have been re-taken by the Atchinese, it will be clear to you that we, properly speaking, are closely surrounded by the enemy in a half circle. It is a strange situation that the expedition, so strong and so well-equipped, continues so inactive. It will please the foe, because they know that when some months have elapsed, and the rainy season has set in, we cannot do them any harm ; but it does not please us at all, and I shall be surprised if it pleases people at home. There is but one opinion about the management of the expedition, and this is anything but favourable. I don't speak of the endless rests after every fight, but nobody comprehends why the enemy was not pursued and totally dispersed when they evacuated the Kraton ; why the General did not prevent them, while under the fire from our guns, reinforcing and reorganising themselves, and why we remain here with idle hands. Certainly the Atchinese do not comprehend it, because they are the most military people of the whole Archipelago, and it certainly proves that but very little knowledge of mankind is possessed by those among whom the conviction prevails that such a people can be appeased by fine proclamations, and that they will give way while still able to defend their independence. Some suggest that General Van Swieten dislikes to expose the troops to new losses by letting them fight again. But in point of fact the troops of the expedition have been, by bivouacking such a long time, more debilitated than they would have been by fighting. Notwithstanding the reinforcements which have arrived, the battalions are decreased by one-half of their original strength by sickness, and that which could have been done a month ago with little trouble will now cost much labour and loss to effect.

It is quite certain that we shall have to fight again, for we are now in the midst of a people who will expel us, if we do not expel them. Moreover, we are obliged to protect the Rajah of Meraksa Toekoe Nek, who, if we do not protect him, will soon rejoin the Atchinese. The enemy every day shows his teeth, and has no intention to surrender, so that I do not think that the future is very brilliant. It is said that the General is discouraged because his prospects have not been realised, and that he cannot at present act on the offensive. I do not know what to believe, but if General Van Swieten does not recommence operations before May, then that which would have cost in March but little bloodshed, will cost treble. The neighbourhood of the Kraton must be cleared, and the Rajahs of Pedir, Panglima Polim, and Iman Longbatta must be brought to reason by force of arms. They have no deficiency of arms and provisions.

Atchin is a large country ; the ground is fertile, the population numerous ; there is always opportunity to import from Penang and Singapore opium, salt, rice and arms. Thus the war can be continued for years. I think that our General would have been more successful if he had followed the example set by Pelissier in Algiers, Michiels on the West Coast of Sumatra, and Verspyck at Bandjermassing. On the 18th of last month some men-of-war were sent east and west with proclamations, in order to induce a number of Rajahs to subject themselves to our patriarchal authority, but up to this moment the result has not been favourable. Except Edi, only a very small Power, Djolo, has taken any notice of the proclamation. The chief of Simpang Olim asked, as Indian *diplomates* generally do, a delay of six months, and in the meanwhile he is arming himself. Those of Perlah and Merban act in the same way, but they think that they can be ready with an answer in three months. No replies are yet forthcoming from the West Coast. Thus the future is very dark.

The *Arnhemsche Courant*, another Liberal paper, publishes the following extracts from a private letter :—

. . . . I share the general opinion of discontent. In the beginning we had a battle every one or two weeks. On the 14th of December the foe was utterly defeated and discouraged ; but we did not profit by this fact, but gave him the necessary time to recover. On the 25th, when ten days had been lost, reconnoitring was ordered, which resulted in a two days' fight, and which caused two hundred men to be put *hors de combat*, without our gaining any advantage. On the 29th more reconnoitring took place, followed by a rest till the 6th of January. The enemy made a good use of his rest, as we afterwards experienced. When Missigit was taken we rested again till the 12th of January, on which date we captured a couple of fortresses on the west side of the Kraton. On the 29th more reconnoitring followed, which ended so badly that we prefer to hold our tongue about it. From the 29th of January till the 12th of February there was more rest. On the last-named day and the three following days the Kampongs Bital and Katapa Doewa were taken, but this success had no practical result, as they were immediately evacuated. Since then no fights have taken place ; not because there are no enemies, for more than 4,000 Atchinese are in the vicinity of Langoegoen and Lemboe, a short distance from our camp, and on the south of the Kraton there is a mass of enemies in the Kampongs.

These letters are of course not reproduced by the papers which belong to the supporters of Messrs. Fransen Van de Putte and Van Swieten. I therefore translate them for the benefit of your readers in Java, because it is quite certain that the Dutch mail paper will refrain from their publication.

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Miscellaneous.

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CHURCH MISSIONARY WORK IN JAPAN.

Speaking at a meeting at Salisbury in aid of the Church Missionary Society, last week, the Rev. G. Ensor, formerly a missionary in Japan, gave an account of the society's work there. After referring to the presence in England of a large number of Japanese youths, who have come to this country for the special purpose of learning the arts and sciences, and to the importance of endeavouring to spiritualise the increasing spirit of enterprise and independence which characterises the more intelligent natives of Japan, he proceeded to describe the mineral and other resources of the country. He then spoke of the introduction of the Roman Catholic religion into it, and the severe measures which the Japanese Government employed towards many Japanese who had become converts to the Romish faith—the Government being determined to exterminate it and all its adherents from the country in consequence of the discovery of a Jesuitical conspiracy. The Japanese Government had ever since been suspicious of missionaries, and, in support of his statement that this feeling of hostility was due to the conduct of the Jesuits in that country, he read a letter which he had recently received from a Japanese gentleman of high rank, who had just returned to his own country from London, in which he stated that Japan was not yet free from the prejudices which had been created by the misconduct of the Jesuits, and expressed the hope that those prejudices would soon pass away and the country be left free and open to the operations of Protestant missionaries. The writer of that letter, the rev. gentleman said, had been baptised in the English Church, and he believed he would stand by the missionaries and help them to preach that Gospel in his own country which he had learned to love in England. Such was the hostility of the Japanese Government that 300 pieces of silver were placed upon the head of any person who recognised Christianity; and that was the feeling of the ruling powers when he arrived in the country as a missionary. To build a church or school, therefore, was out of the question, and to preach to the people under the trees was equally impossible. The only course left to him, consequently, was to receive any visitors who might choose to come to him in his own house. Seeing that that was the only course left open to him, he did not expect to be able to do much missionary work; but he soon had occasion to wonder at the large number of visitors who after dark came stealthily to visit him. Many anxious inquirers came to him asking to be taught, and to them he gave Bibles and tracts, for which his visitors were prepared to give any price. Among his visitors were even members of the Japanese priesthood, who were so eager to obtain Bibles that they would give gold for them. The work, therefore, went on, and the interest deepened. Though his visitors knew that their coming to his house laid them open to the perils which the Government knew only too well how to impose, and though they felt that in every visit they paid him they carried their lives in their hands, still they continued to come regularly, sometimes in couples, to hold prayer meetings together. He then went on to describe the seizure of a village of native Roman Catholics by order of the Government, and expressed his regret that now-a-days he scarce dared say a word even in Protestant England against the Roman Catholic faith without giving offence to some of his hearers, when the Rev. E. N. Thwaites, amid loud applause, said he need have no fear in that meeting, as they were all hearty Protestants. The Rev. G. Ensor next gave a number of interesting anecdotes relating to several converts who became Protestants under his influence, and to the extraordinary zeal which several of them displayed in imparting to their countrymen the knowledge which they had themselves obtained through him. He also produced several letters which he had received from some of the most ardent and faithful, and concluded by urging his hearers to give a hearty support to such a glorious work.

THE MALAY PENINSULA.

A letter appears in *The Times* of the 5th inst. from a correspondent at Pulo Pangkor, in which the affairs on the Malay Peninsula are dealt with. The writer gives an account of the quarrel between the See-Kuans and the Go-Kuans, and of the interference of the British Government, resulting in promises of better behaviour on the part of the Malays for the future. "Thus," says the writer, speaking of the conference with the Malay Chiefs and the Governor, "ended the conference of Pulo Pangkor, by which in a few days had been settled questions which for years past have been a thorn in the sides of diplomatists. By the tact and diplomacy of the Governor a sanguinary conflict has been ended. The piratical boats have been surrendered, a pledge entered into for the future good behaviour of the Chinese, territory which has formed the subject of endless arguments and claims ever since 1826 has at length been handed over to the British Government, and hopes of the future welfare of the Malay Government have really some foundation now that the native rulers are to be assisted by British officers residing at their Courts."

THE ANTIQUITIES OF SIAM AND CAMBOJA.

On the 1st inst. Mr. H. G. Kennedy read a paper before the Indian Section of the Society of Arts on the subject of the Antiquities of Siam and Camboja, with some notice of the condition of those countries at the present day. The following is the substance of Mr. Kennedy's remarks:—

I am deeply conscious of the insufficiency of my acquaintance with the subject which I have undertaken to bring forward, and I must therefore begin by claiming the indulgence of my auditors for one who can command but a little brief leisure to devote to Oriental inquiries, and who, during five years spent in Indo-China, had practically none of the needful books at command. Having, however, been honoured with a request from this Society to give them the benefit of such knowledge as I possess respecting two countries with which Englishmen are but little acquainted, I thought it right to comply with the suggestion. The past history of Indo-China, or rather of Camboja—for it is round that kingdom that the chief interest centres—though capable, as I believe, of considerable elucidation, yet requires for its investigation the co-operative efforts of scholars who may chance to reside in various Eastern countries, as well as of the learned who make Oriental antiquities their special study at home. This will become more apparent when I enter into detail. The hope of awakening others of greater ability and scholarship than I can pretend to possess to the study of the remarkable yet mysterious ruins of Camboja, and of inducing further research into the notices of that great kingdom contained in the annals of China, and, it may well be, of other neighbouring nations, is the principal reason which has led me to present myself before you to-night. A further motive is because I think it much to be regretted that the results of Dr. Bastian's travels in Indo-China, which are contained in several very elaborate volumes, have been left untranslated—sealed books to those who, like myself, are so unfortunate as to be unfamiliar with German. Dr. Thorel, one of the members of the recent French Scientific Expedition into Indo-China, remarks, in his notice of the anthropology of the Indo-Chinese races, that the Cambojans, the Laotians, the Siamese, and probably the Birmans, "possess a genuine civilisation . . . . uniformly based on the Chinese civilisation." This conclusion I venture to think is open to considerable question. The Laotians and the Siamese are well known to be branches of the same stock. As to the Cambojans, though they speak a different tongue, yet they now-a-days wear their hair and attire themselves precisely as the Siamese do, and follow, to all appearance, manners and usages exactly the same. Now with respect to the Siamese, their language is indeed tonic (a point of slight importance if we discover tones to be a fashion imitated from China and of modern growth), and monosyllabic, belonging therefore to the Mongolian family; and continual inter-marriage for several centuries with Chinese immigrants has had a most marked effect on the facial configuration of the race. But there are several points on which more information is yet needed, which should lead us to pause before making up our minds that the civilisation of Laos and Siam is a civilisation introduced from China. The Siamese are simply the most powerful tribe among the Laos; and we know that, advancing from Northern Laos, from what are commonly called the Shan States, they gradually pushed southwards till they founded Ayuthia in A.D. 1350. "This date is an ascertained fact," to quote the words of the late King; but even he, though he made special search, was unable to carry the origin of his nation to an earlier epoch. As to the organisation and the usages of the Siamese State, all I have time to do on the present occasion is to touch upon some prominent peculiarities, and I shall ask those familiar with the Chinese to tell me whether the practices I refer to have their counterparts in the Celestial Empire. In the first place, we find two kings in Siam—the major king and the subordinate king The second king seems to take no very active part in the administration of the State. The fact is, he is the king-elect—the *rex designatus*; and thus a war of succession—so common in Eastern countries—is avoided. This I believe to be the origin of the institution. When in Camboja I asked the sovereign of that country whether there was or ought to be a second king there, and he told me that if his people asked to have one appointed, it would be contrary to usage not to assent to their demands. Now, I am not aware—I rather ask scholars to tell me—whether this institution of a major king and a subordinate king has existed also in ancient Indian monarchies. In ancient Camboja there is reason to believe that the second king was one of their institutions, and that the term Yuvaraja was applied to him. Thus one of their legends gives an account of their national origin, and says that "Long ago one of their kings, a great and wise monarch, having unanimous complaints made by his people against his own son, who was Obbaraj," that is, second king, &c. And so late as 1809 the chronicles tell us that two younger sons of a deceased Cambojan ruler, their eldest brother being then on the throne, received from the King of Siam, their Suzerain, the titles of Obbojureach and Obbarach. I take these last particulars from M. Garnier's book, but I arrived at my own conclusions on the subject independently of him. The rites and solemnities which take place at a Siamese State festival, whether it be a coronation, a purification, a hair-cutting, or what not, are in nearly every case Brahminical. There is a temple of Brahmin priests at Bangkok, and the institution is maintained by the State in order that these Brahmins may direct and superintend the ceremonials. It is somewhat startling to find a ceremonial enacted at the present day which is nothing more than the ancient Abisheka rite, as ordained by the Brahmins in writings possessing an antiquity which I do not pretend to determine. As the King in Siam was crowned yesterday, so very probably were Indian sovereigns consecrated 3,000 years ago. The Abisheka coronation rites, in a form more or less complete, would appear to be adopted, not by the Kings of Siam only, but by the tributary princes in the Laos States. When we consider the hardly-disguised policy which the French are pursuing in Indo-China—how they seek to detach the Laos States and Siamese Camboja from the jurisdiction of Bangkok, and to bring them into their own control—it is hard to understand why the Siamese authorities were so shortsighted as to concede a royal title, and therefore increased independence, to one of their tributaries, who has been hitherto very strictly submissive to their rule.

What we already know concerning the early history of the Lao-Siamese race I have already briefly described. It remains for us to inquire whether the original source whence these Shan tribes spread southwards can be traced to some still earlier point, before their own records took shape and their social consolidation began. Mr. Cooper, in his "Mishmee Hills," has lately given us some account of these Khamtees, a race inhabiting in part the upper waters of the Brahmaputra, just on the borders of our own frontier stations; but their stronghold is the Irrawaddy, in the extreme north of Birma. The description of their dress corresponds exactly with that of the Siamese, but they seem to wear their hair tied up in a knot, and in this respect they differ from the modern inhabitants of Siam. Other curious particulars of Khamtee customs are related in Mr. Cooper's book; and it certainly seems to me as if we had in this wild tribe—one of those dwelling on the border land between Birma and Thibet—a branch of the Lao-Siamese race, which, if not actually the original stock, will at any rate show us what manner of men the Shan tribes were before they founded cities and established

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for themselves independent states. The Khamtees must have split from the main body of the Laos at a very recent period indeed, otherwise the languages would not have been so closely similar; but the Khamtees are savages and Buddhists, hence the Laos must very lately —possibly long subsequent to their conversion to Buddhism—have been savages too. Now we have seen that these Laos or Siamese did not get so far south as Ayuthia till 1350, whereas the Fou-nan—which Wade and others have taken to be Siam—is a civilised Indo-Chinese nation described or referred to by the Chinese historians many centuries before the year A.D. 1300. These considerations make it clear that Fou-nan, at any rate, cannot be Siam. With respect to Camboja it is, of course, a very simple matter to determine both the actual limits of the modern kingdom, and the precise provinces which have at various periods during the last 300 years fallen wholly under Siamese rule; but to settle with any approach to accuracy the area over which the ancient Kambojan Empire once dominated is a much more difficult task. The Cambojas are frequently mentioned in ancient Indian literature; for example, in the Ramayana, the Mahabarata, and the Puranas they are spoken of along with the Sakas, the Yavans, the Pahlavas, and other barbarian or outcast tribes. I do not, of course, pretend to identify the Indo-Chinese kingdom with the country referred to by the Indian poets; on the contrary, I incline to the belief that the name is merely a title assumed or borrowed by the Cambojan rulers at some remote period in their history, from a fondness for the adoption of grand Indian terms and forms of speech. Among the Chinese historians in early times the Cambojan Empire was styled Founan, a term which we are informed occurs for the last time in the annals of the Thang dynasty, and for the first time about 1109 B.C., in a fragment from the Chinese chronicles, the original of which has not yet been discovered. The Annamese refer to the country Pho-nam, apparently an identical title, but afterwards they apply the term Chan-tap. This same name occurs in the annals of the Chinese Emperor Lung, King (1565-71). The King of Siam made war against Chan-tap, dethroned its king, and appropriated his territory. There can be no doubt that Camboja is meant, though there is a discrepancy of about ten years between the Chinese and Siamese dates. It would be, perhaps, unsafe, with our present scanty knowledge, to conclude that Chan-lap of the Annamese, and Tchin-la of the Chinese are the same term, but there is at any rate considerable similarity in the names.

These particulars may seem somewhat tediously minute, but I have given them on the chance that the information may be of use in enabling others resident in China, Ceylon, or elsewhere, to identify allusion to Camboja, and perhaps bring further historical notices of that country to light. As to the ruins themselves, there are upwards of twenty distinct groups, which have already been examined by Europeans with more or less care. The principal remains are the ruins of the great temple, known as Ongur or Nakhon Wat, and the ruins of the ancient capital, three miles further to the north; but there are other relics of great importance, some within a radiance of fifty miles from the ancient capital, some more distant at Korat, in Laos, or in the southern provinces of Camboja. These are not temples merely, and simple pagodas, but vast banked-up causeways running high and dry above the autumn inundations, and doubtless uniting city to city in times long gone by. There are huge square reservoirs, faced with brick or stone, and constructed for the use of a population that must plainly have been a dense one. These reservoirs are found not merely in the temples and the cities, but at frequent intervals alongside what were anciently the main highways. The rivers were crossed with handsomely balustraded bridges, built on archways and constructed on stone, and the whole character of the ruins, from the grandeur, from the extended area on which they occur, as well as from the number and variety, bears silent, but unmistakable witness to the existence of a very great, powerful, and populous empire, which has passed from history, and left, so far as is yet known, not one single written chronicle of its own behind. Whether any masonic marks are to be found on the columns or other sculptures I do not know. Such marks are discovered, I believe, by the explorers in Palestine, but in Camboja nobody yet seems to have inquired into this point. The quarries from which the stones for Ongur Wat and the other temples around it were procured, lie about 30 miles from the ancient capital, at the foot of a low range of jungle-clad hills; and there, not only may the marks of the masons' chisels, and the touch of many a vanished hand still be discovered, but blocks half severed from the parent rock are to be seen too, just as they were left when the labourers were suddenly interrupted long centuries ago. There are a good many groups of these Cambojan ruins, which, though known to exist in localities much more accessible than those to which I have just referred, have, unfortunately, not yet been examined by Europeans. For example, two days north of Preakan, in Camboja proper, are some remains styled Caker; near Phimai, in the province of Korat, are some stone temples, which have been photographed by a Siamese artist; and again at Souven, in Laos, remains are to be found which the natives allege to be of great importance. I stumbled upon some myself on the lonely bank of an unfrequented river, but the jungle was so dense, and my time so short, that I cannot at all tell whether they were of great extent or the reverse. Further careful exploration is much to be desired, more particularly as inscriptions frequently turn up, and these, if collected and examined, might throw a flood of light on the history of the race. From the very incomplete examination which I made of the ancient capital, and of the ruins in its vicinity, I gathered the general impression that though, as years rolled on, the destruction of these antiquities is being swiftly and surely accomplished, it was not the hand of time that dealt the first and fatal blow. I rather seemed to see the traces of some sudden and complete overthrow, of the capture of the city by an invading army, and of the subsequent ravages of an unsparing conqueror and his host. In one temple, for example, which I visited, the stone-vaulted doorways had been bricked half-way up, as though for purposes of hasty defence, and everywhere, though there are no marks of cannon shot, yet we find idols with arms and noses knocked off, and cornices which apparently have been mutilated by the hands of men, or split perhaps by the heat of the flames when the bamboo huts clustered round them were set on fire. Now let me say a word or two as to the inscriptions which are to be found among them. There are, at any rate, three styles of writing adopted. I do not say that the languages differ; I suspect they will be found to be in all cases identical; but the characters though fundamentally the same, yet manifestly differ in their configuration, and belong, as I presume, therefore to different epochs. I have not accomplished a complete solution of the inscriptions. The Frenchmen hitherto have been equally unsuccessful, and I may add that others who have submitted some of the inscriptions to men of learning among the Cambojans and the Siamese have obtained renderings which always differ the one from the other.

Enough has, I believe, been said to show that Tchin-la is indeed Camboja, and Tchin-la can on other evidence be proved to have been also Fou-nan. Who, then, were these temple builders? Were they in their generations the green and vigorous foliage of the same Cambojan tree, which we still see, with its sap almost dried up, shorn of its most glorious branches, shivered by the thunderbolts of war, and resting now on the props of Siamese protection, now kept from falling by the iron bands with which France has girdled it around? Or were they men of some wholly different race, whose name and lineage have been utterly blotted out? Much may be done to settle this question when the inscriptions shall have been fully deciphered. It seems difficult to conceive that men naturally so indolent and easy-going as the modern Cambojans—and the Siamese are no better—could ever have made these gigantic, solid causeways, these stone bridges, enfaced tanks, and megalithic temples. But then if it was some other—now extinct—race who made these works, how comes it that they, with their superior energy, were swept away by the Laos and Siamese, timid tribes who really have no fight in them at all? This is a question which I feel quite unable to answer. Time and trouble are needed to clear up the mysteries which hang around this strange Cambojan people. Bastian has accomplished much, but his researches are not accessible to the body of English readers. The French, too, are doing something to further the investigation, but in England, unfortunately, no serious effort seems yet to have been made to enlarge our acquaintance with Indo-China, and it is to this object I wish to invite the attention, both of those who seek an interesting field for travel and of those who make Asiatic researches their special study, either in the East or at home.

MR. WILLIAM HALES FRANKLYN, Her Majesty's Chief Civil Commissioner in the Seychelles Islands, died on the 3rd ult., in his fifty-eighth year. Mr. Franklyn began life in the mercantile marine, in which he held an extra certificate of competency as commander. He was in business in Hong Kong from 1846 to 1850. He commanded the steam transport *Tonning*, the leading ship in the first division of transports in the expeditionary force landed in the Crimea in September 1855. During the war with Russia he was honourably mentioned by Lord Clyde and other distinguished officers, and received a vote of thanks and a silver salver from the North of Europe Steam Navigation Company for his exertions in saving life during the hurricane at Balaklava in November 1855. In 1860 he was appointed a magistrate and Government agent at Nainaimo, in Vancouver's Island; and in 1868 he was nominated Civil Commissioner in the Seychelles.

THE will and codicil of Hans David Christopher Satow, who died on the 2nd ult., have been proved by Mrs. Margaret Satow, the widow, David Satow, the son, Joseph Allen and Arthur John Allen, the executors, the personal estate being sworn under £80,000. Testator leaves to his widow a pecuniary legacy of £300 and his household furniture absolutely, an annuity of £600 and his freehold house at Clapham for life; to his executors, £100 each for their trouble; to his son, Theodor Mason Satow, an annuity of £150; and the residue to all his children except his said son Theodor.

VICE-ADMIRAL SIR WILLIAM HUTCHEON]HALL, K.C.B., has presented the Duke of Edinburgh with a very handsomely bound original edition of Captain Basil Hall's voyage of discovery to Corea and the Loo Choo Islands, in which expedition the Admiral served as midshipman—containing the first reliable maps and charts of those still not very familiar portions of the globe.

THE *Levant Herald* states that Hassan Effendi Hindi, proprietor of a well-known establishment for the sale of Indian and Chinese curiosities, has received a commission to buy old white porcelain for the Sultan, and has left for Yokohama and Canton, *via* London and New York. He is to return in five or six months.

BEFORE submitting to the decisions of the International Commission, M. de Lesseps requested the Italian Government to propose to the other Powers the neutralisation and purchase of the Suez Canal. This the Cabinet declined, declaring that it would act in concert with England and the other Powers in accepting the decision of the Commission.

THE German Ambassador and Mr. de Bussche dined with the Marquis of Exeter and the Honourable Corps of Gentlemen-at-Arms at their Mess, St. James's Palace, on the 5th inst.

Monetary and Commercial.

Tenders for £200,000 in bills on India were received on the 6th inst, at the Bank of England. The amounts allotted were—to Calcutta, £143,900; and to Bombay, £56,100. Tenders on Calcutta and Bombay at 1s. 10¾d. will receive about 26 per cent. The demand for the means of remittance to the East, as shown in these figures, is only moderate.

Japanese Securities have been firm in tone, but not active. The Nine per Cent. Loan closes at 105 to 107, the Seven per Cents. at 95 to 97. Messrs. Schroder and Co. announce the drawing of series E, amounting to £100,000, of the Loan for £1,000,000 sterling, 1870, which will be paid off at par on the

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1st August next. The following are the numbers of the bonds which have been drawn :—

Nos. 81 to 100, 20 Bonds of £1,000 each ...	£20,000
Nos. 161 to 200, 40 Bonds of £500 each ...	20,000
Nos. 2,401 to 3,000, 600 Bonds of £100 each ...	60,000
Total	£100,000

The Crown Agents for the Colonies announce the payment on the 15th inst. of the interest then due on the Ceylon Government Six per Cent. Railway Debentures.

Further commercial failures are reported. Petitions for liquidation have been filed in the Bradford County Court by Messrs. Foster and Hinings, of Bradford, woolstaplers, with liabilities of £30,000 ; by Mr. John Foster, manufacturer, of Farsley, with liabilities of £8,000 ; by Mr. W. Lister Greenhough, of Dudley-hill, woolstapler and topmaker, with liabilities of £30,000 ; and by Mr. Moses Topham, manufacturer, of New Leeds, Bradford, with liabilities of £18,000. A petition for liquidation has been presented by Edward Johann Hugo Theodore Frolich, of Fenchurch-street, merchant, whose liabilities are returned at £46,000.

The failure is reported from Hamburg of Messrs. Krummel and Mielitzer, merchants, largely engaged in the Japan trade. Rumours are current of difficulties among others firms connected with the trade.

The general meeting of the Deutsche Bank was held at Berlin on the 4th inst., when the directors' report showed a favourable balance of 973,839 thalers, which had enabled them to declare a dividend of 4 per cent., appropriating 369,822 thalers to the reserve fund, and carrying forward 4,017 thalers. The report and balance-sheet will be found in full in our advertisement columns.

The traffic receipts of the Eastern Telegraph Company (Limited) for the month of April amounted to £30,766, against £30,893 in the corresponding period of 1873. The traffic receipts of the Eastern Extension, Australasia, and China Telegraph Company (Limited) for the month amounted to £16,670, against £18,393 in the corresponding period of 1873. The total traffic receipts of the Great Northern Telegraph Company for the month have been f.354,815, in 1873 f.241,251.

Mr. Andrew Cassels has resigned the chairmanship and his seat at the Board of the Chartered Bank of India, Australia, and China, in consequence of having been appointed a member of the Council of India. This is the first instance in which any one connected with the mercantile interests has been placed on the Council.

In the case of the Chartered Bank of India, Australia, and China *v.* Henderson and others, the decision of the Supreme Court of Hong Kong, in respect to the proceeds of certain goods, which the Supreme Court pronounced in favour of the respondents, has been reversed by the Judicial Committee of the Privy Council.

The partnership between Messrs. John Thomas Mounsey, Frederick Jerdein, and John Ewart, of Fenchurch-street, tea brokers, has been dissolved, so far as regards Mr. Jerdein.

The sales of Bar Silver, which have been effected at 58⅞d. per oz., have been entirely for the Continent, the demand for India having again subsided in consequence of the lower rates of exchange just reported. Mexican Dollars received by the Royal Mail and French steamers have been sold at 4s. 10⅛d. per oz., exhibiting a rise of ⅛d. per oz. They have been purchased for China.

The bullion per P. and O. steamer *Malwa*, which left Southampton May 7, was, in gold, to Galle, £85 ; in silver, to Hong Kong, £31,494 ; to Penang, £37,150 ; to Shanghai, £60,520 ; to Singapore, £81,875. Total in gold, £85 ; in silver, £211,039.

ARTICLES OF IMPORT.

TEA.

Messrs. Shepard, Harrison, and Rehden's Circular says :—Since the declaration of the Budget transactions have been of an unimportant character, leading to the inference that dealers throughout the country held larger stocks than was generally expected. The market, despite the limited and retail nature of the business, has ruled firm, though we are not likely to see an improved demand until definite news is received as to the doings in the New Season's Teas. A few small parcels of New Taysham district leaf have come to hand, and sold at 1s. 10d. to 2s. per lb. The Continental trade has been confined to occasional small purchases of fine Congou ; to New York and Canada demand has ceased, owing to a duty being reimposed. Deliveries do not compare favourably, being—

	1874.	1873.
Home Consumption for London from	lbs.	lbs.
1st January to 30th April ...	32,541,500	32,389,000
Export do. do.	8,150,000	10,400,000
Sent Coastwise do. do.	12,000,000	12,100,000
Total delivered	52,691,500	54,889,000

Black.—Red leaf : Siftings at 5½d. to 6d. have been in some request, leafy kinds at 9d. to 11d. are scarce; flavoury kinds at 11½d. to 1s., and Sayune kinds at 1s. 0½d. to 1s. 2d. have sold at slightly easier rates. Kaisow kinds and medium Kaisow at 1s. 2½d. to 1s. 6d. are scarce ; fine and finest Kaisow at 1s. 9d. to 2s. 2d. in limited demand. Paklin : No sales from first hands. Tayshan : Good common to fair is saleable at 11d. to 1s., medium kinds at 1s. 2d. to 1s. 4d. ; New Season's have sold at 1s. 10d. to 2s., being extreme prices, owing to the small quantity so far to hand ; the incoming French mail steamer brings further supplies. Black leaf : Imports are smaller than for some years past of common Shantam Congou. That classed under the head of "Good common to fair" is worth 11½d to 1s. 1d. per lb. ; good to medium at 1s. 2d. to 1s. 5d. is comparatively scarce, though apparently ample to meet current small requirements. In good medium to finest at 1s. 6d. to 2s. 2d. business is of quite a retail character. Souchong: A few sales at easy rates. Oolong : But little passing. Scented Teas : Canton Orange Pekoe is now seldom asked for, and it is evident Foochow made has taken its place. Caper : A general desire on the part of importers to be making sales has led to some extensive transactions at an average decline of 1d. to 2d. per lb. (olive colour at 1s. 5d. to 1s. 7d. showing the greatest fall). Quotations close as follows :—8d. to 10d. for clean common to fair, 11d. to 1s. 1d. for good to medium, glazed kinds ; 1s. 4d. to 1s. 7d. for good medium, olive coloured strong scented ; the few fine and finest (glazed) are not saleable at the asking prices. Foochow Scented Orange Pekoe : Few parcels in first hands. *Green :* The market for Ping Suey kinds does not improve, though prices rule low. For this class to again command a regular sale quality must be preferable to that sent from China the past two or three seasons ; that this class of Tea can be manufactured of superior quality, and to suit the requirements, there is no doubt. Moyune of true quality commands high figures, No. 1 Gunpowder realising 4s., No. 1 Young Hyson 3s., and No. 1 Imperial 2s. 6d. per lb. Japan Tea : Imports of good quality at reasonable prices would meet with a ready sale.

SILK.

Messrs. Durant and Co.'s Circular reports a very dragging business in Silk. The fine weather has failed to give any such stimulus to trade as to counter-balance the hopes naturally induced as to successful crops. The deliveries have been only very moderate, so we are without further material reduction of stocks. Holders generally are rather anxious to be moving, but manufacturers confine their purchases to the smallest possible quantities, so we have no new quotations of moment, but prices are weak.

	Stocks. 30th April.		Imports. 1st January to 30th April.		Deliveries. 1st January to 30th April.	
	1873.	1874.	1873.	1874.	1873.	1874.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
China ...	26,893 ...	25,275 ...	9,901 ...	8,882 ...	9,702 ...	11,857
Canton ...	8,454 ...	6,125 ...	1,435 ...	747 ...	2,912 ...	2,696
Japan ...	7,037 ...	6,625 ...	1,804 ...	2,979 ...	2,433 ...	2,780

Messrs. Kilburn, Kershaw and Co.'s Circular says :—The past month has been a very dull one, business having gradually become more and more restricted, and within the last week or so having been on the smallest possible scale, simply to supply present wants. This is, no doubt, mainly owing to the general indisposition to buy at this season of the year while the uncertainty respecting the result of the European crops exists. At present nothing definite with regard to the crops is known, and it is probable that our market will remain in its present quiet state until some correct judgment can be formed of the general out-turn. Meantime, importers hold back and decline to accept lower prices, so that there is no quotable change in the value of any of the Asiatic Silks.

COFFEE has again declined. The auctions have gone off very flatly, and generally at 2s. to 3s. per cwt. lower, except for fine home-trade sorts, which have maintained their value. Plantation Ceylon has sold ; bold, 104s. to 106s. ; good middling, 102s. 6d. to 103s. ; middling greyish, 99s. 6d. to 101s. ; small and low middling, 97s.

CUTCH and GAMBIER have been quiet, but steady until yesterday, when 50 tons Gambier sold at 3d. per cwt. decline, at 24s. 9d. ex warehouse ; also 200 tons just arrived at 24s. 9d. ex ship.

COCOA-NUT OIL.—The market is quiet ; Ceylon meets a moderate demand, and £35 continues to be paid, while Cochin of fine quality in small quantities commands £39 per ton. In auction, 237 casks 16 pipes Cochin partly sold at 37s. 6d. to 38s. ; and 76 pipes Ceylon sold at 35s.

HEMP is without change.

RICE.—Rather easier rates have been accepted for Necranzie and Rangoon to arrive.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr.30	Lord Raglan	Langabeer	Colombo	London
May 2	Java Packet	Trappen	Batavia	Texel
2	Petit Poucet	Mehouas	Do.	Do.
5	Jessie Isabel	Mills	Colombo	London
2	Maddaloni (s.)	Borrani	Java	Texel
Apr.29	Orienten	Hook	Sourabaya, &c.	Greenock
28	Borneo (s.)	—	Batavia	Texel
May 4	Papillon	Leveque	Sourabaya	St. Nazaire
1	Sonora	Paine	Manila	London
Apr.30	Ary Schaeffer	Besseling	Banjoewangie	Texel
30	Hollandia	Hissink	Batavia	Do.
May 2	Rajpoot	Andrews	Colombo, &c.	London
3	Patroclus (s.)	Dreunning	China, Singapore, &c.	Do
1	Gutenburg	Braren	Java	Greenock
1	St. George (s.)	Harwood	Saigon	Bordeaux
	Parraca	Seaton	Hiogo	New York
1	Cæsar Godeffroy	—	Batavia	Scilly
1	Clairellen	King	Sourab., for Amstrdm.	Do.
1	Endymion	—	Foochow, for London	Do.
	Horatio	Hardy	Foochow	New York
5	Zenobia	Hutchins	Hiogo	Falmouth
4	Annie Ainslie (s.)	Corkery	Akyab	Antwerp
	James S. Stone	Phinney	Yokohama	New York
6	Lyra	Carr	Sarawak	London

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr.27	Mauritius	Black	Java	Greenock
30	Menelaus (s.)	March	Singapore, China, &c.	Liverpool
22	Deucalion (s.)	Butler	China	Lisbon
Mar.28	Clara Middleton	—	Galle	Rio Janeiro
Apr.16	Chas. C. Leary	—	Yokohama	New York
May 2	Bertie	Couteur	Singapore	Liverpool
2	Hankow (s.)	Courtenary	Shanghai	Do.
1	Robert Kerr	Allany	Singapore	Do.
Apr.30	Zuid Holland	—	Batavia	Shields
May 4	Good Hope (s.)	Bainton	Colombo, &c.	London
1	Colibri	Asmusson	Singapore	Cardiff
4	Andromeda	—	Do.	Falmouth
2	Anna	Ourklept	Do.	Cardiff
2	Leon (s.)	Olano	Singapore & Manila	Liverpool
2	Stavers	—	Singapore	Shields
1	Olympia (s.(	Paulsen	Shanghai	Hamburg
1	Billiton (s.)	—	Batavia	Amsterdam
5	Wylo	Browne	Shanghai	London
Apr.12	Clara Bell	Pierce	Manila	San Francisco
31	C. C. Leary	Baker	Java	New York
May 7	John Milton	Murphy	Japan	London
7	Sir Jamsetjee Family	Cobb	Singapore	Do.
Apr.27	Johanna Margaretha	Ruhaak	Do.	Cardiff
May 4	Hampton (s.)	—	Java	Helvoet

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
April 30	Legaspi	Glasgow	Manila
30	Buenaventura	Manila	Liverpool
May 3	Harrington	Helvoet	Batavia
3	Deucalion	Lisbon	China
3	Wyberton	Java	Rotterdam
4	Hector	China, &c.	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenroy. For Colombo, &c.: Craigforth, Paraguay, Malda.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel. For Shanghai: Mykado, Lucerne, Guinevere. For Hong Kong: Hopewell, Lord Macaulay, Beemah, Chinaman. For Hong Kong and Foochow: Falcon. For Penang and Singapore: Excelsior, Hope. For Singapore: Dewa Gungadhur, Solent, Western Chief. For Colombo: Mirella, Electra, George Shotten. For Sourabaya: Canaan.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.), Priam (str.). For Singapore: L. J. Enthoven. For Galle: Deerfoot.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai; Glamis Castle (str.). For Singapore and Hong Kong (via Cardiff): Millard G. Paton. For Singapore: Ringdove. For Singapore (via Cardiff): Mgglan.

SPOKEN.

GOLDEN SPUR, Cardiff to Hong Hong, March 25, 15 S., 28 W.
JOHANNA MARIA, Flushing to Java, April 25, 49 N., 5 W.
L. K. N. J. (!) (Dutch barq.), Cardiff to Singapore, March 28, 3 N.
NENEVA LATONE (!) (Span. barq.), Barcelona to Manila, Feb. 19, 38 S., 20 E
H. J. K. V. (British barq.), Colombo to London, April 30.
CHARLES PATTEN, Japan to Queenstown, March 10, 36 S., 24 E.
STAR OF CHINA, London to China, April 2, 40 N., 13 W.
LEPANTO (barq.), New York to Anjer, Feb. 11, on the line, 31 W.
HALIA (barq.), Sunderland to Singapore, March 29, 2 S., 23 W.
4 pend. 3,260 (Fr. bq.), Samarang to Belle Isle, April 12, 34 N., 39 W.
W. E. MALCOLM, Japan to New York, Feb. 22, 26 S., 54 E.
J. S. STONE (Amer.), Japan to New York, March 7, 33 S., 28 E.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are without material alteration since our last report, and rates rule steady at the undermentioned quotations.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 45s. meast. To Hong Kong: 50s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight, 45s. meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Shanghai: 40s. weight, 25s. meast. To Hong Kong: 40s. weight, 25s. to 27s. 6d. meast. To Singapore: 30s. weight, 22s. 6d. meast. To Colombo: 27s. 6d. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £30. To Penang: £31, f.c. To Colombo: £34. To Galle: £30. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: (small) 34s. To Batavia: 27s. 6d. To Singapore: 28s. to 29s. To Galle: 29s. to 30s. To Colombo: 27s. 6d. to 30s.

From Birkenhead, per ton.—To Singapore: 24s. To Hong Kong: 25s. To Galle: 26s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

CASUALTIES.

AMSTERDAM, MAY 4.—The Hollandia (ship), Hissink, from Batavia, was in contact, in entering Nieuwe Diep, with an American barque; she lost bowsprit, and sustained damage to bows.

The Peru (barq.), from Colombo to London, put into Mauritius, having encountered the hurricane of the 24th to the 31st March; the vessel was making a great deal of water before anchoring, but does not now appear to do so; she has received damage to stern, part of which had to be cut away to get at a leak; lost upper works, &c.

MISCELLANEOUS.

ST. THOMAS.—April 20, the Marshal Pelissier (Dan. barq.) which put in here, leaky, 19th Feb., on a voyage from Singapore to New York, and was afterwards condemned and sold, sailed hence, 14th April, for Copenhagen, direct, in ballast, and under a jury rig; her cargo goes forward in the Saga (Norw. barq.).

At MAURITIUS.—March 22, Julia Ann, Hansen, from Batavia; 23, Sea Ripple, Pringle, from Singapore; 24, Chateaubriand, Hervé, from Saigon; April 1, Eva Joshua, Nicolin, from Singapore; 2, Berwickshire, Nott, from Chittagong; March 13, Hope, Robson, fron Chittagong, and sailed, April 3, for Ceylon; March 10, Marianne, Forster, and sailed for Yokohama.

MAURITIUS, APRIL 2.—Only a few packages are damaged on board the Phrenologist; about 350 tons of cargo have been discharged to permit of the new masts being stepped; the vessel is repairing.

Later advices from New York state that the Puritan has been floated and was being towed to the city by two tugs.

ON the 2nd inst. Messrs. R. Napier and Sons launched, from their building yard at Govan, a large iron screw steamer of 2,500 tons and 400-horse power, named the P. Caland, sister ship to the W. A. Sholten, recently completed by them, both being for the Netherlands American Steam Navigation Company's service between Rotterdam and New York.

ON the 2nd instant a screw-steamer named the Mac Tann was launched from Kinghorn ship-building-yard. This vessel has been specially built for a Spanish company, and is intended to ply among the Philippine Islands. She is fitted up with engines on the compound principle, and, with the exception of steam being put up, was launched ready for sea.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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CHINA AND JAPAN AGENCY,
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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.
F. SAUNDERS,
Importer of Havana and Manila Cigars.
16, GREAT WINCHESTER-STREET, E.C.

To Passengers to and from China, &c.
MERCHANDISE, Baggage, and Private Effects shipped cleared through the Custom House, and forwarded.
H. RUSSELL,
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CHINA AND JAPAN TRADE.
A GENTLEMAN (28) well acquainted with the manufacture and buying of WORSTED AND WOOLLEN GOODS used in the above, is desirous of an appointment as RESIDENT BUYER in the manufacturing districts for a good firm at home or abroad. Highest references given.
Address, HOLLANDAIS, *Globe Express* Office, Bradford, Yorks.

CHINESE LANGUAGE AND LITERATURE.—Professor DOUGLAS will BEGIN his Class at KING'S COLLEGE, LONDON, on FRIDAY, May 1, at 5 P.M., and will continue it on each TUESDAY and FRIDAY at the same hour. Fees for ten weeks, £3 3s., payable in the College Office.
J. W. CUNNINGHAM, Secretary.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,
VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.
THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.
Seventy already sold—fifty now on the register.
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DEUTSCHE BANK, BERLIN.

ANALYSIS OF THE DIRECTORS' REPORT,

Presented to the SHAREHOLDERS at the FOURTH ORDINARY GENERAL MEETING in Berlin, on the 4th May, 1874.

The net profits for the year 1873, amounting to Th. 973,839.27.9, represent 6½ per cent. on the Capital, and have been appropriated as follows :—

Th.	369,822	8	6 to Special Reserve Fund.
	600,000	0	0 to Yearly Dividend of 4 per cent. to Shareholders.
	4,017	19	3 carried forward to New Account.
Th.	973,839	27	9

The past year has generally been, from a business point of view, exceptionally unpropitious, both in Germany and in the East, and the earnings of the Bank have suffered accordingly.

The increase of the capital, from ten to fifteen million thalers, coincided with the commencement of the German crisis, the premonitory symptoms of which began to manifest themselves in the month of May, 1873, and induced the Directors, as a matter of prudence, to follow, throughout the whole year, a most reserved policy in all their dealings, keeping, at the same time, the Bank's resources well in hand, and in a readily available form ; this accounts for the proportionately large amount of bills of exchange figuring in the balance-sheet.

In consequence of these self-imposed, but necessary, and in the end wholesome, restrictions, the net profits, which had amounted in 1872 to 9 3-5 per cent., receded, in 1873, to 6½ per cent. on the increased capital.

Other adverse causes were exercising their influence at the same time.

In the East the course of exchange was unsettled and depressed, owing partly to exaggerated fears of eventually impending arrivals of German Government silver on a large scale. The working capital of the Bank's Eastern Branches, as compared with the previous year, was thus diminished in value, and returns had to be effected at disadvantageous rates.

The export and import trade in China and Japan, in general, continued in a most unsatisfactory state, and, taken on the whole, was unprofitable. Losses on silk, manufactured goods, &c., caused failures amongst Eastern firms, by some of which the Bank was affected, inasmuch as the proceeds of goods hypothecated to it as collateral security for document bills and loans, and which had to be realised in drooping markets, were insufficient to cover the amounts advanced.

In Germany, the extraordinary impetus which had been given to financial, industrial, and commercial joint-stock ventures during the so-called "founding period of 1871-72," was followed, in 1873, by an universal and but too natural reaction. Speculation, having overgrown itself, collapsed, and had to pay the penalty of its excesses. The Stock and Share Markets became stagnant, securities and investments of every kind, even the best, were affected by an unprecedented depression, and the crisis culminated in numerous financial disasters, the wide-spread and manifold consequences of which, the Bank, in spite of all precautionary measures, did not altogether succeed in avoiding. This refers to the failure of a banking establishment in Vienna, and to some similar events of minor importance which occurred amongst country bankers and stockbrokers.

Under these circumstances the Directors deem it advisable to declare a yearly dividend of four per cent. only, which on 75,000 shares of Th. 200 each will absorb Th. 600,000, and to retain the surplus profits as a special reserve as follows :—

Th.	259,822	8	6 for bad and doubtful debts, and
	110,000	0	0 for depreciation of securities.
Th.	369,822	8	6

The remaining balance of profit and loss, amounting to Th. 4,017.19.3, will be carried forward to new account.

All losses, differences, and contingencies being thus provided for, the position of the Bank remains perfectly normal and all that can be desired. The paid-up capital stands intact at Th. 15,000,000 (£2,250,000), and the ordinary and special reserve funds, amounting

as per balance-sheet, to ...	Th.	326,329	4 4
are, by the above appropriation of		369,822	8 6
raised to	Th.	696,151	12 10

With the before mentioned exceptions, attributable to a crisis and panics of no common magnitude, the operations of the Bank have been successful. The Bremen branch continues to do exceedingly well ; very fair results have been obtained from Paris, New York, &c., and the general business is steadily on the increase, as shown by the figures below.

With a view to the furtherance of the Bank's original programme, which aims at the progressive development of the commerce of Germany with foreign countries, the Directors have made an arrangement with the Deutsch Belgische La Plata Bank, by which they acquire an interest in the business and management of the said institution.

A declaration, important in its bearings for the London Agency, was exchanged, on the 27th March last, between the British and German Governments, by which it is agreed that Joint-Stock Companies constituted, and authorised in conformity with the laws in force in either of the two countries, may freely exercise in the dominions of the other all their rights, including that of appearing before tribunals, whether for the purpose of bringing an action or for defending themselves, in conformity, however, with the laws and customs in force in the said countries.

The development of the business of the Bank is shown by the following comparisons.

Amounts turned over :—

	By Head Office	By Branches	Total
1873	Th. 704,641,043	Th. 550,405,846	Th. 1,255,046,889
1872	605,134,134	358,624,827	963,758,961
1871	281,106,796	36,041,549	317,148,345
1870	79,780,954		79,780,954

H. WALLICH, H. KAISER, } Managers.

Berlin, April, 1874.

DEUTSCHE BANK.—GENERAL BALANCE-SHEET, DECEMBER 31, 1873.

LIABILITIES.		ASSETS.	
Capital paid up	Th. 15,000,000 0 0	Cash	Th. 3,104,164 15 7
Current Accounts	14,539,811 15 2	Bills Receivable	16,080,810 1 11
Bills Payable	10,089,981 11 9	Investments	3,837,984 13 2
Deposits	2,369,206 27 1	Loans	2,898,942 26 6
Dividends unpaid	2,417 28 0	Current Accounts	17,064,162 14 11
Reserve Fund	326,329 4 4	Real Estate	383,647 27 0
Sundries	49,513 26 0	Furniture	31,388 11 0
Profit and Loss	973,839 27 9		
Total	Th. 43,351,100 20 1	Total	Th. 43,351,100 20 1

PROFIT AND LOSS ACCOUNT TO DECEMBER 31, 1873.

DR.		CR.	
To General Expenses	Th. 273,441 9 1	By Balance from 1872	Th. 4,831 21 8
To Commission, Exchange, Rebate, &c.	123,140 21 2	By Gross Profits	1,365,590 6 4
To Net Profit	973,839 27 9		
Total	Th. 1,370,421 28 0	Total	Th. 1,370,421 28 0

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

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50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

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PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

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Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

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CAUTION.—Genuine only with Baron Liebig's facsimile across label,

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A SUBSCRIPTION has been opened at Singapore for the purpose of placing in the Town Hall a Portrait of Mr. W. H. Read, as a public mark of appreciation of the services rendered by him to the Colony of the Straits Settlement during a period of thirty-two years.

The amount already received in Singapore is $1,415. Before closing the subscription list it has been though well to give to former residents in Singapore an opportunity of adding their names.

Any balance that may remain after paying for the proposed Portrait is to be expended in a Piece of Plate for presentation to Mr. W. H. Read.

Mr. P. F. Tidman, 34, Leadenhall-street, has been requested to receive subscriptions in England, and to carry out the wishes of the Committee.

SUBSCRIPTIONS ALREADY RECEIVED.

Edward Boustead	...	£10	0 0
W. W. Shaw	...	10	0 0
Jasper Young	...	10	0 0
James Guthrie	...	10	0 0
Lewis James Fraser ...	...	10	0 0
G. J. Fraser	...	10	0 0
William Paterson ...	...	10	0 0

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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J. LYONS, Manager.
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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED on the Alster. A first-class House, at moderate prices.

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T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

HOLLOWAY'S OINTMENT

AND PILLS.—HEALTH LOST AND FOUND!—After safely struggling through the winter, multitudes will fall victims to the throat and chest complaints so common in the spring. If the first symptoms receive attention and judicious treatment, not only will future danger be averted, but old ailments will give way, and better health will be attained than was enjoyed before the illness. No treatment for safety and certainty of success may be so confidently relied upon as that discovered by Professor Holloway, whose Pills and Ointment always restore the sufferer. While the Pills are taken in moderate doses, the Ointment should be well rubbed upon the skin, near the part affected, as actively as salt is forced into meat.

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	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
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ALEXANDRIA... ADEN ... BOMBAY ...	,, ,,	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, May 7 & 21, at 2 P.M., and every alternate Thursday.	Friday morning, May 15 & 29, and every alternate Friday.	Monday, May 18 & June 1, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, May 7, at 2 P.M., and every fourth Thursday.	Friday morning, May 15, and every fourth Friday.	Monday, May 18, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEREAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

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Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	

Returning from Hong Kong on the 12th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York twice a month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway transit across the American Continent, and other information, apply to H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 ,, ,,
China... ... in 44 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

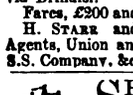
AROUND the WORLD in NINETY DAYS,

by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

Fares, £200 and upwards.

H. STARR and Co., 22, Moorgate-street, London. Agents, Union and Central Pacific Railway, Pacific Mail S.S. Company, &c.



SHAW, MAXTON, and CO.

will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. Kg., and Shanghai	Galley of Lorne, s.s., via Suez Canal	100 A1	1390	S.W.I.	June 5
Hong Kong..	Falcon.....	A1 14 yr.	794	S.W.I.	May 15
Shanghai ...	Lucerne ...	A1*	608	S.W.I.	May 15

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

OVERLAND ROUTE via MARSEILLES.—

MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Donnai ... May 24
Mei Kong ... June 7
Sindh ... June 21
Anadyr ... July 5
Tigre ... July 19
Amazone ... August 2

For Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The Steamers of the 7th June, 5th July, and 2nd Aug. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 24th May, 21st June, and 19th July connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—

The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	May 20
Glengyle	100 A1	1,676	200	June 10
Glenfinlas	100 A1	2,120	330	June 24
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencaples	100 A1	2,120	330	New boat
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

PENANG, SINGAPORE AND CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Hopewell ...	A1 13 yr.	W.I.D.	With des.
Hong Kong	Chinaman ...	A1 14 yr.	E.I.D.	To follow
Singapore ...	Solent.....	A1 13 yr.	W.I.D.	May 20
Penang	Hope	AA1	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jno.C.Munro	A1	E.I.D.	With des.

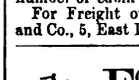
Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CASTLE LINE OF STEAM PACKETS, FROM LONDON.—

Last shipping day, 23rd May.—For SINGAPORE, HONG KONG, and SHANGHAI, taking passengers, goods, and specie for Batavia, Queensland Ports, Sydney, and Melbourne, in connection with the Eastern and Australian Mail Steam Company. The magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-h.p. nominal; South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

With quick despatch.

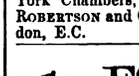


FOR HONG KONG DIRECT,

the well known and favourite China clipper BEEMAH, A1 12 years, 887 tons register, South West India Docks; A. W. BLACKSTONE, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

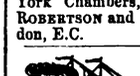
With quick despatch.



FOR HONG KONG DIRECT,

the well-known and favourite China clipper LORD MACAULAY, A1 14 years, 846 tons register, South West India Docks; R. B. MONKMAN, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.



CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—

The s.s. VANCOUVER, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama and Hong Kong on the 15th June; the s.s. VASCO DA GAMA, 3,000 tons, on the 15th July, for the same ports.

Through tickets from Liverpool to Japan and China may be obtained, together with full information, on application to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C., shipping agents in London to the C.P.S.S. Company.

FOR YOKOHAMA AND HIOGO, JAPAN.

Ship.	Tons.	Class.	Dock.	To sail.
Laurel.....	638	A1 14 yr.	E.I.D.	May 23
Whiteadder	915	A1 12 yr.	E.I.D.	To follow

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

FOR YOHOHAMA AND HIOGO.—

The undermentioned high-classed SHIPS will be despatched as follows:—

Ship.	Class.	Tons.	Dock.	Last shipping day.
Denbighshire ...	A1 15 yr.	483	E.I.D.	To follow
Carnarvonshire ...	A1 14 yr.	388	E.I.D.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).

With quick despatch,

FOR SHANGHAI DIRECT,

the splendid composite clipper ship MIKADO, A1 16 years, 643 tons register, J. ILBERY, Commander; loads in the East India Docks. This magnificent clipper is celebrated for her very rapid passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

STEAM FROM SOUTHAMPTON TO BATAVIA, VIA SUEZ CANAL.—

Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on average in thirty-eight steam days):—

Prins van Oranje ...	2,700 tons	1,600-h.p.	(effective)
Conrad	3,000 ,,	1,600 ,,	,,
Koning der Nederlanden	3,000 ,,	1,600 ,,	,,
Prinses Amaliar ...	3,500 ,,	1,600 ,,	,,
Voorwaarts	3,000 ,,	1,600 ,,	building.
Prins Hendrik ...	3,000 ,,	1,600 ,,	building.

The CONRAD is appointed to leave Southampton on the 18th May for PADANG, BATAVIA and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger Fares from Southampton:—First-class, £58, and upwards; second-class, £33.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King-William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

FOR Tanjong Pagar, SINGAPORE.—

The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Glenroy, s s.... ...	2,121	McGregor, Gow, & Co.	May 20
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	May 23
Dewa Gungadhur ...	595	Wright Bros. & Co.	May 25
LIVERPOOL.			
Ajax, s.s.	1,549	Alfred Holt ...	May 14
Priam, s.s.	1,572	,, ...	May —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

JAPAN.

Agent for the *London and China Express.*

MAC EWEN AND CO.,

QUEEN'S ROAD, HONG KONG.

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the
LONDON AND CHINA EXPRESS.

W. L. H. SKEEN AND CO.,

PHOTOGRAPHERS,

COLOMBO, CEYLON,

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Views of Ceylon, Native Characters, &c

ON SIZES 12 BY 10 TO C. DE V.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 559.] LONDON, MONDAY, MAY 18, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 18.
JAPAN—Yokohama	Feb. 13	April 5	April 7*
Yedo			
Osaka and Hiogo	„ 6	Mar. 30	„ 2*
Hakodadi			
Nagasaki	—	—	Mar. 28
CHINA—Peking	—	—	„ 26
Tien-tsin	—	—	„ 20
Chefoo	—	—	„ 25
New-chwang			
Hankow	—	—	„ 28
Kiu-kiang	—	—	„ 27
Chin-kiang	—	—	„ 19
Shanghai	„ 13	April 1	Apr. 3
Ningpo	—	—	„ 1
Foochow	—	—	„ 2
Formosa			
Amoy	—	—	„ 3
Swatow	—	—	„ 6
Hong Kong	„ 20	Mar. 31	„ 9
Canton	—	—	„ 7
Macao	—	—	„ 8
PHILIPPINES—			
Manilla	„ 13	„ 26	Mar. 31
COCHIN-CHINA—			
Saigon	—	—	Apr. 14
SIAM—Bangkok	—	—	„ 12
BORNEO—			
Labuan	—	—	„ 1
Sarawak	—	—	„ 3
JAVA—Batavia	Mar. 6	April 9	„ 13
Samarang	—	—	Mar. 28
Sourabaya	—	—	„ 26
MALACCA STRAITS—			
Singapore	„ 13	„ 14	Apr. 17
Penang	—	—	—
CEYLON—			
Galle	„ 27	„ 23	„ 24
Colombo	—	—	„ 22

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The French and Pacific mails, bringing advices as above, were delivered, *via* Marseilles and *via* San Francisco respectively, this morning, their due date. The next inward (P. and O.) mail, with dates Yokohama, 7th; Shanghai, 10th; Hong Kong, 16th; Singapore, 23rd April, is due, *via* Brindisi, on Monday next, the 25th inst.

The Russian land lines of the Great Northern Telegraph Company which were interrupted last week have been repaired, and communication by that route with China and Japan is consequently restored.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Sindh*, arrived May 18.—From Yokohama: Messrs. Hyslop, Kniffler. From Shanghai: Messrs. Blackmore, Samson, Kirch, Armand-David, Arine, Mr. and Mrs. White, Mrs. Melhuish. From Hong Kong: Messrs. Ambruster, Cloath, Sornsen, Palmer, MacDonald, Brown, Mayboll. From Saigon: Messrs. Opstelteins, Limousoins, Berthelver, Philastre, Nouet, Lacaze, Peraut, Legacci, Nicolo, Villa, Loiseleur, Ferrand, Proctor. From Batavia: Messrs. Poel, Einthorens, Mr. and Mrs. Verstiget, Mr. and Mrs. Schuymer, Mrs. Van Swieten, Mrs. Young. From Singapore: Sir William and Lady Hackett, Ken Moon Weng (Burmese Ambassador), Messrs. Wildridge, Downes, Johnston, Mackrood, Vahland, Reynolds.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malwa*, from Southampton, May 7.—To Yokohama: Mr. E. Cox, Mr. W. E. Andrews, Mr. J. Lewis, Mr. T. Tomita, Miss J. E. Carnock, Mrs. Shadgett and child. To Hong Kong: Mr. Birley. To Singapore: Mr. A. Cook, Mr. Wright. To Ceylon: Mr. H. L. Maclean, Mr. D. Skene, Mr. R. White, Mr. C. Gova, Mr. and Mrs. Howland, Mrs. Cregren, Mr. and Mrs. J. Kyle and child.

Per P. and O. steamer *Ceylon*, from Brindisi, May 18.—To Shanghai: Mr. H. Peacock. To Hong Kong: Mr. and Mrs. H. C. Bachelor, Mr. Rolton.

Per P. and O. steamer *Malta*, from Brindisi, June 1.—To Yokohama: Mr. O. Eckels. To Ceylon: Mr. J. H. Alexander.

Per French steamer *Donnai*, May 24 (booked from London).—To Shanghai: Mr. and Mrs. Dillon, Mr. Acheson, Mr. Hancock. To Hong Kong: Mr. Merlan, Mr. K. Morrison. To Singapore: Mr. Leonard, Mr. and Miss Engster. To Batavia: Mr. and Mrs. Reyers.

Per French steamer *Meikong*, June 7 (booked from London).—To Yokohama: Mr. C. J. Zael. To Batavia: Mr. Revins and family, Mr. Messkitz and lady. To Saigon: Nine Sisters of Mercy.

Per French steamer *Anadyr*, July 5 (booked from London).—To Galle: Mr. Prime.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 31st March; and by the Pacific mail we have seven days' later news, viz., to the 7th April; the P. and O. mail from London Feb. 6 arrived out on the 27th March, and the following French mail of Feb. 13 was received on the 5th April. The *Japan Herald* supplies the following items of intelligence:—

We stated in a former issue that it was the intention of the Government, as soon as domestic troubles were allayed, to fit out an expedition to Formosa, to chastise the barbarous tribes of that island for their outrages upon shipwrecked Japanese cast upon their inhospitable shores. A declaration of war is to be forthwith published, and an expedition fitted out with all despatch. The Chinese Government, however, are not likely to permit the Japanese to exercise any territorial rights on the island.

We published in our last the news of the loss of the Messageries Maritimes steamer *Nil*, and although a fortnight has since elapsed, but little further intelligence has been made public. No official report or statement has yet been furnished, nor has any list of the passengers and crew appeared. Everything seems to have been done in the most languid and approved red-tape method. The French gunboat *Bourayne*, which was sent down to the wreck, did not leave here until eighteen hours after the news of the calamity was known; and since her return with the four survivors an investigation has been held at the French Consulate, but as it was private, the public are still without information other than the press itself has furnished. A funeral service for the victims of the calamity was celebrated at the Catholic Church on the 31st March, which was very numerously attended.

The *Bourayne* brings a report that the wreck lies in about forty metres depth of water, in Yoshida Bay, about 200 yards length from the shore, and some four or five miles from Iro-o-saki lighthouse. The spot is called Midzu Ishi. The tops of the main and fore masts are still visible. The ship struck at about half-past eleven o'clock on the night of the 20th-21st March, before sighting the light on Rock Island, for which, it is said, she was making. At the time of the accident the sea was heavy, and the weather thick and misty, the rain preventing those on board from seeing either the light on Rock Island or that on Iro-o-saki. It is supposed also that the strong currents prevalent in these parts, the directions and strength of which are but imperfectly known, have not a little contributed to the catastrophe. Only four persons, as surmised, have been saved, consisting of M. Muraour (a passenger), the baker and two sailors. As well as can be ascertained, there were on board some ninety-two persons altogether, consisting of the crew of sixty Europeans, and twenty-five Chinamen, seven passengers, and the postal agent. During the day of the 20th the land had been seen but very indistinctly, and the night was excessively dark, accompanied with fog and rain. Those on board were trying to make out the lights above indicated, known to be at no great distance, when, at about half-past eleven, the ship touched the ground slightly. This, it appears, roused most of the passengers, who immediately came up on the deck. She was at once turned astern. As fate would have it, one of the pistons broke. Sail was next got up, but whilst trying to weather a point she again struck, this time heavily, on some outlying rocks, about a quarter of an hour after first touching the bottom. She was immediately anchored to prevent her drifting ashore, whilst the boats were being got out. These, however, it appears, with

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the exception of one, had been rigged in-board, on account of heavy weather. What was the precise interval between the ship's striking and her consequent sinking is difficult to ascertain, but it is said to have been about ten minutes, and therefore the crew were unable to get out the above-mentioned boats, lashed in-board, ere she sank. This may account for the extraordinary loss of life we have unfortunately to record. Others, on the contrary, attribute the excessive loss of life so near the shore to the fact that the coast there is bordered with upright as well as hidden rocks, against which those who jumped from the vessel (which all momentarily expected to sink), were dashed to pieces, or so seriously injured that they must have soon sunk in their efforts to gain the shore. However this may be, two of the sailors, as the vessel was going down, cut the falls of the only boat at liberty hanging outside, jumped into her, and pushed off. M. Meraour had on deck laid hold of a life-preserver, but sank with the vessel. On regaining the surface he laid hold of two pieces of the wreck lying near him, and made as well as he could for the shore, when he was happily picked up by the men in the boat. They all rowed about the locality until about seven o'clock the next morning, but could see no one else. The baker, the fourth one saved, after jumping overboard, like many others before him, fortunately managed to reach the land in a spot where it was possible to clamber up the rocks. On the 21st March two bodies were washed ashore—one that of M. Luccioni, with his forehead cut open, and a second one that of a Chinaman, with the top of his head gone, evidently through being dashed against the rocks. On the 27th March another body, that of a Chinaman, was also recovered. It is to be noted that the Japanese in the neighbourhood of the wreck treated the survivors well; considerable praise is also due to Mr. Johnson, the pilot, for his disinterested conduct in supplying them with many creature comforts not possessed by the natives.

As soon as the news of the loss of the *Nil* reached Tokio, Iwasaki Yataro, the manager of the Mitsubeshi Company, immediately took measures to send assistance, and early on the 26th March the s.s. *Shoey-Leen* left for the scene of the disaster, to render any possible help. Conduct such as this deserves every praise, both on account of its being unsought for as well as being disinterested. The act of Iwasaki Yataro shows such an amount of good feeling and sympathy for those concerned, that we have much pleasure in bringing it to the notice of the public. Captain Leet, of H.M.S. *Thistle*, also offered the service of that vessel as soon as the news reached him; but the French Minister deemed it unnecessary to avail himself of Captain Leet's offer, as the *Bourayne* was in port. We can scarcely understand why the *Bourayne* did not leave on the 25th, instead of the 26th; it seems to us that more alacrity might have been shown. After such a catastrophe any assistance to be of service could not have been rendered too soon. Owing, it is said, to the dangerous nature of the coast, and the exposed and troubled sea prevailing as a rule in the neighbourhood, the probability of saving the cargo of the *Nil*, or portions of it, are extremely problematical.

From the official investigation into the loss of the steamer, as yet unpublished, it appears that on first touching the ground the captain gave orders to reverse the engines, which was at once done. On endeavouring to resume further progress along the coast, however, one of the pistons broke. Every effort was made below to remedy the defect by orders from the captain himself, who was and had been on deck prior to and at the time of touching. In the meantime sail was got up, with a view of assisting the vessel in its crippled state, but owing to the rough sea, and the violence of the wind at the time, she gradually drifted on to the coast, notwithstanding all that could be done to prevent it, lodging finally between two forked rocks. It was considered to be folly to take to the boats, owing to the violence of the tempest, and the rocks about. The captain and passengers felt so secure in this position that no one wished for the moment to quit the vessel, and anchor was cast, in the hope that she would gradually settle down on a sandbank, or some such bottom, so near were they to the coast. The hopes of the unfortunates were soon rudely shaken. The raging wind and sea dislodged the vessel from her presumed secure position, shaking her violently from side to side, and dashing her against the two jutting rocks, knocking in the starboard side. Shifting from her original position, she at last went down slowly, bow first, many of the passengers, as in the case of the baker, so firm was the belief in the shallowness of the water thereabouts, remaining on the receding deck until their feet were under water.

The following are the names of the passengers who were on board the ill-fated steamer:—M. Leiseberg, M. Bovenschen, natives of Germany; Mme. Avril, native of France; Mr. Lawrence, native of England; M. Liccioni, M. Muraour (saved), natives of France; Mr. Yoshida, native of Japan. (All the foregoing embarked at Marseilles.) M. O. Pallier, native of France, embarked at Saigon.

We notice the arrival by the P. M. S. S. *Japan* of some very fine thoroughbred cattle, which have been imported by Messrs. J. H. Hall and Co., with the view of improving the breed of cattle in this country.

The following items of news are taken from the *Japan Mail*:—

The Japanese Government have decided on sending an expedition to Formosa in consequence of the outrages committed upon the crew of a junk from Meiacosima in the year 1871, and with a view of preventing similar occurrences in future. The plan to be adopted consists of the occupation of the Southern Point of the Island, which will enable the garrison to command the territory of the aboriginal tribes, over which the Chinese Government disclaim all jurisdiction. When Soyejima, the late Japanese Foreign Minister, was at Peking the intentions of the Japanese Government were fully laid before the Chinese Cabinet, and it is believed that no objection was offered to the course now about to be pursued. We cannot allay our own fears that this joint occupation of the Island will lead to future jealousies and misunderstandings.

Attention has been drawn very prominently to the grave misrépresentations made in some of the American journals, and particularly in the *San Francisco Bulletin*, of the attitude of the Foreign Representatives *vis-à-vis* of this Government. The charges of imperious and dictatorial demands disappear before the documents we have published elsewhere in this issue. It were much to be wished that the suspicions and the jealousy characteristic of the present attitude of the Government would also disappear.

Much discussion has lately taken place among Japanese officials and nobles respecting the establishment of a deliberative assembly, and announcements have from time to time been made that the Mikado had given his assent to such an institution. The last phase which rumour has assumed is that a house of the nobles is to be called, and that the formation of a more popular assembly is deferred for some future time. We believe these reports to be without further foundation than that the institution of such assemblies in the future is probable.

In view of the late destructive fires the agents of the fire insurance companies have held a meeting, resulting in the formation of a committee to inquire into the causes, so far as they may be known, and the circumstances, so far as they can be ascertained, attending the late fire, and all future similar occurrences. It cannot be doubted that the step is a necessary and prudent one, and it may be hoped that it will result in reducing the number of these disasters in the future.

The Nagasaki papers report an unquiet state of affairs in the south, and more or less actual collision between parties of insurgents and the Imperial troops. The actual truth regarding this seems little known to foreigners, but the Government at Yedo certainly is perfectly easy in regard to the entire suppression of the late rebellion.

A revival of trade to some extent took place about the middle of last month, but stagnation has set in again, and great complaints are made of it.

By this mail we have to note the departure of Capt. George E. Lane, for some years the head agent of the Pacific Mail Company. Capt. Lane has earned by his urbanity the regard of all. We can only say that he leaves here with the best wishes of everybody. Indefatigable in his duties, he was an agent whom the Company will find it hard to replace, except at a disadvantage. Courteous and kind to all around him, foremost in every good work, irrespective of nationality, we hope that he may find it possible to return, and resume his old duties amongst us, since the Company, we understand, have declined to accept his resignation.

Yeto Shimpei, the leader of the late insurrection in Saga, has not yet, despite the strenuous exertions of the Government, been captured.

Friday, the 4th April, being Good Friday, was kept as a holiday, and the day being also one of the fêtes of Jimmu Tenno, grand Japanese festivities likewise took place.

It is rumoured that the Government are about to establish a Parliament, consisting of both an Upper and a Lower House.

A meeting has been held to arrange for our annual regatta.

At the first general meeting of the Yokohama Literary Society Mr. W. W. Cargill read a paper on "The Rise and Progress of the System of Banking carried on in the East."

Having stated that, with one exception, none of the existing English Exchange Banks had their origin in Europe, but that the system had been commenced in British India, he proceeded to describe the rise and development of the great Eastern trade in India, the Straits, and China. At Bombay, where the want of such a system was most felt, the incorporation in 1840 of the first public bank having given little practical relief to the mercantile community, the Bank of Western India was established two years later, which was subsequently merged into the Oriental Bank, and became the foundation of the whole Eastern Exchange Bank system as it now exists. The serious difficulties to be encountered, the jealousy and hostility to be overcome, and the legal disabilities to be put up with, were next noticed; and the precautionary measures adopted to meet these difficulties were described. The paper showed that the great commercial crisis of 1847 had enhanced the credit of the Oriental Bank, and given it a solidity it never afterwards lost. For it had been able at that critical period to supply its customers freely with sight drafts on England, and to make heavy shipments of bullion to London, which had arrived there at the height of the panic and attracted public notice in the city. The effects of the collapse of the Union Bank of Calcutta in 1848 upon the Oriental Bank and its numerous branches, and the despondency and uneasiness of its proprietors until the grant of a royal charter limiting their liability and containing adequate powers of conducting their business were graphically detailed. In conclusion, Mr. Cargill remarked that now no other part of the British dominions and no other portions of British trade enjoy

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more banking facilities than those in the East, and that the Oriental Bank was the first institution to create general exchange business. Its history was therefore truly the history of the system of general banking and exchange in the East, and its unrivalled success, followed by others on the same model, had provided that aid to commerce which we now see in living operation.

HIOGO-OSAKA.

Advices extend to the 2nd April; the P. and O. mail from London Feb. 6 arrived out on the 30th March. The following is taken from the *Hiogo News*:—

We have had a narrow escape from what would have been one of the most serious fires which have happened in Kobe for some time. About twenty-five minutes past twelve on the night of the 21st March the mellow notes of the Japanese bell at the Municipal Buildings, preceding by a few seconds the sharper clang of the small fire bell in the Public Park, roused the population. The scene of the disaster was found to be on the west side of the Ujikawa, and the fire had got hold of a large quantity of timber which was stored upon an irregular quadrangular piece of ground which is bounded on the north by the railway, on the west by a creek, on the south by the sea, and on the east by Mitsui's Bank, some godowns and an eating house which communicated with the Bank premises. The Kobe Fire Brigade engine and the Japanese Shand and Mason were immediately at work, and more water was poured in on the south and west by two small engines from the Railway depot. The heat was intense, one of the leading hosemen by the godown having his leather helmet melted on his head, and the spectacle presented was that of a lake of fire, giving off dense clouds of smoke and steam on the east and south-east, indicative of where the untiring engines were pouring forth their steady streams. About two o'clock work and water began to get the upper hand, and foot by foot the water travelled westwards, till dawn next morning showed little but sodden heaps of charcoal. What the loss would have been had the flames fastened upon the threatened godowns, the Bank itself, the eating house, the ship building yard of Messrs. Strome and Co. and the houses on Benten-no-hama we cannot estimate, but we may say at a rough guess the timber which has been destroyed did not represent less than $5,000, and we believe it was altogether uninsured. The services of the Foreign Brigades have been courteously acknowledged by Enoye Masaru, who was present.

The laying down of the first line of rails on the Kobe and Osaka section of the Imperial Railways having been reported completed, an engine and some carriages were run through as an experiment from end to end without the occurrence of any hitch. How much longer it may be before the arrangements for conducting traffic will be completed we cannot say, but we believe the state of the permanent way throughout was found most satisfactory.

The stewards of the Race Club have published their programme for the forthcoming spring meeting, to be held on the 27th, 28th, and 29th April. Seventeen races in all have been provided, five of which are for China ponies, six for Japanese ponies, and six for China and Japan ponies. The majority of the latter will probably fall to the Celestials, as it has been found as a rule that Japan ponies cannot successfully compete against Chinese on the Kobe Course. With fine weather there is every prospect that we shall have three days' excellent sport.

The Kobe Amateur Dramatic Corps have given their third performance of the season at the Gymnasium Theatre. The one-act comedietta, *Jack in a Box*, and R. Reece's burlesque, *The Very Last Days of Pompeii*, were the pieces selected.

NAGASAKI.

An account of some of the details connected with the military operations at Saga has been given by a native eye-witness, who was present at that time in the battle-field. It appears in a recent issue of the *Nagasaki Shimbun*, and the following is an abridgment of the particulars. The dates in many instances appear to be wanting, and the account is somewhat disconnected:—

On the 22nd of February the Imperial troops, commanded by Takenouchi and three officers, received orders to retake and guard the Treasury-office of head encampment at Tajiro, and were despatched from the Kencho to perform this service. When they reached the foot of the hill at Asahiyama they found it had been strongly fortified by the rebels, but it had been already retaken by the Imperial troops, as also were Uruino Todoroki, Murata, and Nakabara. The rebels had retreated from this locality, and the head encampment was removed to Nakabara. As the four officials in the Treasury who belonged to the 4th and 10th regiments still remained in Tajiro, they were sent to muster some fifty or sixty soldiers to garrison it, and to bring to that place some stores and arms. They returned that night to the Treasury-office, together with the goods, which were removed to the head encampment. A little before 1 o'clock A.M. on the 23rd February a party of Saga men made a sortie and attacked our camp, approaching near to the outside of the town, where they fired a volley. The guards of the encampment engaged them, but finding themselves unable to resist the invaders, retired some distance. In the meantime the trumpets were sounded, and on this signal being given the Imperialists pursued the attacking party, and fired many guns, and at once laid themselves down upon the ground, but they finally drove the latter from the place. The Imperialists, without pursuing any further, retired to the camp; and a vigilant guard was kept to prevent further attempts from being made. During these affairs two soldiers were wounded, but several trophies were captured, consisting of swords and guns. About 7 A.M. the rebel army encamped at Senoshita, in the Chickugo province, and after firing a few shots they marched across the river to Yemi. On their way they set fire to the villages of Mametsu, Akashi, &c. While taking refreshment here the Saga men, who were concealed in the bush, suddenly opened fire upon us. The Imperial troops maintained their ground boldly, exposed as they were, and the fighting was hard, and many of the latter fell down wounded or killed by the shots from the guns of the then invisible enemy. Towards 6 P.M. both parties retired, the Imperialists to Senoshita. A company of Saga Volunteers, under the name of Mayeyama, who marched from Sumiyosi, Chickugo, and had joined the Imperialists, were engaged in this battle, and the majority were wounded during the fighting. This contingent had nearly eighty officers and men either killed or wounded; the latter were carried into the hospital.

At daybreak on the 24th two regiments of Imperial troops with two guns marched some distance in search of the insurgents. On coming up with them a battle soon commenced, but after fighting for a few hours the rebels retreated and set fire to Hiyamizucho. They were pursued by the Imperial troops until reaching a narrow passage cut through the mountain. The retreating forces then made another stand, and offered a strong resistance which checked for a time the advance of the commander of the reserve corps. At 5 o'clock P.M., Okubo, Minister for Home Affairs, arrived, and this gave encouragement to the Imperialists. The commander, Kodama, leading two regiments which had been sent there as reinforcements, drove them back. As the rebels retreated they set fire to Yadeno and then crossed over to the opposite side of the river of the same name, where they again made another stand, but they finally retreated, firing the farmers' houses in Kanzaki as they left. The Imperial troops then shelled that place, and this caused the fire to spread rapidly in four directions. After the sun had set all the Imperial troops retired to Kokeno; one regiment, however, remained quartered in the temple, which had escaped destruction during the conflagration. During this last battle Kodama was killed.

On the night of the 10th March the rebel chiefs Shima Danyemoro, Soyeshima Kensuke, Sigematsu Motoyemon, Murata Yuzo and seven other persons were arrested at Kagosima. Yeto, who also conceals himself there, has not yet been captured. Those captured have since been sent to Saga. Information received from the districts recently disturbed states that quietude prevails in them, and that the people have returned to their usual avocations.

We hear that Fushiminomiya, the relation of the Mikado who left Tokio a short time since, has been instructed to institute enquiries into the grievances existing in the provinces he visits in the course of his journey in the southern districts. He has already visited Osaka, Hiogo, Fukuhoka, Saga and Higo, and he is expected to arrive here shortly from the latter place.

We hear that the Judicial Court here has recently been constantly employed in investigating numerous complaints that have been lodged by the Consuls and the residents regarding the thieving propensities of the coolie class. Trials are going on daily, and the decisions given have generally been of such a nature as to relieve the public of the presence of the delinquents, who are sentenced to imprisonment for various terms with hard labour.

A disturbance amongst the crew of the American whaling barque *James Allen* has occurred, which necessitated the master of that vessel making an application to the United States Consul, who communicated with the commanding officer of the United States corvette *Lackawanna* for assistance. A portion of the crew have been secured and are in irons, while those who have managed to break their fetters have since been doubly ironed. We understand the offence they are charged with is refusal of duty, and that the men attempt to justify their conduct on the ground that the master refused to allow them to have a run on shore previous to resuming their voyage.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 3rd April; the French mail from London Feb. 13 arrived out on the 1st April. The following items of news are from the *North China Herald*:—

The minutes of the last meeting of Treaty Consuls, though showing that several matters of public importance have engaged the attention of that body, do not form a record of *faits accompli*. A representation to the Governor of Kiangsoo, regarding the Woosung Bar, which the Consular body offer to supplement by details at a personal interview, is promptly and diplomatically acknowledged by his Excellency,—whose reply, however, while it admits anything and everything, grants nothing, but makes his action contingent on that of the authorities at the capital—and, in fact, "Pekings" (synonymous with "pigeon-holes") the application generally. The Chamber of Commerce are rash enough to hope that the Ministers may possibly be urging the matter on the attention of the Government! Rumour echoes the hope; but nothing is known outside the capital.—A committee on the proposed Lifeboat Institution has been appointed; and Messrs. Medhurst and Seward report the action taken by them to procure the recognition of the American trade and

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Japanese dollars—with what result the minutes do not, however, inform us.—An attempt is to be made to do away with the system of New Year presents, which, from simple and graceful courtesy, appears to have developed in China into meaningless and troublesome ceremonial.

The annual meeting of the Union Steam Navigation Company has been held. The report and accounts showed a debit balance on working account of Tls. 53,567.53, which also forms the deficit in assets against a capital liability of Tls. 309,911.81. The Chairman, Mr. Francis, gave a full explanation of the circumstances under which this result was arrived at, and moved that the report and accounts be passed. Mr. A. Dent proposed an amendment that the meeting be adjourned a fortnight, to enable shareholders to consult the detailed accounts laid on the table; but on a show of hands this was lost by five, or 920 shares to 702, and the original proposition carried by the same numbers. Mr. Talbot Olyphant's election to the board of directors, in room of Mr. A. A. Hayes, jun., was confirmed, and Mr. Francis was re-elected. The auditors, Messrs. P. Maclean and R. F. Eastlack, were also re-elected. At an extraordinary general meeting, held immediately afterwards, it was resolved that the company be dissolved and its affairs wound up by the board; and a further resolution adjourned the meeting till 1st June, when the shareholders will be asked to confirm this action.

The absence of any news concerning the steamer *Manchu*, although nearly three weeks have now elapsed since she left Nagasaki, leads to her safety being despaired of. The United States naval authorities despatched the *Lackawanna* on the 26th March to cruise in quest of her; but a telegram has been received from Nagasaki, saying that she had returned without finding any traces of the missing vessel, after a thorough search. Apprehensions of the worst are rather confirmed, too, by the arrival of recent steamers from Amoy without hearing of or meeting with a trace of her.

The election of Municipal Councillors for the ensuing year is fixed for the 14th and 15th April, and nominations are to be sent in to the Council Room not later than the 6th. We are glad to hear that there is a prospect of more life in the proceedings than has lately been the case. It is rumoured that sufficient gentlemen have allowed themselves to be put in nomination to ensure a contested election.

An important commercial case has been decided at the Mixed Court, before the Chinese Magistrate, Chen, and Mr. Stronach, British Assessor. The plaintiffs, Messrs. Butterfield and Swire, had sold about 16,000 pieces of 8¼ lbs. Grey Shirtings to Fêng-kee, the defendant, but in consequence of the broker leaving Shanghai, the transaction was not formally concluded by the signing of a contract. Defendant, however, went to plaintiffs, and said he did not want so many as 16,000 pieces, but agreed to take 11,400 at Tls.1.9.2 per piece. For this number he took out transit passes; and these documents, containing a description of the marks on the bales, and being in Fêng-kee's hands, plaintiffs were effectually prevented from selling the goods to anyone else. The market had since fallen six candareens. Defendant admitted that he had the transit passes in his possession now, but stated that he was only an employé, that the transaction was not on account of the Fêng-kee hong, but for himself personally, and that he had no money to meet the loss. He offered a compromise of two cands. per piece. It was stated that defendant had been known as Fêngkee for the last eighteen months, and that no one else is known in Shanghai by the same name. They refused to accept the compromise offered. The Court decreed that the defendant was liable for the amount claimed, and gave him three days to settle the case or take delivery, failing which he would be imprisoned till he did so.

A case of rather a sensational character has come before the Mixed Court, the charge being that of suspected "body" traffic. It appeared that the two defendant Chinamen went to the P. M. S. Co.'s office a day or two before the sailing of the *Costa Rica*, and purchased tickets for the passage of twenty-three women and girls for San Francisco, at a cost of $1,035. This fact becoming known to the Chinese authorities, and the circumstances under which they were about to sail seeming suspicious, application was made at the U. S. Consulate-General—(where the appearance of so many females to be asked, for official certification, whether they were voluntary emigrants had already attracted attention)—to prohibit their taking their passage until the matter had been enquired into. The application was granted, and the two Chinamen were subsequently apprehended. One of the two, who represented himself as a godown keeper in the employ of the P. and O. Company, stated to the Court that he became acquainted with the other man at Ningpo; that on meeting him a few days ago in Shanghai the other asked where he could obtain passage tickets to San Francisco, and that he merely accompanied him to the office to show him the way, knowing nothing further of the matter. The other defendant said he was the proprietor of a salt-fish shop at San Francisco, from which place he arrived about three months ago after having been resident some eight or ten years. Wishing to return, he had taken tickets for his wife, his daughter-in-law, a woman who understood the curing of salt fish, a servant, and two women to get the fish from the market, thus making up a personal retinue of seven females; while the other fifteen women merely asked him to obtain their passage tickets, he knowing nothing more about them. These statements not being deemed sufficiently satisfactory, the case was adjourned till the afternoon for the presence of the women. The explanation of the greater number of them was that it had been their intention to go to San Francisco to husbands and brothers, and that they had asked one of the accused to obtain tickets for them—thus bearing out to a certain extent the previous statement. The matter is still under investigation.

In the matter of good roads the recent wet weather has found the Settlement wretchedly deficient. The newly laid portion of the Bund has been about the only place where the pedestrian could find comfortable rest for the sole of his foot from the deluge of dirt; for not a few of the roads in the foreign, and many in the Chinese quarters, were quagmires, appalling to foot passengers, and sometimes even to the drivers in carriages. An effort has been made here and there to remedy this by a hasty application of metal, but though we are glad to see so much being done, we think the municipal authorities would have conferred a greater immediate benefit by sending out a number of coolies with mud-scrapers, if such things exist in the municipal economy.

The continuance of the rain, and the flooded state of the country in consequence, caused a postponement of the general parade called for the 28th of March. We understand, however, that arrangements are in progress which promise that Shanghai will have an Easter Monday sham fight between the Blue Jackets and Volunteers. We hope the weather will not again interfere with the proposed plans.

The Amateur Dramatic Company announce their third performance for the Season, to take place on the 8th April. The drama of "The Bells" is to form the attraction; and as it is being closely rehearsed, and will bring forward prominently again some of our best actors, we may look for something good. The Amateurs of H.M.S. *Cadmus* have given a performance at the Lyceum for the benefit of the Hospital, and the German Amateurs have given a performance at the Club Concordia with the greatest success.

The annual meeting of members of the cricket club has been held, Mr. Groom in the chair. The Chairman explained at some length the position of the club, and the causes which led to there being a debit balance. The repairs and extension of the pavilion, and the failure of the voluntary subscription suggested at last meeting in producing the amount anticipated from it, were the chief causes of this. The new Committee elected were Messrs. Groom (President), Hearn, Anderson, Tate, St. Croix, and Caldbeck. A resolution was passed to raise the entrance fee from Tls. 5 to Tls. 10—the original rate. Some desultory discussion arose about various matters.

At a meeting of the Mih-ho-loong Rifle Company, thirty members present, new rules were passed, and it was resolved to appoint a sub-lieutenant, to be elected by ballot, as well as to make some minor changes in the staff of the company. The motto of "shoulder to shoulder" was adopted, and it appeared to be resolved that the energy with which the organisation was kept up should prove the fitness of the selection. Mr. Groom was awarded a special vote of thanks for the active interest he had taken in revivifying the company.

Dr. Macgowan has addressed a crowded meeting at the Temperance Hall, when he gave a lucid and at times facetious exposition of the Darwinian theory of the origin of the human race; entering at some length into the arguments of naturalists and philosophers of note, both for and against the transmutation principles. At the close of the lecture it was announced that Mr. Stent would shortly deliver a lecture there on Chinese theatricals.

The *Peking Gazette* of the 15th March contains the first notice of the resumption of relations with Burmah, since the subjection of Yunnan. In the first place, a Burmese official comes to offer to the Governor of Yunnan some treasure which the Mahomedan chief had deposited across the frontier; and in the second, an Envoy from the King of Burmah congratulates the Emperor on the success of his arms, and begs instructions regarding the sending of tribute! The first mission would seem more remarkably honest, if we were not told that the Imperialists threatened to go and fetch the money if it were not surrendered. Touching the second, we remember an edict, published some years ago, about Siam wishing to send tribute! and a letter which the Regent of Siam caused to be written to this journal, repudiating any such idea. We suspect the overtures from Burmah are really very like those from Siam—to open up and regulate commercial intercourse.

The *Herald's* Peking correspondent writes as follows:—

The Emperor's journey to the Imperial tombs is a momentous affair, especially as roads have to be made. We are having very agreeable weather, but not a flake of snow, despite all the prayers of his Majesty. There is a rumour that Mr. Wade will go south in the Spring, to go up the Yangtsze, and people hint at Ichang, but all is mystery. I wonder sometimes for what reason diplomatists think they are here. Common sense suggests, to look after the interests of their nationals; but from the careful way in which these are excluded from all information, it can hardly be so. There have been some changes in the college staff. Mr. McKean, formerly in H.M.'s Consular Service, who for the last year has been Professor of English at the Peking College (in succession to Mr. M. O'Brien) has like his predecessor been admitted into the Cus-

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toms Service, and is succeeded at the college by an American gentleman, Mr. J. P. Cowles.

Instead of improving, the Piece Goods market has become worse. The principal imports have been freely offered, but buyers have held off, and although once or twice a tendency towards business has been manifested by the trade, it has not amounted to anything. The inducements placed before the dealers have been considered insufficient. Whenever they have found sellers ready to meet them at their own rates, they have invariably withdrawn or demanded another and yet another candareen; moreover, they have been afraid to enter into any transactions of importance. Prices have not yet seen their lowest—so they aver—and a declining market here means loss to them. From Hankow, a rather better enquiry for Cotton Goods is reported, and, but for the dulness ruling at Shanghai, advices state that dealers would have more confidence in going into stock. The demand is described as "by no means active for the season of the year," and yet late steamers up-river have taken considerable supplies hence. At Chefoo a sort of panic has prevailed. C. P. H. Peacock chop 8¼ lbs. Grey Shirtings, which were recently sold there at Tls. 1.88 to 1.90 per piece, have dropped to Tls. 1.80, and sales at that were almost impracticable; and this, with a total export from hence since the opening of the season, of not more than 60,000 pieces.

The *Shanghai Courier* gives the following items of news:—

By the steamer *Taku*, which left on the 1st April, for the North, the Spanish Minister, M. Pereira, and his secretary, M. de Otin, returned to Peking.

At the Mixed Court a coolie, who has been in the employ of a foreign firm for about two years, has been brought up, charged with purloining the key of a safe. It appears that having obtained possession of it, he set to work to get a brass one made, so that he might eventually get a duplicate in iron. It seems he was rather an old hand at this class of business, as he had previously obtained the duplicate of a key for the Compradore's room, by which means he managed to carry off a number of horse-rugs, umbrellas, &c. His career has been for the present checked by Chen sentencing him to two hundred blows, and three months' cangue.

A meeting has been held at the rooms of the Asiatic Society for the purpose of considering the desirability of establishing a Museum in Shanghai. The project received the unanimous approval of those present, and a committee, consisting of Messrs. Michie, Groom, Fitzgerald, and Pryer, was elected for the purpose of having an interview with the Council of the Asiatic Society's Branch. This interview took place, and the Council, having the matter explained to them, determined to support the scheme financially and otherwise and authorised the committee to take steps at once. Since then, we believe, the services of a man who thoroughly understands the preserving and setting up of skins have been secured; arrangements have been made for taking a room in the Asiatic Society's building, and the committee are now quite ready to receive any specimens that anybody will send them.

M. Giquel, ex-director of the Foochow Arsenal, is at present here. We understand that in a few days he will leave for Ningpo, whence he will return to Shanghai across country, *via* Shaoshing and Hangchow, revisiting the scenes of his experiences against the Taepings, when connected with the Franco-Chinese contingent. Thereafter, it is understood, he will pay his first visit to Peking, prior to returning to Europe. The report on the "Results of the Foochow Arsenal," addressed by M. Giquel to H. E. Shen, the Imperial Commissioner of the Arsenal, has, we learn, been submitted to the consideration of a High Commission appointed by the 'Emperor, consisting of Tso Tsung-tang, the orginator of the Arsenal, now Governor-General of Shensi, and Kansuh, Li Hung-chang, Governor General of Chihli, Li, Governor-General of Fohkien and Chekiang, and Shen, the Arsenal Commissioner—who will shortly report, whether and how, and how far, the recommendations of M. Giquel as to the future of the Arsenal and its pupils ought to be carried out.

HONG KONG.

Our advices by the present mail extend to the 9th April; no later mail from London had arrived out. The *Daily Press* supplies the following items of intelligence:—

The annual meeting of the Hong Kong Chamber of Commerce was held at the City Hall on the 7th April. There were present:—The Hon. P. Ryrie (chairman), Messrs. Jensen, Karberg, R. Scott, Walker, H. Nelson, S. D. Sassoon, Greig, Kahn, G. Heard, and Deacon.

The Chairman said that the business of the meeting was to receive the half-yearly report and accounts. They had already had the report some time before them, and his only regret was that there was so little in it. At the same time the half-year had not been quite barren. The committee had had a very satisfactory interview with Admiral Jenkins, and an equally satisfactory communication from Admiral Shadwell, with regard to the survey of the coast, and he thought that there was nothing further to be done in the matter, but to await the arrival of the ships which were expected at the fall of the year, and to ascertain whether the American Government would also do anything in the matter. He himself thought they might count upon Admiral Jenkins. With regard to the question of telegraphic communication, he was not aware that anything had been done to improve the communication, but one thing was worthy of note, and that was that of late there had been fewer breaks. Passing to the subject of the native cruisers, he said he did not think they could say much on this point at the present time, as it would be better to wait until the report of the Commission lately appointed to inquire into it had been published. He was not at liberty at present to mention anything with regard to it, and would only say that when the Chamber had the report before them they would have ample grounds for drawing up the proposed memorial to the Secretary of State. As soon as particulars were obtained no time should be lost in drawing up that document. There was no doubt that the matter was becoming more serious to the trade of the port every day, through the unwarrantable proceedings of these people. A number of letters had been written, and the replies were not satisfactory. He did not think that any person in China could mend the matter in any way. The Government seemed to have left Hong Kong to the mercy of the Hoppo, who appeared to be a most objectionable person. Coming from Macao the other day the speaker had entered into conversation with a Chinaman long known to him, who stated that he had been seized by these scoundrels, taken to Canton, and kept in durance vile, and made to pay Tls. 40,000 before they released him. This man was well-known in China generally, and had been known to the Chairman himself for over twenty years. There was only one way to speak to the Chinese about this, and that was to use the only language they understood and tell them they must behave themselves properly or they would be punished. There was no doubt that they were at present carrying things a great deal too far. With respect to the question of currency, he stated that the matter had now been referred to the Government at home, and the Chamber would have to wait and see what steps would be taken. Referring to a proposed alteration in one of the rules of the Chamber, he pointed out that it was only considered necessary to have one general meeting a year instead of two. The next point was the one dollar note question. A proposition would be brought forward, which he believed, from remarks made by the members of the Chamber, would receive their support.

The report having been adopted, the Chairman moved the following resolution:—"That this Chamber has heard with considerable regret that the Governor has received intimation of a desire on the part of the Home authorities that the one dollar Bank notes now in circulation in the colony should be withdrawn, especially as experience has shown their peculiar adaptability to the wants of the local trade, and while they fully endorse the views expressed in the memorial recently forwarded from the community, the members would further express the hope that such representations may be made as may lead to this medium of circulation being retained." The resolution was adopted. Messrs. Walker and Nelson were then elected members of the committee in the room of Messrs. Kaye and Leeman resigned, and the proceedings terminated with the customary vote of thanks to the chairman.

A report upon the health of the colony has been issued by Dr. Ayres. From this it appears that the mortality in the colony has been much less than the average for ten years past. This Dr. Ayres attributes to the increased heavy rainfall, and the circumstance is of importance, as there is reason to believe that the larger rainfall of late years is attributable to the increased vegetation, and may, therefore, be permanently looked for. On the other hand, an increase in typhus fever is noted, which is attributed to the dirty habits of the native population, and is considered to point to the necessity for improvement in the draining of the colony. Upon this point the colonial surgeon speaks with some emphasis. He says that he has made it a subject of special report, and that an improved condition of the houses of the lower classes would cause a considerable diminution of this class of cases. He considers that the disease is increasing in the severity of its form, and that unless some steps be taken the plague may become endemic in the colony, and possibly end in a severe epidemic. The report upon the civil hospital is very unfavourable as regards the accommodation there, and it is to be hoped that some steps will soon be taken for the erection of a more suitable building. A point of considerable interest in respect to the ordinary means of preserving health is suggested by remarks which Dr. Ayres makes in reference to the Sikh policemen. He states that the larger portion of them who were sent to the hospital suffered from diarrhœa, brought on by their being in the habit of wearing their native clothing when off duty, and thus being subject to catching cold easily. On the whole, the report of the Colonial-Surgeon is encouraging, and does not give ground to apprehend any serious falling off in the healthiness of the colony, except with regard to such diseases as are likely to be engendered by defective drainage and other causes which are within our own control.

We have received a copy of the report of the Diocesan School for the past year. There are at present vacancies in the home for six boys, and about the same number of girls. The treasurer's report shows that the expenses of the home for the coming year are estimated at $4,500. Of this sum it is expected that about one-half will be received in the way of fees from the parents and guardians. About $2,250 must, therefore, be raised by voluntary contributions if the home is to be continued on its present satisfactory footing, and for this sum the committee confidently appeal to the well-known liberality of the residents in Hong Kong, which we feel confident will not be withheld.

We hear that information has been received to the effect that the Master of the Calcutta Mint has offered, should the Govern-

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ment consent to the arrangement, to coin a suitable dollar for circulation in Hong Kong.

The committee of the Tungwha Hospital have waited upon the Governor to beg him to mitigate the sentence of death passed recently on the four Chinese prisoners, who were found guilty of murder, but were recommended to mercy by the jury.

The building of the lighthouse at Cape d'Aguilar is fast progressing; the keeper's house is very nearly finished. The long-talked of lighthouse on Green Island will soon be a reality, as the foundation-stone is about to be laid.

The steamer *Yesso* after undergoing extensive repairs has made a satisfactory trial trip. The steamer *Kwangtung* has been sent over to the Kowloon Dock to be cleaned and painted; and the steamer *Ningpo* will be docked, for the purpose of having a new propeller fitted.

The Government *Gazette* notes that Mr. C. F. A. Sangster has been appointed clerk of Court, vice Mr. H. J. Holmes, resigned, and that the ordinance for the oral examination ofp risoners will take effect from the 7th April.

We note the arrival of Chiarinis' Royal Italian Circus, which has no less that twenty-five star performers and thirty trained horses and ponies.

The Pacific mail steamer *Japan*, Captain Freeman, arrived on the 4th April with dates from San Francisco to 2nd March.

STRAITS SETTLEMENTS.

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SINGAPORE.

The advices by the present mail extend to the 17th April. The French mail from London March 13 arrived out on the 14th April. The following summary of news is from the *Straits Times*:—

The Colonial steamer *Pluto* returned to this port on the 15th April from Perak, whither she had been with the Hon. J. W. W. Birch, Colonial Secretary. On the downward passage the *Pluto*, in company with H.M.S. *Avon*, called in at Klang, and took down with them Tunkoo dia Oodin and Mr. J. G. Davidson. Returning, the *Pluto* brought the Tunkoo and Mr. Davidson as far as the Qualla Klang.

We are requested to call attention to the Chinese class in the Raffles Institution, now conducted by Mr. Pickering, the Chinese interpreter. The trustees are throwing this class open to lads not attending the school during the day, indeed, they are anxious that Mr. Pickering's pupils should mainly consist of young men who have finished their ordinary schooling. For most boys it would be too much to do the work of the English classes, and at the same time study the Chinese languages to any advantage, but for young men in offices it is believed that this class may be found to be useful, and not to present insurmountable difficulties. In itself the Chinese language is not attractive; certainly it cannot be acquired without laborious study. But the extreme desirability of imparting a knowledge of Chinese to men who would remain outside of Chinese control has been long seen; and it is in the public interest that an effort to accomplish this should be successful. Every one is conscious of the need of trustworthy men competent to act as Chinese interpreters in our Courts. It is often extremely hard to reach the truth in those criminal cases in which Chinamen are involved; and in order that justice may be administered, it is important that we should have interpreters who would not be governed by Chinese secret societies and other malign influences. It might also be found by-and-bye that a knowledge of Chinese would be of value in mercantile offices. To attract scholars to Mr. Pickering, the Raffles trustees not only hold out the prospect of the good appointments which a knowledge of Chinese would certainly open up in various directions, but they promise also immediate rewards in the shape of valuable scholarships. If the class is attended by a respectable number, three scholarships ($120, $96, and $72 respectively) will be offered at the close of the year to the competition of the pupils. Altogether the scheme seems to deserve success, and we trust that at the end of 1874 the trustees will be able to report that the class has been well attended, and that the boys have made excellent progress.

A terrible double murder and murderous assault has been committed in the Campong Krabow district. A Bengallee serang named Moobarrak, living in Albert-street, had some trouble with his wife, a native of Malacca, who had, we understand, prosecuted him in the police-court for ill-treatment. He rushed upon her with a knife or razor, and cut her throat, inflicting a mortal injury, and then turning upon another woman in the house, drew the knife directly across her face, making a gash from ear to ear, and then ran out into the street. The alarm was raised, and several persons ran to check his progress, whom the murderer assailed with his knife as they obstructed his way. One of these, a convict, received such injuries that he died shortly after reaching hospital. No less than five persons in all were more or less injured by the assassin, who ended by cutting his own throat, without, however, inflicting a dangerous wound, and was shortly afterwards arrested, and sent to hospital. An inquest is being held to-day on the bodies of the two victims. The others will, we are glad to hear, probably recover.

A Malay woodcutter named Ah Wang, residing in Changhie, while engaged in cutting wood in the jungle at Johore, was attacked by a tiger, and meta horrible death. The body was afterwards found by his comrades, with both arms and one leg eaten off. It was carried to their boat and taken over to Changhie, where, after inspection by H. M.'s coroner, it was ordered to be buried.

A Cricket Match, which promises every probability of being well contested, will be played on the Garrison Cricket Ground on the 18th April, between the Singapore and Garrison Cricket Clubs.

On the 17th April the Bishop of the diocese intends to consecrate the chapel at the cemetery which the Municipal Commissioners have lately provided for the due solemnisation of burials.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1873, to April 1, 1874	71655274	51751292	361183	15877477	138730236	45023
From June 1, 1872, to April 1, 1873	75633634	51669463	104023	21237225	148644345	57207

Shipments since last report, and included in above total:—

March 13 per Mooltan (str.) From Shanghai ... 9,539
— 20 ... Meikong (str.)) ... Do. ... 46,501

TO THE CONTINENT.

		Bales.
From June 1, 1873, to April 1, 1874	8338418	25611
Do. do. 1872, to April 1, 1873	6280817	23964

Shipments since last report, and included in above total:—None.

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1873, to April 1, 1874	44900534	5559
Do. do. 1872, to April 1, 1873	60007770	8861

Shipments since last report, and included in above total:—

March 16 per China (str.) From Canton ... 24,972
— 27 ... Colorado (str.) ... Do. ... 25,520

TO AUSTRALIA.

From June 1, 1873, to April 1, 1874 14,701,797
Do. do. 1872, to April 1, 1873 16,374,653

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,318
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	140,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.195 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	141 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	116 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ..	12 p.c.
French Gas Company	50 ...	50 ...	66exd.	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$505exd	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 800 ...	Tls.400 ...	trien.
North China Steamer Company	100 ...	100 ...	30 ...	
Union S.N. Company	100 ...	100 ...	60 ...	12 p.c.
Yangtaze Ins. Association ...	500 ...	500 ...	685 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.105 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$121 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	133 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls.117 ...	12 p.c.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.......	4s. 3¾d.	4s. 4d.	4s. 4½d.
Shanghai ,, ...	5s. 11¾d.	6s. 0d.	6s. 0½d. to 6s. 0¾d.
Canton ,, ... } Hong Kong ,, ... } Macao ,, ... }	4s. 3¾d.	4s. 3¾d.	4s. 4d.
Singapore ,, ...	4s. 4d.	4s. 4½d.	4s. 4¾d.
Manila ,, ...	4s. 0¾d. to 4s. 1d.	4s. 1d. to 4s. 1½d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 303 to 33½	222
,, Hong Kong	27 to 27½ dis.	—
Bar silver	Tls. 111.3.5	9½ prem.
Mexican dollars	,, 73.5.0	1 prem.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 29, Cawdor Castle (str.); April 3, Yorkshire (str.); from Cardiff, 2, Westminster.

At SHANGHAI.—From London, May 13, Sylvia (str.); from Liverpool, Achilles (str.).

At HONG KONG and CANTON.—From Liverpool, April 8, Ulysses (str.).

At MANILA.—From Aberdeen, March 28, Leonor.

At SINGAPORE.—From London, April 13, Gordon Castle (str.); 15, Russia (str.); from Liverpool, 15, Aurrera; 14, Glaucus (str.), Hochung (str.); from London, &c., May 14, Sarpedon (str.).

DEPARTURES.

From NAGASAKI.—For London, March 19, Shalimar.

From SHANGHAI.—For London, March 26, Hector (str.).

From FOOCHOW.—For London, April 5, Shalimar.

From HONG KONG and CANTON.—For England, April 4, H.M.S. Teazer; for London, 9, Francesco Calderon (str.); for Callao, 7, Christoph.

From MANILA.—For London, March 23, Glenaros (str.); from Liverpool, via Cadiz, 19, Buenaventura (str.); for New York, 30, Miako; 22, Golden State; 12, Anna.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—At Falmouth, from Canton, Vesta; at the Clyde, from Java, Alice Ritson; at Queenstown, from Rangoon, Victoria Cross; 16, at Falmouth, from Kobe, Windover; at Liverpool, from Rangoon, Mandalay (str.); at San Francisco, from Batavia, Helena Anna.

DEPARTURES.—May 14, from Liverpool, for Singapore, China, &c., Ajax (str.); from the Clyde, for Singapore, Ugglan; 13, from Lisbon, for Singapore (after repairing), Maria and Elizabeth; 15, from Newcastle, for Singapore, Meggie Dixon.

STEAMERS PASSED THE SUEZ CANAL.—May 14, Celebes, from Texel, for Batavia; Bertha, from London, for Colombo; 16, Avenir, from London, Singapore and Macassar.

SPOKEN.—Mary (Dutch ship), Rotterdam to Samarang, May 11, 49 N., 8 W.; Granville, London to Colombo, March 19, 1 N., 23 W.; Kandiana (Dutch), Rotterdam to Batavia, April 5, 4 N., 27 W.

CASUALTY.—Mauritius (Aden, May 14). The Norval, from Sunderland to Galle, &c., has put in here totally dismasted, and with jettison of 200 tons coal.

MISCELLANEOUS.—At Port Said, May 14, Timor, from London, for Colombo. The Admiralty have invited tenders for the conveyance of 41 tons of stores to Colombo and 112 tons to Trincomalee. The Ajax (str.), Kidd, from Liverpool to China, &c., put into Holyhead, May 15; cause not yet ascertained.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

D'AQUINO—On the 1st April, at Shanghai, the wife of J. F. d'Aquino, of a daughter.

BIRT—On the 29th March, at Shanghai, Mrs. W. Birt, of a daughter.

BIRCH—On the 10th April, at Kandy, Ceylon, the wife of Arthur N. Birch, of a son.

CATHCART—On the 12th May, at Thornton-le-Street, the Countess Cathcart, of a daughter.

MILLER—On the 9th May, at Lynmouth House, Langley-road, Elmer's End, near Beckenham, the wife of I. C. Miller, of a daughter.

JANSEN—On the 29th March, at Shanghai, Mrs. D. C. Jansen, of a daughter.

SUHL—On the 14th April, at Lady Hill, Singapore, the wife of Martin Suhl, of a daughter.

STRACHAN—On the 12th May, at Yokohama, Japan, the wife of W. M. Strachan, of a son.

THOMSON—On the 12th May, at Corebank House, Portobello, the wife of A. Gibson Thomson, of Ceylon, of a daughter.

DEATHS.

BRINS—On the 31st March, at Shanghai, George F. Brins, Chief Engineer of the steamer *Hesse*.

MAY—On the 7th May, at Prince's-park, Liverpool, after a short illness, in his 69th year, J. W. S. May, K.N.L., for several years Consul of the Netherlands at that port.

PURCHASE—On the 3rd April, on board the *Fort William*, the wife of Captain J. W. Purchase, P. and O. Co.'s service, aged 41 years.

THE WOOSUNG BAR.

The correspondence upon the subject of the Woosung Bar has been published. It opens with a letter from Mr. Harper, secretary of the Salvage Association, London, to Mr. Hammond, in which the state of the Bar is pointed out. Then follows a letter from Mr. Morris, of Shanghai, and others to Mr. Dick, Commissioner of Customs, complaining of the state of the Bar, which is duly acknowledged by Mr. Dick. Mr. Hammond then addresses Mr. Harper, informing that gentleman that his communication will be referred to Her Majesty's Minister at Peking, and the letter from Lord Granville to Mr. Wade follows. Mr. Hill, of the General Post-office then writes to Mr. Hammond, enclosing a letter from Mr. Bethune, of the P. and O. Company, referring to the interruption caused to the mail service, both of which communications are forwarded to Mr. Wade. Mr. Wade replies to Lord Granville, informing him that Mr. Hart had been authorised by the Yamen to expend a considerable sum upon a dredging apparatus. Mr. Wade also informs Vice-Consul Alabaster, of this. Viscount Enfield then forwards to Mr. Harper and Mr. Hill the extract of Mr. Wade's reply to Lord Granville. Mr. Tilley, of the Post-office, then addresses Mr. Hammond on behalf of the P. and O. Company, enclosing another letter from Mr. Bethune, in which attention is called to two accidents to steamers on the Bar. This letter is sent to Mr. Wade, and he replies, stating that he hopes to put Lord Granville in more complete information upon the subject before long. A second letter from Mr. Wade follows, in which two memorandas, one from Admiral Shadwell and the other from Captain Arthur, are enclosed. Of these communications upon the subject of the cost and means of dredging the Bar Mr. Tilley is duly informed. Mr. Wade then addresses Lord Granville, saying that as there is some delay in the dredging operations he should suggest that each of the Consuls communicate with their respective Legations upon the subject. Mr. Tilley then writes to Mr. Hammond, enclosing another letter from Mr. Bethune, in which it is suggested that the Chinese Government should be addressed upon the subject of the Bar, and the result of these letters is a further communication to Mr. Wade.

The following telegrams close the correspondence:—

(Mr. WADE to the Earl of DERBY.)

Peking, March 26, 1874.

With reference to my despatch of the 10th November, respecting the Woosung Bar, Yamên has replied to identic note of Legations that further inquiry was necessary. Legations thereupon wrote a second identic note to the Yamên, and I have this day written a third time.

(Mr. WADE to the Earl of DERBY.)

Peking, April 3, 1874.

In reply to your Lordship's despatch of January 30, regarding the Woosung Bar, the matter has been pressed upon the Chinese Government for the last two years. I was given to understand that the necessary outlay was about to be sanctioned. Since 13th of February, besides verbal communications, I have written three despatches to the Prince, and this day inform him of your instructions now received.

TEA ADULTERATION.—We omitted to notice, while dealing with this question some time since, the petition presented to the Governor of Macao by the principal merchants of that place, protesting against the adulteration of tea by Chinese merchants. In this document it was stated that the discovery had been made that Chinese merchants having tea manufactories of their own at St. Lazar and elsewhere, had been in the habit of using a mixture of iron filings, black sand, lime cactus, willow leaves, &c. These trifles, although ostensibly intended for the benefit of the Chinese trade alone, were really exported, and his Excellency the Governor was asked to adopt adequate measures for the abolition of the evil. The Governor, upon receipt of this petition, took measures for the apprehension of all tea substances met with in the manufactories, and had them sent to the officer of health for analysis. The result was that there were no proofs to justify legal proceedings against the tea merchants. His Excellency, therefore, ordered his Secretary to say, in reply to the petitioners, that the substances found were not pernicious to health, but some of them were well recommended (it does not say by whom) for animal economy. The reply concludes by pointing out the fact that should manufacturers adulterate the marks of well-known firms the offended parties have the privilege of bringing a criminal action; while, as if to some extent in palliation of adulteration generally, reference was made to the adulteration of champagne in France and the "doctoring" of beer in England.

IT was lately stated that "pigeon" or *pidjin* English played so important a part in the intercourse between Europeans and Asiatics as to suggest the possibility that this curious jargon, produced by the combined efforts of Englishmen who know a little Chinese and of Chinamen who know a little English, may do duty as the universal language. English with the "pigeon" element left out would, however, be more convenient, and such a consummation seems to be anticipated by Mr. Bayard Taylor, who, writing to the *New York Tribune* from Alexandria, notices the astonishing spread of the English language within the last twenty years. "French, which until the last few years was indispensable, has been," he writes, "slowly fading into the background, and is already less available than English for Italy and all the Orient."

THE ship *Moorsfort*, 1,100 tons, from Shields for Bombay with coal for the P. and O. Company's service, was burned at sea on the 16th ult. When discovered to be on fire every effort was made by the captain and crew to save her, but finding that there was no prospect of getting at the seat of the danger preparations were made for the worst. The hatches were eventually blown off, and a tremendous explosion, followed by another, having occurred, the vessel became a mass of flames. The boats were launched, and remained by the burning craft until the next day, when the Dutch barque *Krimpen*, took the crew on board and landed them at the Cape of Good Hope.

THE Messageries Maritimes Company's steamer *Sindh*, with the present inward mail, arrived at Marseilles on the 15th inst. at 8 A.M. She brought 142 passengers and a general cargo, including 687 bales of silk, 8,379 packages of tea, and 16 bales of sundries, for London, which part of her cargo has been forwarded to its destination per company's steamer *Ganges*, due in London on or about the 26th inst.

SIR GEORGE CAMPBELL, late Lieut.-Governor of Bengal, has arrived from Calcutta, to take his seat in the Council of the Secretary of State for India, having been appointed to succeed Sir Louis Malet, C.B., appointed Under-Secretary of State in the room of the late Mr. Herman Merivale.

AT the meeting of the Royal National Life Boat Institution, held on the 7th, a donation of £25 was presented, the result of a collection made at Foochow.

IN the House of Lords on the 15th inst. the "Straits Settlements Courts Regulation Bill" was read a second time.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, MAY 18, 1874.

THE FRENCH TREATY WITH TONGQUIN.

THE French Government would seem to have come to a settlement with the ruler of Tongquin, which will have the effect of opening up that jealous little kingdom to foreign commercial enterprise at last. There seems now to be left but one State only along the whole coast line of Eastern Asia which still closes its gates, and refuses treay relations with the West. We allude of course to Korea, which the United States made a show of chastising some short time back, but which was no doubt left by the Americans more obstinately hostile than before, because they were at any rate able to pretend that they had successfully beaten the foreign intruder from their shores. As to Tongquin, the text of the Treaty actually signed has not yet been made public, but the main points agreed to are that three ports shall be thrown open to trade; that Europeans shall be allowed to reside and make purchases at these three points of Tongquinese territory, protected by a French Consul and a garrison of 100 men. Those to whom permits have been granted by the French Consul are to be allowed to travel without restraint in the interior of the kingdom, and produce may be brought down through the country overland from China. The Catholic religion and worship may be established everywhere without molestation. The Annamite Government is to pay to Spain an indemnity of 1,000,000 piastres. France presents the KING with five steamboats of 500-horse power each, 100 cannon, and 1,000 muskets. The KING, in case his subjects rebel, is forbidden to apply to any other country than France for aid. If the foregoing brief outline really comprises all the leading provisions of this new treaty, and we have good reason to believe that it does, we scarcely think that many will be disposed to find fault with the course which France has pursued. She would have shown greater liberality had she secured for Protestants the same advantages as for Catholics, but after all, we doubt whether the officials at the Court of Tongquin will know much about the points which separate the Christian Churches, or be disposed to cast out the American missionary and cherish the Catholic priest. The recognition of the latter secures toleration, at least, for the former. It may not be generally known that this is the second treaty which France has concluded with Cochin-China. So far back as 1787 the French entered into an offensive and defensive alliance with the Emperor of ANNAM, and an embassy was despatched from Cochin-China to Versailles. It was then agreed that France should send a fleet and army to restore the EMPEROR—at that time it seems an exile—to his throne, receiving in return a considerable territorial cession, and many commercial privileges. But the Revolution broke out, the restorer of deposed monarchs was himself deposed, and so the negotiation came to an end. However, in 1817 LOUIS XVIII. sent a message to Cochin-China, claiming that the Treaty of 1787 should be fulfilled, and received, as might be anticipated, a scornful refusal.

When we pause to consider what results may be expected from this second, and less pretentious, Convention, it is natural for us first to inquire whether it is likely in any way to conflict with the interests of British commerce. We think that its influence will be rather the reverse; we have had hitherto no market for English goods in Tongquin, but we can now send our commodities thither without let or hindrance. All we have to do is to persuade the Tongquinese to buy them, a much less easy task. If there is any carrying trade to be done along these coasts still we have nothing to fear from France, for have we not seen the Saigon Chamber of Commerce admitting a few months back that the French carrying trade in Eastern waters had dwindled to zero, and passed entirely into other hands?

Very little is as yet known as to the real condition of the Tongquinese. It may, and very probably will, turn out that the trade of the country has been for years past in the hands of Chinamen, and if that is not the case already it is almost certain to become so within the lapse of a very few years. The Chinese merchant in dealing with native races of a language akin to his own will run a very close match even with a Scotchman; and as to the French, with their quick temper, their hauteur, and their inability to resist the climate, the Chinamen will beat them out of the field. Parsees from India will, doubtless, hurry to this new commercial centre with their gold cloths and Bombay chowls; that is if they are not to be found established at Hué already, which very possibly may be the case. But as to the mass of the population—we call it "mass," though we have really no means of guessing the number of inhabitants—we cannot yet be certain whether they will become ready purchasers of European goods. There is nothing in the Treaty—so far as our information extends—as to exportation of rice, and it remains to be seen what are the capacities of the country for doing an export trade in that commodity. Gold and silver we know they have in abundance, and probably other valuable mineral resources lie hidden in the mountains of the interior. But no permission has been obtained to open mines, and even were this otherwise capitalists would hardly risk a venture among the fastnesses of a still unreconciled and turbulent race. We say turbulent, because it is clear that there has been fighting in the country up to a very recent date, and it seems that it was while interfering in some local disturbances that FRANCOIS GARNIER met his untimely and violent end.

After all, it is not the hope of establishing an important local trade that has taken the French to Tongquin. What they really anticipate is that they will be able to make the Songkoi river a channel of communication with the Western Provinces of China. We doubt the success of the undertaking. The Songkoi may turn out broad and deep, without rocks or rapids, and in every way favourable to navigation, but if there is to be an important overland trade with the Celestial Empire, it must come down the Irawaddy or the Salween, and not down the Songkoi. France has done all that foresight requires to ensure the success of her scheme; she has made a treaty with the King of BIRMA, by which freedom to trade and travel in Birmese dominions for French subjects has been secured, and now she has established an outpost at the mouth of the Songkoi. But can she divert trade from its natural channel? Moulmein and Rangoon are really much nearer to Europe and India than Hong Kong or Shanghai, and goods sent to Birma from Yunan and Khwy-Tchou have far less distance to be conveyed. But no particular end is subserved by laying down the merchandise at the mouth of the Songkoi, as far from Europe, or nearly so, as the Chinese ports, where there are no resident British capitalists to buy up the commodities for shipment—a place, in fact, which leads nowhere; whereas Birma contains in itself two great trading centres, and directly fronts the dense masses of the populous provinces of India. On the whole, then, we think we have little to hope and less to fear from the advance of the tricolour along the banks of the Songkoi.

THE RESIDENT AT PERAK.

MR. LOWTHER announced in the House on Monday that Government had not yet come to any decision respecting Sir A. CLARKE'S plan for appointing a Resident in Perak; but he went on to say that if it were adopted, and suitable officers who spoke Malay or Chinese were not to be found in the Straits Service, the deficiency would be supplied from officers of the Indian army who had been stationed in the Straits, or from the Chinese Consular Service. As well might Mr. LOWTHER look for adepts in Greek and Russian, among our officers who were once quartered in

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Corfu or who served in the Crimea, as look for a Malay or Chinese scholar among the Madras officers who were sent from their sleepy hollow to what they justly deemed the "foreign" station of the Straits. The Consular Service may supply speakers of Chinese, but this would be an unimportant qualification in a Resident sent to teach the Malays how to govern their country; for a Malay rajah knows as much of Chinese as he does of Italian; and the majority of the Chinese who flock to the Straits and the Peninsula soon pick up the Malay language from the inhabitants. Besides, the Chinese of one province is unintelligible to the people of another. The Cantonese, for instance, does not understand a word of the Amoy or Fohkien dialect. In the Straits two or three Chinese dialects are spoken, and it is not unusual to see two Celestials conversing in Malay, because their mother tongues are Greek to each other. The Straits Service has, no doubt, excellent officers, with all the requisite linguistic and other qualifications, though it may be doubted whether they are to be found among the pliant heroes whom Sir H. ORD delighted to reward for their useful aid and connivance in the building and whitewashing of the great monument of his fame—Government House. Certainly the want of self-respect, which the late Governor liked so much in subordinates, is not exactly the quality which is best calculated to command the respect of the natives. It is to be hoped, at all events, that Sir A. CLARKE will restore the Indian practice on the subject of presents, and that we shall hear no more of Baksheesh in the Straits. It would be bad enough to make a Residency, what acting appointments used to be, the reward of complaisant neglect of duty; but it would be worse to send to the Malays a teacher who might only unteach them the "vain error" of supposing that British officers scorned to take a present of their krises, or slabs of tin and gold teapots.

THE BARON VON OVERBECK'S section of the Chinese department at the Vienna Exhibition has been awarded the following prizes:—Three medals of progress (highest class), fifteen medals of merit, twelve diplomas of honourable mention, three large medals for excellence in taste and designs, three medals for "mitarbeiter," altogether thirty-six prizes, which will be forwarded to the recipients as soon as they are ready, which will be some time in July next. The President of the French Republic has conferred upon Baron VON OVERBECK the distinction of the Legion of Honour, accompanied by a very flattering letter from the Duc DECAZES, the Minister of Foreign Affairs, signifying that the distinction is conferred for important services rendered to the commercial interests of France.

SIR ANDREW CLARKE is pushing his vigorous policy in the Straits, and reducing to order the native States whose disorganisation has been for so many years a disgrace to our Government. The chiefs have already learnt to appreciate the firm and straightforward character of the new Governor; they are willing to submit their differences to his decision; they already ask for his advice and assistance. At the same time, having given timely warning, he has shown that he knows when and how to strike the decisive blow.

Now that the Treaty of Perak has been concluded by Governor CLARKE it is to be hoped that his Excellency will endeavour to bring about a better state of things in Pahang. That country has been miserably misruled, and the trade with Singapore is crippled, owing to the insecurity of life and property. Sir HARRY ORD visited Pahang some time since, with a view to arranging matters, but was unsuccessful.

BY reference to another part of our paper it will be seen that the fortnightly service of the Pacific Mail Steamship Company, which for a time was discontinued, is resumed. It will be found that the San Francisco and Panama route has been amalgamated with that of China and Japan, and that a considerable reduction in the fares has been established.

WE regret to hear that the Chinese Commission—which includes Mr. MACPHERSON, Mr. RUBERY, and Mr. HUBER, besides the chief—to inquire into the condition of the coolies at Cuba, has met with much delay, owing to the disturbed state of the country.

OUR Hamburg correspondent announces that the appointment of German Minister at Peking has been bestowed on Herr von BRANDT, now at Yedo, and Herr FOCKE has been appointed Consul at Hiogo.

THE arbitration of the *Maria Luz* case will not be decided until the return of the Emperor of RUSSIA to St. Petersburg.

THE "Harbour of Colombo Loan Bill" has passed through Committee in the House of Commons.

Literature.

La Sériciculture, le Commerce des Soies et des Graines et l'Industrie de la Soie au Japon. Par ERNEST DE BAVIER. Lyon: H. Georg. Milan: Dumolard Frères. Londres: Bailliere Tindall, and Co. 1874.

Acting on the invitation of a committee of the Vienna Exhibition of last year, M. de Bavier has published this volume, treating of Silk, the most important of Japanese products, and his avowed intention is, not to furnish essentially new data about the Japanese silkworm, but to lay before his readers a complete summary of all that has to do with silk in Japan, and to give some idea of the influence exercised by the arrival of foreigners upon this branch of industry.

As indicated by its title, M. de Bavier's work is divided into three main portions. In the first, after giving some of the traditions current respecting the origin of "La Sericiculture," and telling us that there are two kinds of silkworms in Japan, the *Bombyx Mori* and the *Bombyx Yamamai*, our author proceeds to consider at some length the actual state of the industry in Japan. Nipon, he says, is the only one of the Japanese islands that produces silk, and he divides it into three zones (northern, central, and southern), according to the situation of the provinces and the quality of their productions. Of these zones we find that the central one comprehends by far the most important districts, and furnishes in silk sixty-five per cent. and in silkworms' eggs seventy per cent. of the entire produce of Japan. We ought, perhaps, to mention here that M. de Bavier in the list which he gives of the silk-producing districts has purposely followed the old division of the country into nine districts and eighty-five provinces, instead of that which came into vogue in 1871. Coming to the breeding and rearing of silkworms, our author discusses the subject of mulberry trees and their cultivation, and he tells us that they are propagated in three ways, the commonest method, however, being by means of *marcottes*, or sprigs, which are planted at the end of June; ten months afterwards the plants thus obtained are transplanted to a place specially prepared, and a year after this transplantation the leaves begin to be used for feeding silkworms. There are no large establishments for rearing silkworms, except at two places, and there they are few in number, and only established since the commencement of the trade in eggs; and throughout the whole of Japan "la sericiculture" is looked upon as a purely domestic industry. This portion of M. de Bavier's book, in which he treats of the *systèmes d'éducation* of the silkworm, will, no doubt, be found to possess much interest for those who desire to go minutely into the matter, but our space will not admit of our entering into details on this point. The diseases to which silkworms are subject have never been studied to any extent in Japan, and have commonly been set down by the natives to meteorological influences. The diseases with which the Japanese are acquainted seem to be some seven in number, and of late years a disease called *Koshari* has proved very destructive, but the most important of all the diseases is the *Oudshi;* in this case it is a small insect, which is capable of producing fearful ravages in several ways. To this last-named disease Mr. F. O. Adams, formerly Secretary of H.M.'s Legation at Yedo, paid some attention, and our author quotes at some length from his remarks on the subject. In the second part of his work M. de Bavier first speaks of *les siéges du commerce et l'achat des soies*, and points out that the silk trade is concentrated at Yokohama, for in spite of the more advantageous situation of Osaka and Hiogo, with regard to the producing districts of the southern zone, the amount of silk which goes there is hardly worth mentioning. If, however, the efforts of the Japanese to improve their silks should extend to the south, Osaka and Hiogo may, he thinks, at some future time become an important silk market. Silk is brought from the interior on horses, each carrying four Japanese bales, weighing in all 300 lbs. The season commences in July and lasts all the year, the busiest months being from September to January. M. de Bavier next treats of the kinds of silks produced in the three zones, and after touching on the subject of the development of the two main branches of the silk-trade, and illustrating his remarks by statistics, he de-

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votes a chapter to the deterioration of Japanese silks—a matter generally acknowledged and deplored. Our author approves of the action of the Japanese Government in limiting the production of silkworms' eggs for exportation, for he considers that an excessive supply of the article, which might be induced by speculation, would be dangerous to the true interests of the silk trade of Japan. After some observations on the efforts which are being made to remedy the deterioration of Japanese silks, and on the influence of the Government and the corporations (or guilds) on trade, M. de Bavier passes to the third portion of his work, *L'Industrie de la Soie*. In this he treats of the manufacture of native silk-stuffs, and the machinery in use for spinning and weaving. In the north, he tells us, he saw apparatus employed which was even of a more primitive nature than that here described, and he was often astonished at the magnificent stuffs produced by such primitive means, and which could only have been produced by the taste, diligence, and perseverance of the workman, who, speaking of him as a class, is undoubtedly very skilful. The concluding chapter of Part III. is devoted to the subject of Japanese silks and silk-stuffs at the Vienna Exhibition. In taking leave of M. de Bavier's valuable and instructive work, we must not omit to mention that the volume contains, besides an appendix on the *Bombyx Yamamai*, a well-executed map of the silk districts of Japan by Lieutenant Scheft, and seven tables and plates relating in various ways to the silk trade and the machinery employed therein.

Le Tonkin et les Relations Commerciales.

In the last number of the *Revue des Deux Mondes* there appears an article under the above title, which is of considerable interest and importance. In view of recent events in Tonquin, it is somewhat surprising to find the writer asserting at the outset that it was not "dans un dessein avoué d'agrandissement extérieur" that the force commanded by the unfortunate Lieut. Garnier left Saigon for Hannoi in October last, and that this expedition "sollicitée par le gouvernement Annamite lui-même, avait pour objet de mettre fin aux complications qui résultaient de la présence trop prolongée dans ces parages d'un de nos honorables compatriotes, M. Dupuis, et d'établir simplement les bases d'un traité de commerce motivé par la découverte de nouvelles voies navigables." After some prefatory remarks on this subject the writer divides his article into two sections, in the former describing M. Dupuis' passage from Hong Kong to the Chinese province of Yunnan, by way of Song-koi, or Red River, and its affluents, and also the operations of the French war steamer *Bourayne* in Tonquinese waters at the end of last and beginning of this year; and in the latter giving some details respecting Tonquin and its resources. It will probably be remembered that in October 1872 M. Dupuis (whose name will be familiar to those of our readers who are acquainted with Hankow and Hanyang) left Hong Kong with a cargo of munitions of war for the Chinese troops in Yunnan, whose commander, Ma, was then engaged in quelling the Mahometan rebellion in that remote portion of the Celestial Empire. After meeting with some not unnatural opposition on the part of the Tonquinese authorities, M. Dupuis eventually arrived at his destination, and delivered his chassepots, revolvers, &c., in safety. At this point our writer takes the opportunity of making a few observations respecting the Mahometan troubles in China, and we note that he is of opinion that they will never definitively cease until the followers of the prophet are annihilated or else become masters of the country. M. Dupuis' mission in Yunnan being ended, the Chinese General gave him an escort of 150 *braves* to see him safely through Tonquin, and with them and one of the steamers (after sending his companion back to Hong Kong in the other), he took up his abode at Hannoi, "afin d'y ouvrir un comptoir et de poser les premières bases du traité de navigation, dont nous avons déjà parlé." With such a very unusual diplomatic agent at work, we are not much surprised that complications arose, which necessitated the presence of French troops; the immediate consequence has been the signature of a commercial treaty, and possibly before very long Tonquin will, unless other Powers interfere, become a dependency of the Saigon Government. If the Song-koi or Red River be opened to commerce, the writer in the *Revue des Deux Mondes* is of opinion that all our efforts to find and develop a caravan route between the North-East provinces of India and South-Western China will be idle and useless, for no route will be able to enter into competition with that which M. Dupuis has recently explored and proved to be reasonably practicable.

The second portion of this paper gives some valuable information respecting Tonquin and its resources. Tonquin, as we know, forms part of the Empire of Annam, and lies to the south of the Chinese province of Yunnan; its capital is commonly known as Hannoi or Kécho, and contains about 100,000 inhabitants; the Song-koi is the chief river, and, unfortunately, like many great rivers, it has a formidable and dangerous bar at its mouth, but it is, nevertheless, of considerable size, and of fair average depth. One peculiarity of the climate is that in the daytime there is a light breeze from the sea, which renders the heat bearable, and there is in consequence little fear of sunstroke, if foreigners are careful never, even for a moment, to expose their heads uncovered to the rays of the sun. As to diseases, fevers and dysentery are troublesome, but not so frequent as at Saigon. As in other tropical countries, there are really but two seasons, the rainy and the dry, the former commencing in May and ending in August; typhoons and hurricanes are common in October and November, and are particularly destructive, but, on the other hand, earthquakes are of rare occurrence. Rich gold and silver mines exist in the west, and tin, zinc, and copper are found in the north. Rice, of which there are two crops in the year, in July and November, is the chief product of Tonquin, and since the outbreak of the famine in India, its export has been rigorously prohibited; in other respects, too, the country is well off as regards the productions of the vegetable kingdom. Wild animals abound in all directions, including tigers, elephants, rhinoceroses, buffalos, wild boars, and a great variety of monkeys, the latter being peculiarly destructive to the rice, sugar-cane, and fruits. The horses are very small, like those of Singapore and Batavia, and are not used for agricultural purposes or as beasts of burden. Fishing is everywhere carried on to an enormous extent, and the spoils of the sea and rivers are a chief article of food with the Tonquinese. The population is of the pure Mongol type, but their noses project rather more than those of the Chinese. The women, in their youth, would be tolerably good-looking but for their habits of blackening their teeth, reddening their lips, and chewing betel-nut! The character of the people is said to be gentle and kindly, and the most common proverb among them, we are told, is "Nature is generous, and we ought to imitate her."

The annual return of the income and expenditure of the British Museum for the past financial year has just been issued. This is accompanied by a statement of the progress made with the various collections, and of the objects added to them during last year. In the Department of Printed Books we find that the following are among the additions:—A collection of Indo-Portuguese works, printed at Goa. A considerable purchase of Chinese classical and historical works, made at the sale of the library of the late M. Pauthier. In the Department of Oriental Manuscripts the following are the most notable acquisitions:—A poetical account of the Chinese conquest of Nepaul in A.D. 1790, written by the Emperor of China; a folio volume enclosed in curiously carved wooden covers, from the Summer Palace, near Peking; the entire text is embroidered in red silk on blue ground, it is said by the ladies of the Imperial family. A collection of legends relating to the incarnation of Buddha, transcribed from a number of palm-leaf manuscripts in Burmah, in the Pali language and Burmese character; a thick quarto. A Pali grammar and two Buddhistic works, viz., "Vessantāra Jātaka" and "Mahā-vessantara Jātaka," in the Pali language and Cambodgian character, written on palm leaves, with miniatures; enclosed in lacquered boards, inlaid with mother-of-pearl. "Phra-Maha-Wak," a work on the laws which govern the Buddhist priesthood, in twenty-one parts, on palm leaves; Pali, in the Burmese character; presented by L. B. Bowring, Esq. A history of the Mikados, in Japanese; thirteen volumes, enclosed in a box of lacquered wood; this work, it is said, was written for private use, and has never been printed.

Monetary and Commercial.

At the meeting of the National Provincial Bank of England a dividend was declared of 4 per cent., with a bonus of 9 per cent., making the division for the past year at the rate of 25 per cent. per annum. The sum of £50,000 was added to reserve (thus raised to £600,000). In consequence of the continued increase of business a *pro rata* issue of 28,125 new shares of £20, at £10 premium, was agreed to. The distribution for the previous year was 23 per cent.

At the annual meeting of the Colonial Trusts Corporation a dividend was declared for the first six months of 6 per cent., with a bonus of 2 per cent., making, with 4 per cent. already paid, 12 per cent. for the year; £1,250 was placed to reserve, and £260 carried over.

The directors of the Land Mortgage Bank of India recommend a dividend of 2 per cent for the year 1873, to add £6,000 to the reserve fund, and carry forward £897 to the new account. They have resolved to raise the issue price of their thirty years' Five per Cent. Debentures to 93.

The Directors of the London Chartered Bank of Australia have decided on declaring at the annual meeting on the 2nd proximo a dividend at the usual rate of 8 per cent., with a bonus of 1 per cent.

An extraordinary meeting of the Shanghai and Assam Tea Company (Limited) will be held on the 19th inst., to consider and determine upon the advisability of winding up the company voluntarily, and to appoint a liquidator if a winding-up be resolved upon.

A meeting of the creditors of Messrs. Whitworth and Co., cotton and worsted spinners, whose failure was lately announced, has been held at Bradford. The statement of affairs showed liabilities amounting to £190,318, and assets to £85,522. It was

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resolved to wind up the estate under liquidation. At a meeting of creditors of Mr. John Baynes, merchant, Manchester, it was decided to accept the composition previously offered of 12s. 6d. in the pound in four instalments, the last guaranteed, with a further 2s. 6d. providing the estate should warrant such payment. The creditors of Messrs. Hall and Co., of Manchester, have accepted 8s. 6d. in the pound, guaranteed in two months. The estate of Mr. James Harrison, jun., wool-stapler, Bradford, is to be wound up in liquidation. The liabilities are £12,500, the assets £4,500.

The suspension is reported of Mr. James Couban, cotton-spinner, trading as James Couban and Co., Burnley, with liabilities estimated at about £25,000, and of Messrs. Bell and Greenhough, woolstaplers, Bradford, with liabilities of about £6,000.

The difficulties of an old established firm engaged in the Eastern and China trade has been spoken of, but there is every probability that the matter will be arranged, and the liabilities are small.

The market for Bar Silver has become weaker in price, and transactions have been completed at 58¾d. per oz. Mexican Dollars remain without alteration.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for April have been issued. The value of the Imports of foreign and colonial produce for the month amounts to £31,660,624, as against £31,242,237 in the corresponding month of 1873, and £28,587,602 in 1872, an increase of 1¼ per cent. and 10¾ per cent. respectively. In the four months ending April the imports amounted to £123,960,721 in the present year, against £116,109,540 in 1873, and £115,682,882 in 1872. The increase is principally in living animals, bacon, coffee, wheat and other grain, spirits, sugar, and other articles of consumption. There is a considerable decrease in cotton and raw silk, but silk manufactures and wood and timber have largely increased. The value of the Exports of British and Irish produce for April amounted to £19,432,270, against £21,343,026 in the corresponding period of 1873, and £21,033,516 in 1872, showing a falling off, compared with April, 1873, of 9 per cent., and compared with 1872, about 6½ per cent. Of iron and steel, the decrease in the shipments has amounted to 81,862 tons, or 27½ per cent., while the value has fallen only 23½ per cent. In textile fabrics, cotton manufactures figure for a diminution of nearly 11 per cent.; linen manufactures, 12½ per cent.; woollen and worsted manufactures, over 10½ per cent.; while silk manufactures have increased nearly 9 per cent. The only articles of importance which exhibit an augmentation in their value totals are:—Apparel, 15¾ per cent.; arms and ammunition, 52½ per cent.; beer and ale, 13½ per cent.; telegraphic wire, from £15,872 to £139,223; and woollen and worsted yarn, 10¾ per cent. The chief falling off has been in earthenware, 23 per cent.; glass, 22½ per cent.; hardware, 15½ per cent.; machinery, 1½ per cent.; and silk yarn, 20½ per cent. The total value of the exportations for the four months ended the 30th of April has been £77,234,354, against £83,719,392 in the corresponding period in 1873, a reduction of 7¾ per cent.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		1872.	1873.	1874.
		For the Month ended 30th April.		
China and Hong Kong	lbs.	499,520	1,213,730	787,000
Japan	„	196,510	643,300	402,400
Straits Settlements	„	170,600	275,850	285,500
Ceylon	„	8,400	5,000	38,300
		For the Four Months ended 30th April.		
China and Hong Kong	lbs.	3,029,030	3,148,760	4,874,900
Japan	„	1,881,630	2,641,810	2,578,400
Straits Settlements	„	490,210	740,160	847,060
Ceylon	„	40,850	60,800	111,300

COTTON MANUFACTURES.

To		1872.	1873.	1874.
		For the Month ended 30th April.		
China and Hong Kong	yds.	37,944,100	37,280,900	31,835,900
Japan	„	2,087,100	1,648,800	339,500
Philippine Islands	„	1,524,000	282,200	1,149,300
Java	„	1,914,900	1,009,700	1,818,400
Straits Settlements	„	7,835,300	6,534,400	8,945,900
Ceylon	„	3,119,200	2,270,500	2,678,900
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	142,355,800	131,463,600	172,238,840
Japan	„	5,185,000	8,321,947	9,892,600
Philippine Islands	„	4,948,700	1,788,000	3,723,740
Java	„	7,849,600	6,725,250	10,875,900
Straits Settlements	„	28,372,000	23,562,100	40,588,300
Ceylon	„	12,519,400	11,460,200	18,607,400

WORSTED STUFFS.

To		1872.	1873.	1874.
		For the Month ended 30th April.		
China and Hong Kong	yds.	1,191,740	1,289,580	723,480
Japan	„	186,400	225,580	93,750
		For the Four Months ended 30th March.		
China and Hong Kong	yds.	4,602,710	5,221,220	3,872,600
Japan	„	464,540	795,180	415,280

WOOLLEN AND WORSTED CLOTHS.

To		1872.	1873.	1874.
		For the Month ended 30th April.		
China and Hong Kong	yds.	100,490	220,990	36,190
Japan	„	43,790	152,010	—
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	747,710	754,340	262,390
Japan	„	94,810	255,500	12,430

LEAD TO CHINA AND HONG KONG.

For the month	tons	1,039	54	1,438
For the four months	„	5,839	750	4,749

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months ended March 31, 1874, compared with the corresponding periods of the two preceding years, is returned as follows:—

From	1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£3,915,949	£2,856,859	£2,306,727
Macao	67,223	43,432	19,547
Hong Kong	189,636	249,860	132,962
Japan	69,804	116,410	192,756
Straits Settlements	818,806	737,893	787,404
Ceylon	746,163	784,986	826,234
Philippine Islands	302,531	294,226	551,687
Java	310,991	203,944	386,862
Siam	—	3,736	—
Borneo	11,960	8	7,000
Cochin China	—	—	17,000

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months ended March 31, 1874, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£1,767,281	£1,458,646	£1,507,672
Hong Kong	660,656	782,865	1,120,813
Japan	283,334	412,084	404,931
Straits Settlements	512,184	466,735	737,873
Ceylon	240,061	251,565	291,418
Philippine Islands	75,385	87,803	97,791
Java	187,740	184,408	328,331
Siam	10,874	10,208	650
Cochin China	—	—	38

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs' duties) remaining in the bonded warehouses of the United Kingdom on the 30th of April, 1874, as compared with the quantities on the 30th of April, 1873:—

		1873.	1874.
Coffee	cwts.	303,518	514,359
Sugar, unrefined	„	2,571,052	4,609,408
Tea	lbs.	93,433,339	81,509,360
Tobacco, unmanufactured	„	53,120,605	72,676,992

ARTICLES OF IMPORT.

A general want of animation has been the chief characteristic of the markets, and, in the absence of speculative inquiry, the demand for almost all the leading articles is more or less restricted, and with large supplies prices have frequently declined. At the close, however, a more cheerful tone prevails, Sugar, Coffee, and Pepper being in more demand.

TEA.

The market shows no improvement in tone, the amount of business continues very limited even for the time of the year, the orders from the country being on a small scale, whilst the export demand shows no symptoms of increase. Owing to the absence of fresh supplies, however, there is but little alteration to notice in the prices, but at the public sales rather lower rates have occasionally been established. The public sales have comprised 11,705, of which 11,885 packages were printed without reserve. The deliveries for the week as compared with last year are as follows:—

	1874.	1873.
Duty paid	lbs. 2,205,000	lbs. 2,027,000
Coastwise	684,000	674,000
Exports	406,000	596,000
	lbs. 3,295,000	lbs. 3,297,000

Congous.—Red-leaf kinds: Siftings have sold a shade lower at public auction. Broken-leaf kinds with any quality have been in request at fully previous prices. Fair to good common have sold slowly at about former rates. Fair Kaisows show no alteration, but the demand is dull. Good to fine Kaisows have sold rather lower. In finest but little has been done. Pak-Lin kinds remain firm at full prices. Black-leaf kinds: Common to fair medium kinds show no alteration. Good medium to fine meet with a moderate demand at about former prices. In finest a few sales have been made at the decline last quoted. New make Canton kinds: Common to fair show no change; new season's find only a slow sale from 1s. 6d. to 1s. 9d. per lb. Oolongs: The few sales made at public auction have been at about previous rates. In Souchongs sales continue difficult at last week's prices. In Flowery Pekoes and uncoloured Japans there have been no sales. *Scented Teas.*—Canton Capers, of old import, have sold at public sales at low prices for common grades. The glazed kinds of fair quality show no improvement; the olive-leaf kinds also remain much as before. Foochow kinds are still scarce. Canton Orange Pekoes: The better kinds of long-leaf have sold at rather better prices. Foochow kinds: Common to fair kinds have sold at ½d. per lb. lower; good to fine are still enquired for at

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full prices. *Green Teas.*—Good to fine Moyune kinds find a ready sale at full rates ; common to medium Ping Suey kinds have sold at public sale at low prices ; in many cases the colour has been undesirable.

SILK.

The Market continues in an unsatisfactory state, and although there has been more disposition to do business during the last few days, the offers made have been so low that importers as a rule have declined to entertain them. In China Silk transactions have been on the smallest scale, and prices of most descriptions may be quoted 6d. lower. Canton Silk has been in less demand, and prices are weaker. In Japan Silk there has lately been some business at a reduction of fully 1s. per lb. Deliveries, 1st to 13th inst. inclusive :—China, 1,042 bales ; Canton, 265 bales ; Japan, 295 bales ; total, 1,602 bales.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MAY 12.

We learn by a letter from Paris that the treaty between France and the Kingdom of Annam was signed at Saigon on the 21st March ; the following are the most important stipulations :—Three ports are to be opened for trade, one of which is Hannoi, in the province of Tonquin. In these ports Europeans are to enjoy the right of establishing themselves and holding real property. They are to be placed under the protection of the French Consul, supported by a garrison of one hundred French troops. All Europeans may travel in any part of the interior, providing they are furnished with passports bearing the *visa* of the French Consul. China produce may be sent in transit through the province of Tonquin. The Catholic religion may be freely exercised in all parts of the kingdom. The Anamite Government is to pay to Spain a million of dollars as compensation. France is to furnish the King of Annam with five steamers of 500-horse power each, 100 cannons, and 1,500 muskets. In case of a revolt of his subjects in the interior of the country the King of Anam is bound not to apply for assistance and protection to any other country than France. This latter stipulation is of special importance, as it implies a *de facto* protectorate. The letter adds that the treaty was signed with a display of ceremony on both sides, and the new ally of France was greeted with a Royal salute of twenty-one gunsfrom the ships of war in the harbour, which somewhat startled the inhabitants.

In the fourth number of the *Preussische Jahrbucher*, just published, a periodical of considerable weight and authority, the well-known contributor who writes under the name of "Asiaticus" gives an account of the present relations between Germany and the Far East, in which he makes some forcible remarks on the dispute with Spain, and the illegal capture of the two German trading vessels, *Gazelle* and *Marie Louise*, on the plea of their carrying contraband of war, and breaking a blockade that was not effective, had never been officially notified, and, in fact, only existed on paper. He states that among the crews of the captured vessels were some British subjects, and the appearance of a single gunboat that was sent from Hong Kong to Manila to demand their release caused them to be immediately given up, whilst the remonstrances of Germany were of no avail, because not backed by a naval force. He therefore strongly recommends the establishment of a naval station in the Far East, with a permanent squadron of three or four ships of war and a few gunboats, for the protection of the German trade. With regard to the alleged contraband of war, the writer adds that every European store at Hong Kong, Foochow, and other places, has a collection of fire-arms of every description for sale, that muskets and guns are dealt in every day, and considered legitimate articles of trade, in which a good deal of business is done, as there is always a demand for them. It is believed that this paper is put forth as a feeler, and that "coming events cast their shadow before them."

Negotiations for the introduction of greater postal facilities between Germany and India, with reduced postage for letters and printed matter, have been opened at Berlin, for which purpose Mr. Monteith, the Postmaster-General of British India, has arrived in that city from Calcutta.

At the ordinary annual general meeting of the Deutsche Bank, held on the 5th inst., Herr Delbruck in the chair, 2,536 votes, representing 2.574,800 thalers of share capital, were present, and a dividend of eight thalers per share, equal to four per cent. for the working year 1873, was declared. As the report had been previously printed and distributed, it was taken by the meeting as read. It was announced by the Chairman with an expression of regret, that on the 1st July Herr Kaiser, one of the directors, leaves the institution, and that the Court of Administration had elected Herr Steinthal in his place. Herr Walter Hasenclever has been elected member of the Court of Control of the Bank, *vice* Herr H. Bischoffsheim, resigned. The other retiring members were re-elected, and the election of Herr T. Sarre as member of the Court of Control was unanimously confirmed by the meeting.

It seems now to be settled that the German Envoy at Peking, Herr von Rehfues, who has been now for some time in this country on sick leave for the benefit of his health, retires from the service at his own repeated request, and that the appointment is given to Herr von Brandt, hitherto German Minister Resident at Yedo.

The Emperor of Germany has been pleased, by patent dated Berlin, April 30, to appoint Herr J. H. Focke, *Doctor Juris*, to be Consul at Hiogo Osaka.

Arrivals from the Far East.—Herr Freese and family from China, H. Curjel from Shanghai, Vanabe and Harada from Yedo, George Richter from Hong Kong, van Duzer from Batavia, R. C. Pars from Manila, and H. Jonokara, J. Ohabanashi, and J. Yamagutchi, students from Japan.

SHIPPING.

ARRIVALS.—Ariadne (str.), from Hong Kong ; Tertia (str.), from Rangoon.

SAILED.—Olympia (str.), to Singapore and China.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 5	Holland (s.)	Hoefman	Batavia	Texel
5	Kirkland	Colledge	Foochow	Helvoet
5	Nestor	Maasdyk	Java	Do.
Apr.29	Cervantes	Cortina	Manila	Cadiz
May 5	Ocean Queen (s.)	Lerede	Singapore	Marseilles
5	J. L. Tey'or	Sears	Hong Kong	San Francisco
7	The Murray	Coole	China and New York	Off Deal
7	Carnarvonshire	—	China, &c.	Off Prawle Point
8	Matthew Cay (s.)	Bradley	Rangoon	London
7	Oriana	Collins	Sourabaya	Bristol
8	Cumberland	Thorne	Java	London
9	Ottercaps	Pelleys	Colombo	Do.
7	Luigia	Volpe	Rangoon	Liverpool
6	Pactole	Ollivaud	Bangkok	Marseilles
	Hohenzollern	Hashagen	Hong Kong	New York
8	Hawthorne	Mason	Java	Greenock
6	Telanak	Lusink	Batavia	Texel
	Yvonne	Jan	Singapore	New York
Apr.27	Witch of the Tees	Lloyd	Colombo	Boston
May11	Elisa Barabino	Sanguinetti	Rangoon	London
10	Benledi (s.)	Buchanan	Do.	Liverpool
8	Batavia	Lackrouy	Macassar	Texel
8	Nettie Merryman	Rollins	Probolingo	Helvoet
8	Cornelis Wernard	Eduard Matz	Banjoewangie	Brouwershaven
11	Actif	Henry	Saigon	Gironde
	Peiho	Holdt	Hong Kong	New York
8	Mary Goodell	Sweetsen	Java, &c.	Greenock
Apr.20	Iconium	Malgrom	Hong Kong	San Francisco
	Doune Castle	Diarmid	Shanghai	New York
May10	Albert Gezard	Ayrand	Bangkok	Marseilles
10	Augusta	Buck	Singapore	Do
13	Berwick (s.)	Ward	Akyab	Liverpool
	Quarta (s.)	Haye	Rangoon	Do.
Apr. 5	Louisa Canevaro	Ventuini	Macao	Callao
May11	Zenobia	Hutchings	Yokohama	Texel
11	L.Auguste Contantine	Rotgans	Batavia	Do.
11	Boadicea	Anderson	Akyab	St. Nazaire
13	St. George (s.)	Harwood	Saigon and Bordeaux	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
May10	Sir Harry Parkes	Stephens	Hong Kong	London
6	Mary Nelson	Cargill	Singapore	Sunderland
5	Mary	—	Batavia	Brouwershaven
7	Akbar	Greenway	Singapore	Cardiff
6	Sliedrecht	—	Do.	Penarth
7	St. George (s.)	—	Saigon	Bordeaux
Apr.23	Laura R. Burnham	Phillips	Batavia	Boston
May 9	Conqueror	Davidson	Shanghai	Cardiff
9	Glamis Castle (s.)	Holms	Singapore, China, &c.	Glasgow
Apr.16	Contest	Hine	Java	Rio Janeiro
29	Susan A. Blaisdell	Sawyer	Anjer	New York
27	Chattanooga	Freeman	Yokohama	Do.
May14	Joseph Dodds (s.)	Marten	Woosung	London
14	Malda (s.)	Burke	Colombo, &c.	Do.
12	W. G. Patten	Corner	Hong Kong	Cardiff

(See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
May 6	Europe	Cardiff	Shanghai
8	Warrior	Sunderland	Batavia
8	Prins van Oranje	Java	Holland
8	Eldorado	Colombo	London
8	Madura	Batavia	Nieuwe Diep
13	Hector	Penang, &c.	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai : Glenroy, Glamis Castle. For Colombo, &c. : Craigforth, Paraguay, Fenella.

SAILING VESSELS.—For Yokohama and Hiogo : Denbighshire, Laurel, Penrith, Carnarvonshire. For Shanghai : Mikado, Lucerne, Guinevere. For Hong Kong : Hopewell, Lord Macaulay, Beemah, Chinaman. For Hong Kong : Falcon. For Penang : Excelsior, Hope. For Singapore : Dewa Gungadhur, Solent, Western Chief. For Colombo : Mirella, Electra, George Shotten. For Sourabaya : Canaan. For Bangkok : Lyra. For Soraka : Otto.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai : Priam (str.), Patroclus (str.). For Singapore : L. J. Enthoven. For Galle : Deerfoot.

At GLASGOW.—For Singapore : Ringdove. For Batavia, Samarang, and Souralaya (via Nieuwe Diep) : Princes Amalia. For Penang, Singapore, Batavia, Samarang, Sourabaya, Macassar, and Manila : Eastern Isles (str.).

SPOKEN.

GESINA MARIA, Amsterdam to Padang, April 27, off the Start.
PILGRIM, Boston to Hong Kong, March 27, 29 S., 35 W.
AFRICANA, Cardiff to Galle, March 16.
P.S.K.D. (Sourabaya Packet), for Sourabaya, May 1, 27 N., 20 W.
ALARDUS, Batavia to Liverpool, April 4, 30 S., 12 E.
ANTJE, Banjoewangie to Rotterdam, April 9, 21 S., 8 W.
NEREUS, Banjoewangie to Rotterdam, March 23, 34 S., 28 E.
PALLAS, Saigon to Falmouth, April 1, 33 S., 10 E.
CALIFORNIA (Dutch ship), Java to Rotterdam, March 7, 22 S., 82 E.
EASTFIELD, Singapore to London, March 19, 29 S., 44 E.
BANIAN, Manila to Liverpool, April 6, 25 S., 5 E.
NOLA (barque), Philippines to Liverpool, March 2, 29 S., 46 E.
AVONMORE, Cardiff to Hong Kong, March 29, 30 S., 8 E.
ZES GEZUSTERS, Java to Amsterdam, March 26, 33 S., 37 E.
RUTH (barque), Sourabaya to Falmouth, April 4, 31 S., 15 E.

FREIGHTS AND CHARTERS.

Rates of freight for vessels on the berth for Eastern ports rule firm. There is not much business in homeward charters.

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Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 45s. meast. To Hong Kong: 50s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight, 45s. meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Shanghai: 40s. weight, 25s. meast. To Hong Kong: 40s. weight, 25s. to 27s. 6d. meast. To Singapore: 30s. weight, 22s. 6d. meast. To Colombo: 27s. 6d. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £30. To Penang: £31, f.c. To Colombo: £30. To Galle: £30. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: (small) 34s. To Batavia: 27s. 6d. To Singapore: 28s. to 29s. To Galle: 29s. to 30s. To Colombo: 27s. 6d. to 30s. To Manila: 25s. to 30s.

From Birkenhead, per ton.—To Singapore: 24s. To Hong Kong: 25s. To Galle: 26s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

MISCELLANEOUS.

At ST. HELENA.—March 25, Antoinette (barq.), Ballouse, from Sourabaya, and sailed, 26, for Amsterdam; 28, H. E. Susanna (barq.), from Sourabaya, and sailed, same day, for Rotterdam; Imogene (English barq.), from Colombo, and sailed, 29, for New York; 29, Dipton (English barq.), Anderson, from Sourabaya, and sailed, 30, for Rotterdam; April 1, Thurso (English barq.), Simpson, from Batavia, and sailed, same day, for Liverpool; Cornelia (Dutch barq.), Croese, from Banjoewangie, and sailed, 2, for Amsterdam; 8, Noach III. (Dutch ship), Kroet, from Batavia, and sailed, 9, for Rotterdam; 11, Eastern Star (English barq.), Lankester, from Java, and sailed, same day, for Falmouth; Onrust (Dutch barq.), Hoffmann, from Banjoewangie, and sailed, 13, for Holland; 11, Velocity (English barq.), Adams, from Penang, and sailed, same day, for London; Mirzapore (French barq.), Lafond, from Samarang, and sailed, same day, for Belle Isle; 12, Lord Ashburton (English barq.), Masey, from Kobe, and sailed, same day, for Falmouth; Voorlichter (Dutch ship), Willigen, from Sourabaya, and sailed, 13, for Amsterdam; 13, Johanna (Dutch ship), Rossingh, from Banjoewanjie, and sailed, same day, for Rotterdam; 14, Ardito (Austrian barq.), Gelletitch, from Zebu, and sailed, same day, for Liverpool; Ymuiden (Dutch barq.), Zeylstra, from Tjilatjap, for Amsterdam.

Off ST. HELENA.—March 27, Marie (German barq.), from Singapore, for Boston, 55 days out; April 10, Alnwick Castle (English ship), from Colombo, for London, 51 days out; 11, Emulation, from Colombo, for London, 48 days out; Rambler (English ship), from Singapore, for Liverpool; 12, Scawfell (English barq.), from Colombo, for London.

Off ASCENSION.—March 18, Hollandia, from Batavia, for Amsterdam; 27, Sumatra, from Manila, for Falmouth; April 12, Windhover, from Japan, for Falmouth; 13, Avona, from Colombo, for London; 14, Eurynome, from Rangoon, for Liverpool; City of Shanghai, from Bassein, for Falmouth; 15, Banian, from Manila, for Liverpool; 16, Velocity, from Penang, for London; 17, Scawfell, from Colombo, for London; 18, Leonie, from Cochin China, for Falmouth.

At PORT SAID.—May 13, Bertha (str.), from London, for Colombo; Estepona (str.), from London, for Singapore and Japan.

AMSTERDAM, MAY 8.—A letter dated Lisbon, April 25, from the master (Huizer) of the Vice-Admiral May, hence to Batavia, which put into Lisbon on the 20th, with damage, states that the vessel had, on the 14th, in lat. 47 N., lon. 8 W., encountered a hurricane, during which she laboured very heavily, lost sails and shipped several seas, which washed away boats, &c. The decks were started, and much water got in through them, but the vessel remained tight in other respects. The master apprehended damage to the 'tween decks cargo, but hoped to be soon ready to proceed.

ROTTERDAM, MAY 8.—The Alblasserdam, Willemse, left Lisbon 6th for Singapore, after repairing.

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CHINESE LANGUAGE AND LITERATURE.—Professor DOUGLAS will BEGIN his Class at KING'S COLLEGE, LONDON, on FRIDAY, May 1, at 5 P.M., and will continue it on each TUESDAY and FRIDAY at the same hour. Fees for ten weeks, £3 3s., payable in the College Office.

J. W. CUNNINGHAM, Secretary.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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CHINA AND JAPAN LINE.

SCHEDULE OF DEPARTURES AND ARRIVALS.

OUTWARD.

EVERY FORTNIGHTLY SATURDAY,

11TH APRIL TO 12TH SEPTEMBER, 1874.

Leave New York.	Leave Aspinwall.	Leave Panama.	Arrive San Francisco.	Leave San Francisco.	Arrive Yokohama.	Leave Yokohama.	Arrive Hong Kong.
11th April	20th April	22nd April	10th May	16th May	7th June	8th June	16th June
25th „	4th May	6th May	24th „	30th „	21st „	22nd „	30th „
9th May	18th „	20th „	7th June	13th June	5th July	6th July	14th July
23rd „	1st June	3rd June	21st „	27th „	20th „	21st „	29th „
6th June	15th „	17th „	5th July	11th July	4th August	5th August	13th August
20th „	29th „	1st July	19th „	25th „	18th „	19th „	27th „
3rd July	12th July	14th „	1st August	8th August	1st Septmbr.	2nd Septmbr.	10th Septmbr.
18th „	27th „	29th „	16th „	22nd „	15th „	16th „	24th „
1st August	10th August	12th August	30th „	5th Septmbr.	29th „	30th „	8th October
15th „	24th „	26th „	13th Septmbr.	19th „	13th October	14th October	22nd „
29th „	8th Septmbr.	10th Septmbr.	28th „	3rd October	27th „	28th „	5th Novmbr.
12th Septmbr.	21st „	23rd „	11th October	17th „	10th Novmbr.	11th Novmbr.	19th „

HOMEWARD.

EVERY FORTNIGHTLY WEDNESDAY,

12TH APRIL TO 30TH SEPTEMBER, 1874.

Leave Hong Kong.	Arrive Yokohama.	Leave Yokohama.	Arrive San Francisco.	Leave San Francisco.	Arrive Panama.	Leave Aspinwall.	Arrive New York.
12th April	21st April	23rd April	18th May	23rd May	8th June	9th June	18th June
13th May	20th May	22nd May	15th June	20th June	6th July	7th July	16th July
27th „	3rd June	5th June	29th „	3rd July	20th „	21st „	30th „
10th June	17th „	19th „	13th July	18th „	3rd August	4th August	13th August
24th „	1st July	3rd July	27th „	1st August	17th „	18th „	27th „
8th July	15th „	17th „	10th August	15th „	1st Septmbr.	2nd Septmbr.	11th Septmbr.
22nd „	29th „	31st „	24th „	29th „	14th „	15th „	24th „
5th August	12th August	14th August	7th Septmbr.	12th Septmbr.	28th „	29th „	8th October
19th „	26th „	28th „	21st „	26th „	12th October	13th October	22nd „
2nd Septmbr.	9th Septmbr.	11th Septmbr.	5th October	10th October	26th „	27th „	5th Novmbr.
16th „	23rd „	25th „	19th „	24th „	9th Novmbr.	10th Novmbr.	19th „
30th „	7th October	9th October	2nd Novmbr.	7th Novmbr.	23rd „	24th „	3rd Decembr.

SHANGHAI LINE.

OUTWARD.—A Steamer of the Company's Line will leave YOKOHAMA for SHANGHAI, via HIOGO and NAGASAKI, on the arrival of each Steamer from San Francisco.

HOMEWARD.—A Steamer of the Company's Line will leave YOKOHAMA for SHANGHAI, via HIOGO and NAGASAKI, on the arrival of each Steamer from Hong Kong.

London Agents—H. STARR & Co., Moorgate-street.

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OVERLAND ROUTE.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... ... JAPAN	Thursday, May 7 & 21, at 3 P.M., and every alternate Thursday.	Friday morning, May 15 & 29, and every alternate Friday.	Monday, May 18 & June 1, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, May 7, at 2 P.M., and every fourth Thursday.	Friday morning, May 15, and every fourth Friday.	Monday, May 18, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street, (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Donnai ...	May 24	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Mei Kong ...	June 7		
Sindh ...	June 21		
Anadyr ...	July 5		
Tigre ...	July 19		
Amazone ...	August 2		

The Steamers of the 7th June, 5th July, and 2nd Aug. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 24th May, 21st June, and 19th July connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 61, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

TESTIMONIAL TO MR. W. H. READ.

A SUBSCRIPTION has been opened at Singapore for the purpose of placing in the Town Hall a Portrait of Mr. W. H. Read, as a public mark of appreciation of the services rendered by him to the Colony of the Straits Settlement during a period of thirty-two years.

The amount already received in Singapore is $1,415. Before closing the subscription list it has been thought well to give to former residents in Singapore an opportunity of adding their names.

Any balance that may remain after paying for the proposed Portrait is to be expended in a Piece of Plate for presentation to Mr. W. H. Read.

Mr. P. F. Tidman, 34, Leadenhall-street, has been requested to receive subscriptions in England, and to carry out the wishes of the Committee.

SUBSCRIPTIONS ALREADY RECEIVED.

Edward Boustead	£10	0	0
W. W. Shaw	10	0	0
Jasper Young	10	0	0
James Guthrie	10	0	0
Lewis James Fraser	10	0	0
G. J. Fraser	10	0	0
William Paterson	10	0	0

THE AGRA BANK (Limited)
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

HONG KONG AND SHANGHAI BANKING CORPORATION.
Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

COWASJEE DINSHAW,
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU.

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON.—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.
YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.
FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

HOLLOWAY'S PILLS

The slightest indisposition (that it may not rapidly run its disastrous course from bad to worse) should engage the immediate attention of the afflicted of all classes. A few doses of these thoroughly purifying and strengthening Pills will always be beneficial when the least disorder reigns, or when nervous fears oppress. Two or three pills at bed time have the happiest effect in promoting perfect digestion, whereby the muscles are rendered more vigorous, the spirits more buoyant, and the entire frame more hardy. Holloway's medicine increases the quantity of nutriment derivable from a given quantity of food, whereby the quality of the blood is improved, the tone of every fibre throughout the body is heightened, and the disposition to fall into disease is reduced to a minimum.

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PRIZE MEDALS, 1851.

BURROUGHES & WATTS,

PRIZE MEDALS, 1862.

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

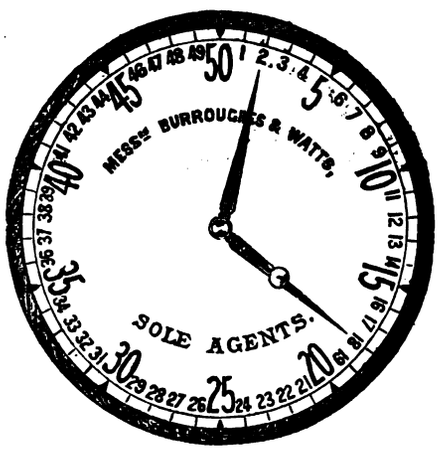
COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



COOK (Champion) and BENNETT (ex-Champion) use B. and W. Tables for their Matches and in their Rooms (twenty always in play).

—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

19, SOHO SQUARE, LONDON, W.C.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 ,, ,,
China... ... in 44 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

PENANG, SINGAPORE AND CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Hopewell ...	A1 13 yr.	W.I.D.	With des.
Hong Kong	Chinaman ...	A1 14 yr.	E.I.D.	To follow
Singapore ...	Solent	A1 13 yr.	W.I.D.	May 20
Penang	Hope	AA1	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jno.C.Munro	A1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CASTLE LINE OF STEAM PACKETS, FROM LONDON.—Last shipping day, 23rd May.—For SINGAPORE, HONG KONG, and SHANGHAI, taking passengers, goods, and specie for Batavia, Queensland Ports, Sydney, and Melbourne, in connection with the Eastern and Australian Mail Steam Company. The magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-h.p. nominal; South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The s.s. VANCOUVER, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama and Hong Kong on the 15th June; the s.s. VASCO DA GAMA, 3,000 tons, on the 15th July, for the same ports.

Through tickets from Liverpool to Japan and China may be obtained, together with full information, on application to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C., shipping agents in London to the C.T.P.S.S. Company.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen.,Sing., Hg. Kg., and Shanghai	Galley of Lorne,s.s., via Suez Canal.....	100 A1	1390	S.W.I.	June 5
Hong Kong..	Falcon.....	A1 14 yr.	794	S.W.I.	May 23
Shanghai ...	Lucerne ...	A1*	608	S.W.I.	May 23

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	May 20
Glengyle	100 A1	1,676	200	June 10
Glenfinlas	100 A1	2,190	330	June 24
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

With quick despatch.

FOR HONG KONG DIRECT, the well known and favourite China clipper BEEMAH, A1 12 years, 887 tons register, South West India Docks; A. W. BLACKSTONE, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.

FOR HONG KONG DIRECT, the well-known and favourite China clipper LORD MACAULAY, A1 14 years, 846 tons register, South West India Docks; R. B. MONKMAN, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

FOR YOKOHAMA AND HIOGO, JAPAN.

Ship.	Tons.	Class.	Dock.	To sail.
Laurel.....	638	A1 14 yr.	E.I.D.	May 26
Whiteadder	915	A1 12 yr.	E.I.D.	To follow

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM TO YOKOHAMA, PENANG, SINGAPORE, and HIOGO.—The magnificent steamship MURIEL, A1 18 years, 880 tons; to sail May 30; will load in the Victoria (London) Docks.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The undermentioned high-classed SHIPS will be despatched as follows:—

Ports.	Ship.	Class.	Tns.	Dck.	Last shipping day.
Shanghai ...	Mikado	A1 16 yr.	643	E.I.	With des
Chefoo	Bridgetown ..	A1 13 yr.	314	E.I.	With des
Yoko.& Higo.	Denbighshire	A1 15 yr.	483	E.I.	With des
Do.	Carnarvonsh.	A1 14 yr.	388	E.I.	To follow
Do.	Black Prince	A1 17 yr.	750	E.I.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).

With quick despatch,

FOR SHANGHAI DIRECT the splendid composite clipper ship MIKADO, A1 16 years, 643 tons register, J. ILBERY, Commander; loads in the East India Docks. This magnificent clipper is celebrated for her very rapid passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Glenroy, s s.... ..	2,121	McGregor, Gow, & Co.	May 20
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	May 23
Western Chief ...	750	Wright Bros. & Co.	May 25
Dewa Gungadhur ...	595	Do. Do.	June 10
Glengyle, s.s. ...	1,676	McGregor, Gow, & Co.	June 10
LIVERPOOL.			
Priam, s.s.	1,573	Alfred Holt ...	May 28
Patroclus, s.s. ...	1,607	,, ...	June 11

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

W. L. H. SKEEN AND CO.,

PHOTOGRAPHERS,

COLOMBO, CEYLON,

Invite inspection of their large collection of

Views of Ceylon, Native Characters, &c

ON SIZES 12 BY 10 TO C. DE V.

CATALOGUES POST FREE.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 18, 1874.

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VIA BRINDISI.] [WITH SUPPLEMENT.

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 560.] LONDON, TUESDAY, MAY 26, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 25.
JAPAN—Yokohama	Feb. 13	April 5	April 7*
Yedo			
Osaka and Hiogo	„ 6	Mar. 30	„ 2*
Hakodadi			
Nagasaki	—	—	„ 3
CHINA—Peking	—	—	„ 1
Tien-tsin	—	—	„ 3
Chefoo	—	—	„ 3
New-chwang			
Hankow	„ 6	„ 28	„ 7
Kiu-kiang	—	—	„ 8
Chin-kiang	—	—	Mar. 27
Shanghai	„ 20	April 6	Apr. 10
Ningpo	—	—	„ 8
Foochow	—	—	„ 13
Formosa			
Amoy	—	—	„ 13
Swatow	—	—	„ 14
Hong Kong	Mar. 6	„ 13	„ 16
Canton	—	—	„ 14
Macao	—	—	„ 15
PHILIPPINES—			
Manila	Feb. 13	Mar. 26	Mar. 31
COCHIN-CHINA			
Saigon	—	—	Apr. 15
SIAM — Bangkok	—	—	„ 12
BORNEO			
Labuan	—	—	„ 11
Sarawak	—	—	„ 14
JAVA — Batavia	Mar. 6	April 9	„ 16
Samarang	—	—	„ 8
Sourabaya	—	—	„ 5
MALACCA STRAITS—			
Singapore	„ 20	„ 20	„ 23
Penang	„ 20	„ 18	„ 25
CEYLON—			
Galle	Apr. 3	„ 26	May 2
Colombo	—	—	Apr. 29

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing advices as above from China and the Straits Settlements, was delivered, *via* Brindisi, yesterday, its due date. The Pacific mail, with the Japan advices, reached London, *via* San Francisco, on the 18th inst. The next inward (French) mail, with dates Yokohama, 14th; Shanghai, 17th; Hong Kong, 23rd April; Singapore, 1st May, which is due, *via* Marseilles, on Monday next, left Suez on the 20th inst., two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived May 22.—From Galle: Mr. Burnett.

To Venice.—From Shanghai: Mr. Broadbent. From Singapore: Mr. Garton. From Batavia: Mr. Myrtle. From Galle: Mr. Cowan, and one second-class passenger.

To Southampton, per P. and O. steamer *Bokhara*, expected to arrive June 1.—From Yokohama: Miss Hadland. From Singapore: Mr. and Mrs. Hargreaves, Master Orton, Mr. J. Martin, Mr. T. Ferguson, Major Michael, Mr. A. B. Scott, Mr. Dunlow, and four second-class passengers.

PASSENGERS OUTWARD.

Per French steamer *Donnai*, May 24 (booked from London).—To Shanghai: Mr. and Mrs. Dillon, Mr. Acheson, Mr. Hancock. To Yokohama: Mr. Wataire. To Hong Kong: Mr. Merian, Mr. K. Morrison. To Singapore: Mr. Leonard, Mr. and Miss Engster, Mr. Montcourt, Mr. Von Franquemont, Mr. Poisson. To Batavia: Mr. and Mrs. Reyers.

Per French steamer *Meikong*, June 7 (booked from London).—To Yokohama: Mr. C. J Zael. To Singapore: Mr. and Mrs. Harper. To Batavia: Mr. Revins and family, Mr Mesakitz and lady. To Saigon: Nine Sisters of Mercy.

Per French steamer *Anadyr*, July 5 (booked from London).—To Galle: Mr. Prime.

Per P. and O. steamer *Malta*, from Brindisi, June 1.—To Yokohama: Mr. O. Eckels. To Ceylon: Mr. J. H. Alexander.

Per P. and O. steamer *Hindostan*, from Southampton, June 4.—To Yokohama: Mr. Clifford Bate. To Singapore. Mr. A. P. Talbot, Mr. N. P. Trevener. To Ceylon: Mr. and Mrs. G. W. Paterson and child, Major General Street, C.B., Mrs. Street, and two daughters.

Per P. and O. steamer *Sumatra*, from Venice, June 12.—To Ceylon: Mr. W. D. Wright.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 18th inst. and published in our last issue.

CHINA.

PEKING.

The latest news from Paouting is to the effect that the Governor-General, Le Hung-chang, would start for the Western Tombs on the 23rd March, for the purpose of examining the condition of the roads, inns, &c., on the route from the metropolis to that place, and of taking whatever measures might be deemed necessary that everything should be in proper order by the 10th April, when the Emperor will start from Peking on his visit. The Western Tombs are situated in the district of Echow, lying south-west, and distant about two hundred and forty le (eighty miles) from Peking. The Governor-General will reach Peking by about the 5th April, for the purpose of reporting to the Emperor that everything has been arranged.

At about 9.30 P.M. on the 5th April shocks of an earthquake were felt by the Chinese people of Tientsin and the surrounding villages, and immediately after they heard a rushing sound in the air. The household dishes, plates, &c., were lying or standing together, rattled from the motion.

Training has commenced for the Peking races, on a course near the Temple of the Sun, outside the East Gate of the Manchow City; and a tent made of matting has been erected at the course, in which coffee is served out to the visitors at the morning trainings.

SHANGHAI.

The present mail brings advices from this port to the 10th April; the P. and O. mail from London Feb. 20 arrived out on the 6th April. The following items of news are from the *North China Herald*:—

We have news of considerable interest and importance from the little kingdom of Korea. A revolution has happened, the power of the Regent been overthrown, and the party of the Queen mother, who is said to be a Christian, come into the ascendant. It is impossible to rely accurately on reports about a country which has so carefully cut itself off from communication with the world; but the present rumour comes through a trustworthy channel, and is so exceedingly likely in itself that we have little hesitation in accepting it. We cannot explain the position better than by referring to a letter signed Philo-Koreanus, which we published in March, 1873, and which gave some curious information about the state of Korean politics. The history is one of the intrigue so common in Oriental Courts, and the present revolution is simply an overthrow of the power of a Maire du Palais. The actual King of Korea is a lad of eighteen or nineteen, and is the son by adoption only of the Dowager Queen. The old King died childless in 1864, and his consort adopted the son of a mandarin named Li. This individual accompanied his son to Court; and, being an able and ambitious man, succeeded soon in getting the whole power into his own hands and putting aside the Queen, who should have been sole Regent according to law. The Dowager Queen is said to be a Christian, but uncompromising hostility to Christianity was a leading maxim in the Regent's creed. The massacres which occurred in Korea some years ago, and caused the flight to Chefoo of those missionaries who escaped death, took place under his inspiration. A tyrannical ruler, he was still evidently an active one; he spared no exertion to oppose the French and

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American incursions, and the withdrawal of both, after fruitless efforts to open communication with the capital, greatly enhanced his prestige. Some idea of the firmness of his rule may be gathered from an incident of the American expedition. The presence of men-of-war in the river cut off supplies from Kanghoa; but when the people began to grumble at the scarcity, he compelled the inhabitants one and all to carry rice on their backs to the capital, even nobles being obliged to take their share of the labour. It is easy to conceive that such a man would soon become hated as well as feared; and the revolution of which a report now reaches us was only a question of time. Now that it has happened, interesting problems arise as to the foreign policy of the new party regnant.

No doubt the complications with Japan have been at the bottom of the present change. Korea has always been in intimate relation with Japan, and more or less under the latter's influence. There is sure to be a strong Japanese party in the country, and the imminent danger of war has very probably been the "cry" in the present revolution. We may assume, therefore, that more friendly relations will prevail; the question is, may we venture a step further, and anticipate some departure from the rigid isolation which has lately characterised Korean policy? If the Queen Dowager is really a Christian, as reported, the probabilities are in favour of such a contingency. We only hope that her Christianity may prove to be of an intelligent caste, and that she will not fall as implicitly into the hands of the priests as she did lately under the power of their opponents. Any such result would be sure to lead, sooner or later, to another revulsion of feeling, and very probably to another massacre. In the meantime, we look with interest for further information.

A meeting of shareholders in the China and Japan Marine Insurance Company was held on the 6th April. The accounts showed a balance of profit available for distribution, on the 31st December last, of Tls. 44,696; out of which it was resolved to declare a dividend of 4 per cent. for the half-year, to return a bonus to contributors of 11 per cent. on the net premia, and to carry the balance of Tls. 11,000 to reserve. Messrs. R. W. Little, O. C. Behn and A. T. Carmichael were elected directors, and Messrs. Corner and Brandt auditors.

The annual meeting of shareholders in the Shanghai Gas Company was held on the 4th April. The accounts show a net profit of Tls. 21,582.79 for the year, out of which two semi-annual dividends of 6 per cent. have been paid, leaving a balance of Tls. 3,582.79 carried forward. Mr. Cowie asked various questions relating to the accounts, the plant, and the working of the company generally, and suggested that an engineer's report should in future be presented with the directors' report. The directors expressed their willingness to adopt the suggestion if on a show of hands it appeared to be generally desired, and the test proved to be in its favour. They also accepted suggestions by Mr. Cowie in regard to re-arrangement of some items in the annual statement. The report and accounts were then passed. Mr. F. D. Hitch was elected a director in place of Mr. F. B. Forbes, and the other members of the board, viz., Sir E. Hornby, Messrs. J. T. Brand, E. J. Hogg, and J. G. Purdon were re-appointed. Mr. O. Brandt was re-elected auditor.

A meeting of the North China branch of the Asiatic Society has been held, the Vice-President, Mr. Wylie, in the chair. Messrs. W. G. Stronach and — Cooper were proposed; and Messrs. G. M. Hart, M. O. FitzGerald, P. D. Tata, and Dr. Carmichael, Chefoo, admitted as members. The Librarian, Mr. Cordier, having announced contributions of books, the revised rules were passed, Mr. Kingsmill suggesting the addition of one (appended to the former code, but overlooked in revision) admitting missionaries to the privileges of ordinary members, with the exception of receiving copies of the Society's journals, without payment of subscription. Dr. Shearer showed a rare collection of botanical, geological, and zoological specimens and curiosities, which he had made among the Lusan hills, and in the neighbourhood of Kiukiang, during his residence there. The specimens were admirably prepared, and laid out in the lecture-room, and engaged a good deal of attention. Dr. Shearer also read portions of an account of one of his excursions, in which, apart from strictly scientific subjects, he touched on topics of general interest to all foreigners in Far Cathay. A short discussion followed, and at the close a vote of thanks was cordially awarded to Dr. Shearer, on the motion of the Chairman.

A meeting of the three Volunteer Rifle Companies has been held, to discuss the method of electing officers to the corps. At the meeting of July, 1870, when the corps was revived, the officers were elected by a general vote of the corps to save delay, and this principle has since been adhered to, under the impression that it constituted a rule. The command of No. 1 Company having, however, now become vacant, through the resignation of Captain Kidner, the members of the company claimed the right of electing their own commandant. As the constitution of the corps had not been very clearly defined, the question was referred to a general meeting of the three companies, and the principle asserted was unanimously affirmed—each company to elect its own officers.

Our anticipation of a contested election this year is to be realised. The names are notified of thirteen gentlemen who have been nominated for the Muncipal Council:—A. T. Carmichael, G. J. W. Cowie, M. P. Evans, F. E. Heyden, Wm. Kidner, F W. Lemarchand, R. W. Little, Robt. Mackenzie, J. G. Purdon, J. P. Tate, S. D. Webb, J. Wilson, and A. G. Wood. The present Municipal Council have set the good example of publishing a list containing the names of those eligible for election to civic honours; and any two persons qualified to vote may select and nominate any nine of these gentlemen they please—the consent of the nominees to serve being, however, essential. The nominations closed on the 6th April.

The amateur performers of H.M.S. *Cadmus* have given a performance at the Lyceum, in aid of the fund for the admission of sick poor to the General Hospital. The pieces were the farce *Retained for the Defence*, and the burlesque *Acis and Galatea;* and the assistance was given of an orchestra of amateurs under the leadership of M. Remusat. There was a fair attendance, and the entertainment gave lively satisfaction, and brought out some very good acting. The play wound up with a graceful farewell, set to the air of "Auld Lang Syne," and sung on behalf of the "Cadmusses" generally by the actors in the burlesque of *Acis and Galatea.*

The drama of *The Bells*, given by the Amateur Dramatic Corps, as the third performance for the season, went off with a success more complete than from its requirements some people anticipated. The actors were well up in their parts, the situations carefully managed, and the scenery most effective and artistic. On the whole, the play gave the greatest pleasure to a well-filled house, and was a judicious alternation from the performance which preceded it.

Among the numerous amusements now offering in Shanghai, the performances of a troupe of Japanese acrobats in a pavilion near the French Municipal Hall are not the least attractive. Those who remember the precocity of little "All Right" and other children who performed here some years ago in the old Lyceum will have an idea of the prowess of little Ima-kitche, a child only seven years old, who is one of the stars of the present troupe. Besides the acrobatic performances, some large stereoscopic views of Japanese scenery are exhibited—the whole combining to form a very agreeable entertainment; and as the price of admission is only half a dollar, we doubt not the pavilion will have a good many visitors.

A sham fight was held on Easter Monday between the Shanghai Volunteer Corps and a Naval Brigade from H.B.M.'s ship *Cadmus*. It was a little late in the season, and movements were somewhat restricted in consequence—out of regard to the crops; but the affair was on the whole successful.

The handsome new wall and railing replacing the dead brick wall which has hitherto formed the boundary between the British Consular Compound and the Bund, is now approaching completion, and has so far advanced that the entrance by the side of Messrs. Pustau and Co.'s hong has been closed up in favour of a new one opposite the bridge. The improvement is one which not only enhances the appearance of the locality, but must prove a great convenience to visitors to the Consulate from that side of the Settlement, and particularly to those connected with shipping who come from Hongkew.

Messrs. Bush Brothers, Newchwang Circular of the 1st April says the river was then quite safe for shipping. The British barque *Prospector* and German barque *Lotte* arrived on the 27th March. The American brig *Vesta* and the steamer *Thales* were also in port, the latter loading beancake for Swatow. No business in imports, except opium, was done during the winter, owing to the unsettled state of the money market. A few days ago it was arranged by dealers generally that transactions for the future shall be done in Sycee, as formerly, and we may expect a good and healthy trade will be the consequence. Under the "Kuo-lu" system it was impossible to calculate the laying down price of goods.

A correspondent at Shanghai writes:—English readers will be interested in the fact that there are now three weekly newspapers and one monthly magazine published in China. Two of these newspapers are managed by the Chinese themselves (one in Shanghai and one in Hong Kong. The Shanghai paper has a foreign director, but his power is not absolute. This paper has lately attracted much attention from its outspoken convictions on Chinese so-called courts of *justice*, and the offices of the paper have been threatened with destruction, and the compositors with durance vile by the partisans of the pulled-to-pieces mandarin. An opposition paper is now spoken of in Shanghai, entirely under native patronage and control. Foreign inventions, foreign news, and scientific matters are introduced into both the Shanghai and Hong Kong papers. The third newspaper is conducted by one of the Shanghai missionaries. It contains a religious article (Dr. Williamson, of Chefoo, is now contributing a series on Natural Theology), mission news, Chinese and foreign intelligence, miscellaneous news, and a scientific article. Its price is fifty cents per annum, and it has on an average twelve pages with illustrations. Its circulation is over 10,000 copies; and a large number of copies are bought by the Japanese. The *Magazine* is the organ of the Peking Society for Promoting Useful Knowledge, which you have drawn attention to more than once. It is written in a good style, illustrated, sometimes with coloured prints. Its price is one dollar a year; it is purely scientific and secular, but though with a more limited circulation,

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it is doing, one would hope, a good work of enlightenment amongst the officials and higher classes, who in many instances read it eagerly.

Under the auspices of Mr. Medhurst, a reading-room for the Chinese in Shanghai, with translations of foreign literature of all kinds, newspapers, models of engines, maps, &c., is about to be started; lectures on scientific subjects also are proposed. Yet amidst all this we hear of "uneasiness at Tientsin." I trust that ere long China will cast away her suspicion and antipathy, and opening her great gates wide to Western improvements and Christian civilisation, will advance not less surely but more rapidly along the path of true progress.

The *Herald* gives the following details of the loss of the steamer *Manchu*:—

THE LOSS OF THE STEAMER "MANCHU."

The uncertainty which hung over the fate of the *Manchu* has been dispelled by the arrival of the S. S. N. steamer *Shingking*, bringing from Chefoo Captain Lowell, the second mate and one fireman—the sole survivors, it is unfortunately too probable, of the crew of the lost steamer. The story they have to tell is one of the most harrowing that can well be conceived. We give the simple facts, with but slight verbal emendation, as they have been stated in Captain Lowell's deposition made at the U.S. Consulate-General.

The *Manchu* left Nagasaki for Shanghai on the morning of the 14th March, with 823 tons of coal, including the contents of her bunkers. She had on board, besides Captain Lowell, D. R. Spedding, the registered owner; J. H. Coker, a passenger; H. T. Jones, mate; A. Courage, second mate; Tauchert, chief engineer; and Goder, second engineer. The non-European portion of the crew and passengers (we believe the latter were very few) numbered 45, so far as known to Captain Lowell. The steamer proceeded to sea, and about halfway from Nagasaki to Cape Gotto, a Japanese fishing boat was run into and sunk. The vessel was at once turned round, a boat lowered, and all the crew picked up. Of these there were five, thus making a total of fifty persons, besides Europeans, on board the *Manchu*. The steamer then continued her voyage, all going well until the 16th March, when a strong N.N.W. blow came on, with a heavy sea, which caused her to roll a great deal. In consequence, the two coal bunkers gave way at once, and the small coal running thereform choked the pumps and the engine, stopping the latter by falling in and all around it. From that time, about 5.30 A.M., the engine ceased to move. Every endeavour was used to free the pumps and pipes, but to no avail. The crew were set to work to bale with buckets, some coal which was in bags on the main deck was thrown overboard, and then all hands, including passengers, were engaged in baling. These efforts were futile, however, the water speedily gaining. Captain Lowell next got out drags to try to get the vessel's head to the wind, but they proved of little use, owing to the rolling of the ship, and the high and boisterous sea running. During the night of the 16th and morning of the 17th, the second mate, by his orders, was getting the boats ready, and putting provisions, water, compasses, &c., in them. At daylight on the 17th the water was up to the maindeck beams. Captain Lowell then ordered the crew and passengers into the boats, of which there were four, two life-boats in good order, and two ordinary wooden ship's boats. The boats were successfuly launched and, exhausted with fatigue and anxiety as they were, all embarked in them safely, and pulled a short distance from the ship. They had not been in them more than fifteen or twenty minutes however, when the mate's boat (a lifeboat) filled with water and swamped, losing the second engineer and a number of the crew. Captain Lowell went to their assistance, and pulled into his boat the chief engineer and six Chinese; these he apportioned between the two wooden boats, and then went back a second time to rescue some who still remained. Before he reached the swamped boat however, it had turned over, and all who were in it were lost, except Jones, the mate, and a Chinese boy, who were got into the Captain's boat, the former (Jones) being at this time insane from exposure. In a few minutes Captain Lowell saw that one of the wooden boats had swamped, and went to the rescue again, only to find when he reached it that all its occupants were drowned. This boat was in charge of the quartermasters, and did not contain any Europeans. At this time the sea became worse, and Captain Lowell heaved his boat to. The remaining wooden boat was last seen about an eighth of a mile distant, apparently water-logged, and drifting before the wind. In her was the chief engineer and two quartermasters. This left Captain Lowell in the only other boat with Mr. Spedding, Mr. Coker, Mr. Jones, Mr. Courage, and twelve Chinese. The condition of the chief engineer's boat renders it certain that she, one of the inferior wooden ones, waterlogged and helpless, must have shared the fate of the two already swamped; and though, seeing her dangerous state, the lifeboat would have gone to her assistance, Captain Lowell reports that the heavy sea running and the fact that his boat was overloaded rendered it impossible to do so. To diminish as much as possible the peril of his own boat's situation, Captain Lowell, therefore, kept her hove to until two P.M. of the 17th, when the wind hauling more to the westward, sail was made and a course steered for the coast of Japan. Her position at the time was about 130 miles from Cape Gotto, in a S.W. by W. ½ W. direction. About ten minutes after putting sail on her the boat swamped, and turned partly over, losing nine Chinese. She was now water-logged, and as each successive sea broke over her the frightful position of her crew may be imagined. About 4.30 P.M. Mr. Coker, in the madness of despair, jumped overboard, having bid his comrades good-bye, saying he could stand it no longer, the agony was insupportable, and he wanted to put an end to his sufferings. He had suffered from sea-sickness, and was sick when he went on board at Nagasaki. About dark, Mr. Jones, who had been in a state of raving insanity from the time he was taken from his own boat, crawled overboard. What must have been the feelings of the survivors, after a series of such fearful incidents, happening under their eyes, and which they were not only powerless to avert, but compelled to contemplate as their own probable fate! It is little wonder that about this time Mr. Spedding told Captain Lowell that he saw no chance of his life being saved, and that he wanted to get out of his misery. Utterly exhausted and reduced to despair, he drank some brandy, and died about an hour afterwards. A Chinese who ate a quantity of opium next died in the boat, but still Captain Lowell and his mate hoped on, and they were rewarded. The weather moderated, and they put the only two remaining Chinese overboard, with a rope to each oar, for them to rest on, in order that the water-logged boat could be baled out. While they were doing this, one of the Chinese threw up his hands, let go his oar, and disappeared. Shortly after, the boat having been baled out, and the sea being comparatively calm, the only surviving Chinaman was taken inboard again, and the two exhausted men rested themselves. The next night was passed in the boat. All this time the only things that had been found to eat and drink were two Chinese hams and one bottle of Bourbon whisky—the water beakers and much besides having been lost. At daylight of the 19th a sail was sighted, and the boat pulled for her, making signals with two towels on an oar. The vessel fortunately observed the signals, and running down to the boat picked up the small remnant which had survived such awful experience, to tell of them and the sad fate of fifty-four of the fifty-seven who had left the sinking steamer. The vessel that thus opportunely crossed the track of the castaways proved to be the German brig *Otto*, Captain Adamson, bound from Yokohama to Chefoo, and the greatest kindness was manifested to the shipwrecked men by all on board of her, during the eleven days which elapsed before Chefoo was reached.

HONG KONG.

Our advices by the present mail extend to the 16th April; the French mail from London Feb. 27 arrived out on the 10th April, and the following P. and O. mail of March 6 was received on the 14th April. We take the following items of news from the *China Mail*:—

The ordinary general meeting of the shareholders of the Union Insurance Society of Canton was held at the office of the Company on the 10th April. There were present:—Hon. P. Ryrie (in the chair), Hon. R. Rowett, Messrs. Greig, G. Heard, Ede (secretary), Jensen, Karberg, S. D. Sassoon, J. S. Lapraik, Hoppins, Strack, Lindstead, Behre, and Captain Cairns.

The notice calling the meeting having been read, the Chairman said they had had the report before them for some time, and proposed its being taken as read. It was not a very long one, and there was very little to say about it, as there were no new matters to be brought forward. If there were no more serious losses attaching to the society, he did not think the report was an unsatisfactory one, when compared with those of other insurances offices here and other parts of the world. As might be observed, it gave power to the present committee to go on winding up the office, and declaring dividends without calling a special meeting. If any shareholder was of opinion that this should not be the case, perhaps he would say so, or if he wished a special resolution put to the meeting on the subject he might propose one. If the report were adopted as it stood, the directors were of opinion that that would be sufficient for them to go on winding up. The speaker then proposed the adoption of the report. Mr. Heard seconded, and it was unanimously carried. The Chairman intimated that the paid-up capital of the expired office would be ready for payment to the shareholders on the 13th April. He thought it would be satisfactory to them. The meeting then separated.

The coroner and a jury have been engaged in investigating the cause of the death of one Chun A-ngan, an umbrella-maker, at Queen's-road West. It appears that the deceased had been suffering from some cutaneous eruption on the forehead, and he consulted one Wong Achun, a herbalist, who sometimes prescribed for people suffering from any external complaints. He took the eruption to be leprosy, and accordingly gave the deceased a poisonous root known by the Chinese as Woo Min Keong. This plant has many technical names, but the most generally known is the one given above. According to the man's own statement, he gave the deceased about four maces weight of this root, with instructions to boil it into a soup with pork, and to be taken in homeopathic doses, so that the whole weight of the root would be sufficient for forty doses. But whether he did or did not give these instructions, or whether the deceased understood them or not the deceased made the whole into one dose, and soon after partaking of this decoction or soup, felt a giddiness in the head, followed by alarming symptoms. The herbalist was apprised of the fact, and he hastened to administer an antidote in the shape of goat's blood, mixed with some medicinal ingredients, but to no avail, as the deceased rapidly sank and died. At the inquest several Chinese medical practitioners were examined, all testifying to the highly poisonous nature of the root, and to its being never used as an internal medicine. None of them, however, had any personal experience of death having arisen from its use. What they deposed to had been gathered from theory and hearsay. Dr. Wharry also testified to the root being a poison from experiments on dogs, but the analysis of the contents of the deceased's stomach did not reveal any trace of irritant poison. The jury, after due consideration, found the herbalist guilty of manslaughter, with a recommendation to the Government to pass a law prohibiting the sale of poisonous medicines by Chinese druggists.

The *Chinese Mail* gives an account of the interview some of the leading Chinese had with the Governor on the 7th April. The deputation was the largest that had ever waited on Sir Arthur Kennedy, being composed of some thirty members. They

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spoke on behalf of the four Chinese sentenced to death for murder, and whom the special jury had recommended to mercy. The reason the Chinese gave in extenuation was that the moral character of the woman Chung Fooktai was bad, and that the neighbours tried to reform her. Moreover, that the day on which the occurrence took place was the second day of the Chinese new year. It was a day of great significance with the Chinese, and no doubt both parties had been indulging in liquor. The deputation next brought forward the nuisance and danger arising from the burning of paint oil. The effluvium it produced was offensive and injurious to health, while the danger of fire was great. The Governor said that by the existing law persons guilty of that offence could be prosecuted, but he promised to see into the matter. H.E. then pointed out to the deputation the evils attending the emigration of women. The law allowed only less than twenty females being conveyed without reporting to the Emigration Officer; but evil doers had managed to elude the law by taking only eighteen or nineteen, and these they put through a course of lessons, using threats, so that when they were interrogated, they might say they went to the places they were bound for to look for their husbands or some other relatives. H. E. requested the co-operation of the Chinese to put down the evil. The deputation finally brought forward the disgraceful state of Taipingshan. The Governor said he had consulted the Surveyor General on the subject, and attention would be paid to it as soon as possible. This state of the roads and streets there had existed for the last twenty or thirty years, and the evil could not be expected to be eradicated all at once. The deputation then withdrew.

The Supreme Court was engaged throughout the 15th April with hearing a suit in equity wherein the Manchester and Salford Bank were the plaintiff, and Messrs. John Burd and Co., defendants. The case was finally adjourned. Mr. Kingsmill appeared for the plaintiffs, Mr. Hyllar for the defendants, and Mr. Handley for the official assignee in the bankruptcy of Jors and Co., and Severs and Co.

We hear from Amoy that a severe storm passed over that port on the 12th April. The downpour of rain was tremendous, and the claps of thunder were appalling. The lightning shook the house occupied by Mr. Patterson, of Tait and Co., making two huge cracks in a wall, and knocking down a coolie, who was at first imagined to be dead, but who was found, however, afterwards to be more frightened than hurt. A wild cat, said to be of immense size, which has been prowling about Keelong, was seen lately, much to the annoyance of poultry breeders, whose yards he lays severely under requisition. Two Chinese gunvessels, the *Ta-an-lan* and the *Chenghai*, arrived on the 13th April, most probably in connection with the reported affair between Japan and Formosa.

In the Summary Jurisdiction Court Mr. Justice Bramston has delivered judgment in the case of Lee Luk *v.* Lee Si Moi. This was a suit between two Chinese females, and in the course of the examination, which has occupied the attention of the Court for two days, most conflicting evidence was adduced, the defendant denying in *toto* the existence of the promissory note. His Honour, however, believed the plaintiff's story, and gave judgment in her favour with costs. He did not take further notice of the defendant's evidence, as he thought the justice of the case would be met by a judgment against her.

The P. and O. Company's new coal wharf is progressing favourably, piles having been driven over 100 feet out. Mooring buoys are also being manufactured at the company's factory in connection with the same. We understand that the P. and O. Company are intending to abandon Hong Kong as a head-quarters, transferring their principal establishment to Shanghai.

We learn that the four Chinese convicted of murder at British Kowloong and sentenced to death have had their sentences commuted to imprisonment for life.

The Spanish steamer *Formosa* has arrived with the late mate, second mate, carpenter, cook, and five Malays, part of the crew of the German brig *Gazelle*, seized in Manila in September last.

The lighthouse on Cape de Aguilar is progressing fast, being some fifteen feet above ground. The house for the lighthouse keeper is built, as also a landing place. The foundations of the lighthouse on Green Island are being laid.

The ill fated ship *Columbia*, which was burned some time ago in this harbour, has been raised from the spot where she was scuttled at Kowloong, and is now afloat; by all accounts good salvage is likely to be made.

A petition to the Government for the release of Captain Heriot, sentenced to three months' imprisonment in connection with the *Wan Loong* catastrophe, is being signed. Opinions seem pretty fairly divided on the subject.

Admiral Shadwell proceeds North in the *Iron Duke* on the 18th April. The *Frolic* accompanies her. H.M.S. *Teazer* left this for England on the 4th April.

Major-General Whitfield has fixed his departure for the 25th April.

STRAITS SETTLEMENTS.

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SINGAPORE.

The advices by the present mail extend to the 23rd April. The P. & O. mail from London March 20 arrived out on the 20th April. The following summary of news is from the *Straits Times*:—

There has been nothing occurring in our local politics during the fortnight. The Legislative Council has not yet resumed its sittings, and no fresh questions of importance have arisen. The Hon. J. W. W. Birch, Colonial Secretary, is still absent on a visit to Perak, and his office is filled in the meantime, as we noticed in our last summary, by the Hon. T. Braddell, Attorney-General, the duties of Assistant Colonial Secretary and Auditor-General being also performed by acting officers.

Singapore has contributed its mite towards the relief of the sufferers by the Indian famine. A working committee was organised last week, and subscription lists put in circulation, with such good effect that the committee have been able already to remit Rs. 10,000 to the Central Relief Committee at Calcutta, and further collections are still being made, a considerable sum being already in hand for the next remittance. This speaks well for the generosity of the place.

The greater portion of the Dutch troops have probably by this time been withdrawn from Atchin, and only a sufficient force to garrison the fort in the Kraton will remain during the rainy season, when operations will be impossible. Several vessels conveying the troops from Atchin to Batavia have already passed through the Straits. A Dutch official telegram from Penang announces that the long announced hostile attack of the Atchinese was made on the 11th April, but proved only a feeble demonstration, and was easily repulsed, the chiefs being able to assemble only about 200 fighting men. There have been further submissions of Atchinese States to Dutch sovereignty, and the people appear tired of opposing ineffectual resistance to the Dutch troops. It is, therefore, probable that the war is practically at an end, and that a third expedition next autumn will be unnecessary.

The criminal session, which opened on the 10th April, closed on the 21st. There were no cases of general importance, but in a murder case, before a special jury, the jurors drew attention in open court to the miserable interpretation by means of which they are compelled to arrive at the facts, and received the assurance of the Court that some endeavour would be made to remedy the evil complained of. The Judge of Penang, Sir William Hackett, proceeded home on leave of absence by last mail, and the Chief Justice will open the next criminal session at Penang.

On the 18th of April, as the crew of the police boat were going their rounds in the harbour, they were hailed from the Sarawak steamer *Royalist*, and informed that there was a dead body floating alongside the vessel. They took the body in tow, and drew it in to near to the Raffles Institution, where, on examination, it was discovered to be that of a police constable in uniform. The features were readily recognisable, and the deceased was identified as a constable named Jahya, who had only obtained leave of absence on the previous morning, and was seen alive in the evening. He had evidently met a cruel and shocking death, as his body bore no less than seven stabs, and the wounds had apparently been scalded in a vain endeavour to efface the marks, the flesh around the stabs being partially removed and perfectly white. The body was taken to the dead-house at the hospital for *post mortem* examination. An inquest is being held.

At Johore the extreme penalty of the law has been carried out in the case of four murderers. One, a Malay from the Batu Pahat district, killed another, and compelled the murdered man's wife to run away with him to Siak; he had evaded capture for five years. Another was a Chinaman, a gambier planter, who murdered his brother, also a gambier planter, because he would not give him sixty dollars. The other two were the Malays who killed the Kling pedlar and his coolie, from Singapore, in the old Johore river, a short time ago; a third was implicated, but as he bore witness against the others, and did not strike a blow, he was sentenced to twenty years in the chain gang. They all confessed their crimes, and acknowledged the justice of their sentence. They met their deserts by the bowstring with apparent indifference.

Lieut.-Colonel Barlow, who arrived by the last mail steamer, has assumed command of the 1st Battalion 10th Regiment here. Major Nicolls, R.A., goes home by the present mail.

The spring meeting of the Sporting Club concluded on the 11th April, and was a very successful one, both as regards the races themselves and the value of the prizes awarded; and we trust the very satisfactory result of the spring races will encourage the Sporting Club to hold a second meeting this year.

The *Sarawak Gazette* of the 1st April announces that the negotiations with the Sultan of Brunei respecting the murder of six Sarawak subjects by Tinjir people while working gutta in the jungles of Parram had resulted in the imposition by the Sultan of a fine equal to $8,000 upon the Barram people, payment of which he was enforcing through the aid of his Government steamer.

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PENANG.

Our advices extend to the 25th April; the P. and O. mail from London March 20 arrived out on the 18th April. The following is from the *Penang Gazette*:—

The following is the gist of the terms offered to the different tribes on the Coast of Atchin by the Dutch, and we can only add that, if the latter will act up to what they promise, the former will have no reason to complain, and the sooner they come to terms the better will it be for all concerned. So far as British interests go, they are pretty well protected by the treaty of 1871, and our Government will only have to see the provisions of that treaty strictly carried out. We suppose it will be necessary to have a British Consul at Atchin Bezaar eventually.

The subjected States will be required:—1. To acknowledge the King of the Netherlands as sovereign and to fly the Dutch flag at land and sea. 2. To govern the country with justice; to maintain order and peace with the neighbouring States, to promote trade, industry, agriculture, navigation and likewise the welfare of the people. 3. To oppose slavery, kidnapping and piracy. 4. To afford help to the shipwrecked and to save stranded goods. 5. Not to afford concealment to Government subjects who are guilty of crimes. 6. Not to enter into political relations with foreign Powers. 7. All matters not touched upon above; if there be occasion therefore, will be regulated by the representative of the Netherlands India Government at Atchin, and the lawful Government of that country, in accordance with the existing state of things and with due consideration for existing institutions.

The ruling rajahs will be guaranteed independent government and the protection of the Netherlands, they will be exempted from all obligations, and from the payment of "hassil" and similar duties to Atchin Proper (Atjeh Bezaar), whereas the Government of the Netherlands demands nothing more than obedience to the above-mentioned stipulations, and will not even exact any tribute.

H.M.S. *Avon* proceeded up to Quedah on the 20th April, and anchored about five miles off the entrance of the river next morning. One of the Tunkus, with four row boats, met the ship on her anchoring, and conveyed the Lieutenant-Governor, Colonel Anson, and Commander Powlett ashore. The party were the guests of the Rajah till the next day, when a salute of fifteen guns announced their departure for the gun-vessel. The Lieutenant-Governor was present at the marriage of the Rajah's daughter with one of the princes of Purlis.

Mr. W. E. Maxwell, the magistrate of police in Province Wellesley, has been appointed Acting Judge of the Supreme Court of Penang.

CEYLON.

(FROM A CORRESPONDENT.)

KANDY, APRIL 30.

The changes that have taken place in the matter of coffee cultivation within the last three years are simply marvellous. New districts formerly despised have risen up like magic. Whole country sides of primeval forest have given way to the axe of the cultivator; and districts whose only inhabitants were the elephant, the chetah, and the elk, are now smiling plantations of luxuriant coffee. A space of ground of probably thirty miles long and ten miles broad can now be traversed in one unbroken field—a thing that I suspect could not be done in any other district of the country. All this is the work of new men and new money—new enterprise and new success. And prices have gone up to a figure hardly imagined—certainly not for many years previously realised. Until two years ago one could go to a Government sale and expect to buy the block of land he had applied for, or whether he had applied or not, at £2, or, at outside, £3 per acre. Indeed, about that time I have known of lands knocked down at such sales at the upset price of £1 per acre. But these halcyon days are past, and those who want land now must be prepared to pay £8 or £10 per acre for it, or go without. Curiously enough, too, it is only in the fancy districts of Dunbula, Dickuja, and Maskeluja that these fancy prices are obtained. Elsewhere, if land be put up, it is expected to be purchased, and generally is purchased, from £1 to £2 per acre. Altogether we live in exciting times. What fortunes could have been made had we known four or five years ago that matters would take this turn. As an instance, I will just tell you a case where I knew the parties. There was for sale a block of forest land of 200 acres. It was offered to two gentlemen, who jointly owned a neighbouring block, at £3¼ per acre, or £600 in all. They had not the courage to tackle it at £3 per acre, but a year later they voluntarily offered and bought it at £8 per acre, thus paying £1,600 for what they might earlier have had for £600. Such has been the demand for land in these new districts that as fast as it can be cut up and brought into the market there are eager buyers up to £8 and £10 per acre, and one lot was lately run up to £18 per acre. Prices of the bean, too, have during last year fluctuated more than during any one year of Ceylon's commercial history. Coffee which in the early part of 1873 sold for 80s. per cwt., went up to 125s. and 126s. Parchment, which was worth 14s. to 15s., went up to 25s. per bushel. And many crops changed hands two or three times, sometimes being bought back by their original owners, and again resold. Bold merchants are said to have made fortunes. But there is always the obverse to the picture. It is said that the system by which they appointed middle men to scatter their money among the native coffee gardens will leave a lasting reminiscence in the minds and pockets of many of them sufficient to counteract the effects of the fine bargains they have made, when they bought crops at 15s., and sold them at 20s. to 25s. Great also have been the fluctuations in rice—the food of the people. The famine in India has reached Ceylon. Unfortunately we are dependent on India for all our resources—for the labour with which we work our plantations—for the food that feeds that labour and for the rupees with which we pay their wages. India being now in the midst of a famine rice goes from the districts whence we draw our supplies in South India, and which are not famine stricken, to those in Northern India which are. And the result is we are punished by having to pay considerably enhanced prices. Let us hope this will soon pass away, and things will soon revert to their normal state. More untoward as regards our cultivation than all these, however, has been the leaf disease, of which no man sees the end yet, nor has discovered a cure. It is a fungus that attaches itself like a miniature mushroom to the lower side of the leaf of the coffee-tree and appears to extract its vitality, for the leaf withers and dies under the infliction. It has now been among us for four years, and has done an incalculable amount of mischief. To it no doubt we are indebted for the very short crops we have lately had. Indeed, during the past three years old estates especially have gone down in bearing enormously; and even high and young estates have not yielded in anything like the proportion expected of them. After the rest the estates have had for the past year, when they they did not yield more than a half—some not a fourth—of previous crops, it was natural to expect a very large crop in the coming year. But it is not to be; as usual, something comes in the way to mar our hopes, to blast our prospects. In March, in many districts, a good part of our best blossom was destroyed by too long a spell of drought, and the blossoming season is now over, so that we cannot expect that lost blossom to be replaced; we shall, therefore, only have a moderate crop this coming year. Let us hope prices will be maintained, so that we may have some set-off against the deficiency in quantity. At present things certainly do not look bright.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Cornabe and Co.'s Circular, dated April 2, says:—Our last Circular advices were issued on the 4th ult., and since that date business generally has been very dull. In Manchester Goods scarcely anything has been done, and rates have gradually declined from the prices reported in our last to those quoted below. Metals: Lead and Iron have both been in fair enquiry, but the lowness of stocks has restricted sales.

HANKOW.—There had been some activity in the market for Cotton Piece Goods, but the business transacted had been done at gradually declining prices, and for most fabrics weakness was the chief characteristic. Stocks were fairly large and supplies were coming forward freely.

SHANGHAI.—The past fortnight had been a dull one for all descriptions of goods, and there appeared but little anxiety on the part of the natives to do business. Prices for most manufactures were nominal, in the absence of general demand. Cottons: Grey Shirtings had met with but small enquiry, and a further decline had been established, more especially for the lower qualities. T-Cloths had been taken to a moderate extent, at a slight reduction. White Shirtings had also somewhat declined, but not to the same extent as Grey goods. Drills were still neglected. Fancy Cottons were without alteration. Woollens: The market remained quiet for all descriptions, and there was no new feature to notice. Good Camlets had been offered at Tls. 14.2.0. Metals: The fortnight had been without animation, and prices were nominally unchanged.

FOOCHOW.—Sales had been:—T-Cloths, 7lbs., 1,300 pieces at $2.10 to $2.25 per piece; 8 lbs., No. 1, 500 pieces at $2.00 per piece; 8 lbs. No. 2, 1,000 pieces at $2.55; Grey Shirtings, 8¼ lbs., 1,000 pieces at $2.65 per piece; Lead, 692 pigs at $8.00 per picul.

HONG KONG.—There had been no amelioration of the dulness which previously existed in the Import market, which was still in a most unsatisfactory state. The low prices ruling were as injurious to the Chinese dealer as to foreign Importer, and the trade with the interior did not appear to improve.

BATAVIA.—There had been no change of importance in the import market; there continued to be some demand for certain descriptions of Dutch Staples, the superior makes of which were comparatively light of stock. For Prints and other fancy goods the demand was less active, whilst Yarns of almost all descriptions were extremely dull of sale.

CANTON.—Lead had further receded in value. L.B. was worth $7.55 to $7.60, sales 200 piculs, stock 2,800 piculs; W.B. $7.75 to $7.80. Quicksilver was rather lower, $196.00 to $197.00 being the current quotations.

SINGAPORE.—Messrs. Boustead's Report says:—Business in Piece Goods has been quieter during the past fortnight and sales are on a smaller scale. Prices have ruled slightly in favour of buyers but

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latterly there is a firmer feeling owing to more favourable home advices. Grey Shirtings have been taken to a moderate extent and stocks are not excessive. T-Cloths 6 lbs. are scarce and in good demand; other weights are dull. White Shirtings: Medium reeds keep in fair request; fine descriptions are in less demand. 40s. Grey Yarn has been very quiet and few sales are reported. 18/24s. mock water has been taken to a small extent at low prices. Dyed Cottons are in small inquiry. Woollens keep in moderate request. Iron is without change in price, though there is not so much disposition on the part of buyers to purchase so freely as formerly. Yellow metal sells very slowly at declining rates. Copper Sheathing is little inquired for. Zinc Sheathing is out of stock and in some request. Roll Zinc is difficult to place. Brasswire is quiet at last rates. Pig Lead, affected by late China advices, has become very weak in price and almost unsaleable. Prices of Paint Oil and Turpentine are declining. Assorted Paints find few buyers at present. White Lead is wanted. Coal Tar is out of stock and inquired for. The market for Cardiff Coals is a little firmer, while West Hartley are without change in price.

PENANG.—There had been a good demand during the fortnight for the principal Grey Staples, and transactions had been on a larger scale than for some time previously. In one or two instances an advance on last prices had been obtained, but holders generally had met the demand freely. The demand at the close was again rather quieter, but stocks generally were much reduced.

EXPORTS.

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TEA.

SHANGHAI.—Black: The market was closed. Green: No settlements had taken place during the interval, but a chop of 886 half-chests local packed tea was put down as "shipped." Additional arrivals had consisted of three parcels of Pingsuey. The Stock consisted of 1,394 half-chests Country Tea, 955 half-chests Pingsuey and 700 half-chests Local packed.

FOOCHOW.—Teaman were expecting to leave at once for the country, their arrangements being about complete.

AMOY.—Nothing of interest had transpired.

CANTON.—No musters of new Scented Teas had been shown, but a fair quantity of the Scented Caper leaf had arrived from the country. Considerable competition had existed amongst the native buyers in the country for "new make" Congou leaf at prices ranging Taels 4 to 5 above those of last season.

SILK.

SHANGHAI.—A fair business had been transacted throughout the fortnight on about the same basis as the previous quotations, but sales being chiefly confined to odd lots, no actual quotations can be given. The sales include a small lot of Nos. 3 and 3½ Chick Chop, at Tls. 350 and Tls. 320 respectively; Nos. 2, 3, and 4 Gold Lion, at Tls. 375, Tls. 355, and Tls. 335; with Yellow and Blue Elephant, at Tls. 347½ and Tls. 322½ respectively. Settlements for the fortnight, Chinas, 1,400 bales. Total settlements since June 1, 1873, 55,400 bales; against 1872-73, 55,500 bales; 1871-72, 49,400 bales. Comparative unsold stock on this market on April 8, 1874, 1,200 bales; 1873, 400 bales; 1872, 200 bales.

CANTON.—A fair amount of business had been transacted in this staple, considering the season of the year, and settlements had amounted to 156 bales, of which 31 bales were Loongkongs, and the remainder No. 3 Tsatlees and lower grades, most of which went forward per last French mail steamer. There was very little silk left upon the market, but prices were quoted $5 to $10 higher than they were a fortnight ago. The near approach of the new season made holders somewhat anxious to realise, and there was consequently a downward tendency in prices. New Silk: The crop is reported to be progressing favourably. Stocks are estimated at:—70 bales Loongkongs, 150 bales Tsatle-reels, 100 bales Kowkongs, 50 bales Cumchucks, Lacklows, &c., and 200 bales of inferior description.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Shanghai „	5s. 11¼d.	6s. 0d. to 6s. 0¼d.	6s. 0¼d.
Canton „ ... }			
Hong Kong „ ... }	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Macao „ ... }			
Singapore „	4s. 4¼d.	4s. 4¼d.	4s. 4¼d.
Manila „	4s. 0¼d. to 4s. 1d.	4s. 1d. to 4s. 1¼d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306 to 307	223
„ Hong Kong	27½ to 27⅝ dis.	—
Bar silver	Tls. 111.3.0	9 prem.
Mexican dollars	„ 73.9.1	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 38 per cent. premium.
Hong Kong Gas Company, $70 per share.
Hong Kong and Whampoa Dock, 39 per cent. discount.
China Traders' Insurance Company, $800 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium.
Hong Kong Fire Insurance Company, $305 prem.
Union Insurance Society (new shares) $50 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 15 per cent. prem.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, previous to May 20, Southern Ocean.

At SHANGHAI.—From Liverpool, April 4, Diomed (str.); from London, &c., previous to May 23, Glenearn (str.), Montgomeryshire (str.), Crested Wave, Lammermuir, Thermopylæ.

At HONG KONG and CANTON.—From London, April 14, Lord of the Isles (str.); from Liverpool, 12, Agamemnon (str.); from Cardiff, 13, Lesmona; from London, &c., previous to May 21, Kate Carnie; 22, Sarpedon (str.), Nestor (str.).

At SINGAPORE.—From Cardiff, April 17, Edith Troop; from Shields, 20, Nydia; from Bordeaux, 21, Carmelita and Ida; from London, &c., previous to May 20, Ionia, Bellona (str.), Japan (str.), Glenlyon (str.).

At PENANG.—From London, April 12, Russia (str.); 21, Montgomeryshire (str.); from Liverpool, 23, Achilles (str.); from Hamburg, 15, Sylvia (str.); from London, &c., previous to May 20, Bellona (str.), Altona (str.), Janet Ferguson.

At BATAVIA.—From London, April 11, Marie; from Glasgow, 13, County of Ayr; from Sunderland, 15, Johannes; from Texel, 8, Koning der Nederlanden; for Holland, 12, Dahlia (str.).

At SAMARANG.—From Rotterdam, May 19, William Poolman.

DEPARTURES.

From SHANGHAI.—For London, none.

From HONG KONG and CANTON.—For Portland, April 11, Garibaldi.

From SINGAPORE.—For London, April 12, Hector (str.).; 21, Meridian.

From PENANG.—For London, April 15, Hector (str.).

From BATAVIA.—For Channel, f.o., April 2, Queen; for Holland, 10, Prinz van Oranje (str.); 12, Noach I.; 15, Labrador.

VESSELS LOADING.

At SHANGHAI.—For London, Diomed (str.).

At FOOCHOW.—None.

At HONG KONG and CANTON.—None.

At SINGAPORE.—For London, Fire Queen, Monte Allegro, Blackwall, Rover of the Seas; for Liverpool, Kedron; for Havre, Isabelle; for Hamburg, L. Campodonico; for New York, Codan, Catharina; for Boston, Nydia.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, suitable tonnage is scarce; the Diomed is the only vessel on the berth, and is loading at £3 per ton of 40 ft.

At HONG KONG AND CANTON.—For London, there is no vessel on the berth.

At SINGAPORE.—To London, rates have advanced. The Diomed, due in a few days, has engaged 600 to 700 tons of cargo, at £2 tin, £4 5s. for coffee, and £4 10s. measurement. The Rover of the Seas has taken the berth for London at £3 5s. to £3 15s. The Blackwall, an old vessel (673 tons), loads for same port at 2s. 6d. below these rates; to New York, £2 5s. tin, £3 5s. gambier, £3 15s. measurement.

At PENANG.—To London, freight has been engaged for the Diomed as follows:—Tobacco, £4 5s.; tapioca, £3 10s.; measurement, £4 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Mar. 30 ...	Gauche ...	Hiogo ...	London
„ 31 ...	Kelso ...	Saigon ...	Falmouth
Apr. 5 ...	Fontenaye ...	Hong Kong ...	London
„ 5 ...	Golden State (Amer.)	Zebu ...	New York
„ 7 ...	Osaka ...	London ...	Hong Kong
„ 7 ...	Loochoo ...	Sunderland ...	Anjer
„ 8 ...	Gleanards ...	Manila ...	London
„ 8 ...	Canopus ...	Newcastle ...	Singapore
„ 11 ...	Calcutta (Amer.) ...	Cardiff ...	Singapore
„ 12 ...	Dahlia, s.s. ...	Holland ...	Batavia
„ 12 ...	James Shepherd ...	London ...	Shanghai
„ 12 ...	County of Ayr ...	Glasgow ...	Batavia
„ 12 ...	Min ...	London ...	Singapore
„ 12 ...	Johannes (Dutch) ...	Sunderland ...	Batavia
„ 12 ...	Lewis M. Lamb ...	Singapore ...	New York

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, MAY 22.—The P. and O. Company's steamer Malta, with the homeward India and China mail, arrived at 11 A.M., and the mail left at 1.50 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, MAY 19.—The P. and O. Company's steamer Bokhara left at 10 this morning, and may be expected at Southampton about the 1st June.

NEXT INWARD MAIL.—SUEZ, MAY 20.—The Messageries Maritimes steamer Anadyr, with the inward French mails from China and Japan, left here to-day for Marseilles, where she may be expected on or about the 28th inst.

INWARD MAIL DUE JUNE 8.—GALLE, MAY 12.—The P. and O. Company's steamer Baroda, with the China and Australian mails, from Melbourne, arrived here to-day; and the China, from Hong Kong, on the 10th inst. The Hydaspes leaves for Suez to-morrow.

INWARD MAIL DUE JUNE 15.—GALLE, MAY 19.—The Messageries Maritimes steamer *Hooghly*, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF MAY 15.—SUEZ, MAY 22.—The P. and O. Company's steamer Golconda and Australia with the outward India, China and Australian mail of the 7th—15th inst., left at 10 this morning for Bombay and Calcutta respectively.

OUTWARD MAIL OF APRIL 24.—GALLE, MAY 18.—The Messageries Maritimes steamer *Irrouady*, from Marseilles 26th ult., left here to-day for Singapore.

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Naval and Military.

Captain H. T. Jones, 81st Regiment, has been appointed to succeed Captain A. S. Walker, as Brigadier-Major in China. Captain Jones joined the Army in 1857, and passed from the staff College in 1871. He served in Bengal with the 10th Regiment in suppression of the Mutiny in 1857-58, including the action of Chanda, Umeerapore, Sultanpore, siege and capture of Lucknow (medal with clasp).

The Victor Emanuel, wooden line-of-battle ship, is to be paid off and recommissioned at Portsmouth, to relieve the Princess Charlotte as receiving-ship at Hong Kong and is to be completed for her destination with all despatch. Captain Parkin, who took the Victor Emanuel to the Gold Coast, is also to take her to Hong Kong.

Lieutenant William Grant, 6th Foot, lately engaged in the Gold Coast on special service, has been appointed aide-de-camp to Major-General Street, C.B., at Ceylon.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 19, off the Lizard, from Samarang, for Amsterdam, Amazon; 13, at Cadiz, from Manila, Buenaventura (str.); 19, at Marseilles, from Singapore, Venti Settembre; 22, at Greenock, from Java, Francisca; Queen Victoria; at Texel, from Sourabaya, Antoinette; at New York, from Yokohama, Corea; 9, at Boston, from Singapore, Marie; 25, at Liverpool, from Bassein, Alice Otto (str.) 26, off the Lizard, from Java, Eastern Star.

DEPARTURES.—May 19, from Glasgow, for Batavia, Rock City; 18, from Hamburg, for Macassar, Johannes; 23, from London, for Hong Kong, Falcon; from Nieuwe Diep, for Batavia, Liberaal; 23, from Texel, for Batavia, Borneo (str.); from the Hook of Holland, for Newcastle and Batavia, Massluis; 22, from Hamburg, for Yokohama, Progress; 12, from New York, for Java, Bonita; 22, from Newcastle, for Batavia, Johanna and William; 21, from Hamburg, for Singapore, Psyche.

STEAMERS PASSED THE SUEZ CANAL.—May 20, Amboto, from London for Singapore, &c.; Vanessa, from Akyab, for Malta.

SPOKEN.—City of Perth, Singapore to Marseilles, March 11, 23 S. 13 E.; Thurso, Batavia to Liverpool, April 24, 14 N., 33 W.; Dipton, Batavia to Rotterdam, May 2, 30 N., 42 W.; Aurora Australis, London to Singapore, May 9, 29 N., 22 W.; Anna (German barque), Ilo Ilo to Sandy Hook, May 6, 49 N., 31 W.

MISCELLANEOUS.—At Port Said, May 20, Leon (str.), from Liverpool, for Singapore, &c.; Good Hope (str.), from London, for Colombo; Olympia, from Hamburg, for Shanghai. The Admiralty have invited tenders for the conveyance of 45 tons of stores to Colombo, 53 tons to Hong Kong, and 112 tons to Trincomalee. At St. Helena, April 16, Star of the South, Smith, from Zebu, and sailed for New York; California, Deinum, from Banjoewangie, and sailed, 18, for Amsterdam; 17, Grenada, Wayman, from Java, and sailed for Queenstown; 20, Florence, Houston, from Banjoewangie, and sailed, 21, for Rotterdam; 21, Ranovola, Bertie, from Ilo Ilo, and sailed for Falmouth; 23, Graafstroom, Le Clercq, from Padang, and sailed for New York; Palestine, Grigg, from Shanghai, and sailed for Montreal.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLEN—On the 20th April, at Singapore, the wife of Whitworth Allen, of a daughter.
BARTON—On the 21st April, at Madras, the wife of the Rev. J. Barton, M.A., Secretary of Messrs. of the Church Missionary Society, of a daughter.
BRENT—On the 15th April, at Yokohama, the wife of Arthur Brent, of a son.
DA SILVA E SOUZA—On the 5th of April, at Macao, the wife of A. J. da Silva e Souza, De Souza and Co., of a daughter.
HAMPSHIRE—On the 19th April, at Singapore, the wife of Fred. K. Hampshire, of a daughter.
JOLLIFFE—On the 22nd April, at Colombo, the wife of C. G. Jolliffe, of a son.
KING—On the 16th May, at Macartney House, Blackheath, the wife of Henry S. King, of a daughter.
LITTLE—On the 21st April, at Singapore, the wife of R. Little, M.D., of a daughter, stillborn.
TAYLOR—On the 8th of April, at Shanghai, the wife of John T. Taylor, of a son.

MARRIAGES.

HAAS—WOGAN.—On the 6th April, at St. Joseph's Church, Shanghai, by the Rev. Father de Jacques, S.J., Joseph Haas, of the Austro-Hungarian Legation in China, to Margaret Jane Wogan.
LAIDLER—KNIGHT.—On the 6th April, at Shanghai, by the Rev. James Thomas, Thomas William Laidler, of Shanghai, to Mary Ann Knight, of Gilston, Hertfordshire.

DEATHS.

ANGOVE—On the 18th inst., at Portswood, near Southampton, Harold Alfred St. Aubyn, youngest son of W. C. Angove, Commander P. and O. Service, aged two years and nine months.
BARTON—On the 14th May, at St. Heliers, Jersey, aged 78, Captain William Barton, late Grenadier Guards, and Postmaster-General, Ceylon.
BLYTH—On the 29th April, at Bangkok, suddenly, John Blyth, aged 34 (of the Borneo Company, Limited), third son of the late I. S. Blyth, Glasgow.
BYNG—On the 17th May, at Stratton-street, Piccadilly, the Hon. Mrs. Henry Byng, widow of the late Vice-Admiral the Hon. Henry D. Byng, aged 79.
CARNIE—On the 23rd May, at 21, Dawson-place, Bayswater, in her 23rd year, Fanny, third daughter of Charles Carnie, formerly of Singapore. Friends will please accept of this intimation.
COBB—On the 29th March, at Shanghai, Charley, only son of Eugene and Eudora Cobb, aged one year and ten months.
COKER—On the 17th March, at sea, while leaving the wreck of the steamer *Manchu*, in which he was a passenger, John Henry Coker, late of Shanghai.
HEMMENS—On the 21st May, at 40, Threadneedle-street, William Hemmens, aged 69, for thirty years a faithful servant of the Oriental Bank Corporation.
HILL—On the 5th April, at Singapore, F. F. Hill, M.D., second son of the late Dr. Hill, of Dublin.
HOPE—On the 16th May, on board the P. and O. steamer *Khedive*, in the Bay of Biscay, Mary, wife of the Rev. W. Hope, C.M.S., and eldest daughter of William Townsend, of Exeter, aged 25.
JONES—On the 17th March, at sea, while leaving the wreck of the steamer *Manchu*, of which he was chief officer, Nicholas T. Jones, late of Shanghai.
LAMBE—On the 19th April, at Colombo, Ceylon, Amelia Augusta, wife of G. V. Lambe third daughter of the late James Price, M.D., of Brixton.
RUSSELL—On the 4th April, at Shanghai, Robert Pattison Russell, aged 24 years.
SANDERS—On the 16th May, at Englefield-road West, Islington, after a short illness, aged 72, Mary Anne, widow of the late Charles Sanders, formerly of Shanghai.
SPEDDING—On the 17th March, at sea, while leaving the wreck of the steamer *Manchu*, of which he was owner, D. R. Spedding, late of Shanghai.
WILLSON—On the 23rd May, at his residence, 19, Stock Orchard-villas, Holloway, Charles Thomas Willson, late of Hong Kong, aged 58.

COMMERCIAL POSTSCRIPT.

Advices by the present mail state that New Contract Congous were arriving freely at Canton and Macao, and that fair quantities had already been shipped for London by steamers. These Teas being purchased under contract the prices at which they were settled are not reported, but it was known that the native buyers in the country had paid considerably higher rates than were current last season for similar kinds.

The directors of the Messageries Maritimes have declared a dividend for the year 1873 of 8 per cent.

ANOTHER of the fine iron steamers that are being built on the Delaware for the Pacific Mail Company was launched from ROACH'S yard at Chester on the 13th inst. This vessel is named the *City of Tokio*, and is in all respects similar to the *City of Peking*, which was launched some time previously. Her length over all is 423 feet; depth 38 feet 6 inches; beam, 48 feet, and tonnage, 6,000. She will accommodate about 2,000 passengers.

ADMIRAL GARMAULT, who lately arrived at Teulon in the *Belliqueuse*, from Saigon and Eastern Seas, has not yet had an interview with the Minister of the Colonies in Paris, owing to pressing engagements caused by the change of the Ministry.

THE AMERICAN SILK ASSOCIATION.

At the annual dinner of the Silk Association of America, given at New York, Tomati, the Japanese Minister, responded to the toast of Foreign Silk Producing Countries. He congratulated the Association on the progress which attended its efforts, observing that in silk manufacture there was no clashing of interests between the producers in Japan and in America. Their interests were identical, their commerce was the same, and they were united in questions affecting their commercial and general relations.

The business meeting of the Association was afterwards held, at the Rooms of the Association, when Mr. Franklin Allen, secretary, submitted the annual report, which showed a general satisfactory condition of the silk industry of the country. The operatives of the silk mills throughout the country, the report stated, had been very generally maintained at work, the reduction of labour in all the mills averaging but twelve per cent. in the past year. The report referred in encouraging terms to the advantages resulting from the proximity of the market to China and Japan. The following is the value of the silk production of America for the year ending December 31, 1873:—Spun, floss silk, tram and Orgsne, $2,585,237; broad silk, $1,179,300; handkerchiefs and necktie silks, $1,229,117; ribbons, $2,054,511; pongees, $350,000; laces, $150,400; sewing silk, $992,210; machine twist, $5,517,412; braids and b'ndges, $364,000; silk and cotton, $150,000; upholstery, primage, and coach-laces, $169,000; passementerie, $2,753,000; total, $18,704,187.

THE LATE MR. H. F. PLOW.—A gloom has been cast over the village of Bradley, in Hampshire, and neighbourhood, by the loss of Mr. Henry Frederick Plow in the British and African Company's steamship *Liberia*, which sailed from Liverpool, with the African mails, on April 11th, and is reported as totally lost, with all the passengers and crew, off the Scilly Isles, in the storm of April 13th, two days only after departure from Liverpool. The lamented gentleman was the eldest surviving son of the Rev. Henry A. Plow, Rector of Bradley, and also younger brother of the late Rev. Anthony J. Plow, formerly curate of Wickham. After leaving Cambridge, he entered the Diplomatic Service, and was for sixteen years the private secretary and faithful friend of Major-General Sir Harry St. George Ord, C.B., R.E., during his several Governorships of Dominica, Bermuda, and the Straits Settlements. When Sir Harry Ord was appointed, in 1864, as Her Majesty's Commissioner to examine into the state of the British Settlements on the Gold Coast, Mr. Henry F. Plow was appointed to the Commission as official secretary. The result of this Commission was the production of a Blue-book, of most important value and interest at the present moment, when the Gold Coast affairs are under consideration. In March last he was appointed by the Government to the important office of chief magistrate of Lagos, a post of considerable responsibility in the present state of the Gold Coast Settlements; and he was on his way in the *Liberia* to enter upon his duties when his most promising career was cut short. His loss will be deeply regretted by a large circle of official and private friends, who highly esteemed him.

THERE has been launched from the building yard of Messrs. Henderson, Coulborn, and Co a fine screw-steamer of 1,000 tons gross, built for the Eastern and Australian Royal Mail Steamship Company, for their trade between Singapore and the Australian colonies, and named the *Somerset*. She will be handsomely fitted up for sixty first-class and thirty second-class passengers. Her engines are on the compound principle, of 160-horse power nominal, combining all the latest improvements.

DURING the ten days ending the 20th inst. thirty-nine ships passed through the Suez Canal. The transit revenue of the Canal Company amounted in the same period to £30,000 in round figures.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or genera matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: TUESDAY, MAY 26, 1874.

THE AMEER OF KASHGAR.

A SHORT debate on the Kashgar question was raised by Sir CHARLES DILKE in the House of Commons on the 15th inst. How long YAKOOB KHAN will retain his dominant position in Eastern Turkestan it is, of course, impossible to determine, but as the case now stands we have entered, by the agency of Mr. FORSYTH, into a treaty of amity and commerce with that Potentate, and the terms of our compact are regarded by the India-office as a distinct recognition of his independence. The report runs that by this treaty a new market of great extent and importance will be thrown open to British piece goods; but while we shall be wise to await future information before we speak with certainty on the commercial aspects of the Kashgar question, it is worth while to call our readers' attention to the points raised in the late Parliamentary discussion which bear upon the relations between YAKOOB BEG and China. We have for a long time past been in treaty with the Chinese, and now we have recognised the independence of one whom the Chinese hold to be a rebel, and made a commercial alliance with an invader whom they deem to have taken forcible possession of an integral portion of their own Empire. The truth of the matter is that China, at the invitation of one among the contending factions in Eastern Turkestan, took possession of that country some 120 years ago, and held it more or less completely under its rule for 108 years in succession. Throughout that period Chinese generals were in command of garrisons at all the principal towns in the district, and the administrative policy of the authorities was directed by the Court at Peking. At this moment the Emperor of CHINA still nominates officials to the entire series of actually untenanted posts, and these military and civil authorities are supposed to be collected on the Western frontier of China, ready once more to resume their ancient functions should YAKOOB BEG be by chance overthrown. One danger that has been hinted at more than once is lest Russia should take possession of YAKOOB'S dominions really for her own benefit, but in the name of the Chinese. This suggestion does not, to us at least, seem to merit any great weight. If Russia seize Eastern Turkestan she will surely do so in her own name, and thus avoid needless complications with the authorities in China. On the other hand, it is by no means so certain that the Chinese themselves are not proposing to attempt the recovery of their lost dependency, our last intelligence being that an army has advanced from China against YAKOOB BEG'S possessions. For our own part we would rather see the EMPEROR abandon all idea of re-conquest. He has quite enough to do within the limits of his own "Flowery land;" and if he will concentrate the wisdom and energy of his officers in the development of trade, and on caring for the lives and property of his subjects at home, he will earn more real glory and do far greater good than by wasting his own resources and harassing the Mussulmans in efforts to subdue a nation so far distant and so alien as the Turkestanees. As to trade, we are likely to get much more out of our trade with YAKOOB BEG than we should out of a dominant staff of Chinese officials. Thibet is good example of this. Assam tea and Manchester cotton would soon find their way to Lhassa were it not for the jealous and untiring opposition of the resident Chinese monopolists. At the same time we must admit that were the Emperor of CHINA really to put forth his full strength the Ameer of KASHGAR would in the end be overthrown, and this because of late years the Chinese have provided themselves with rifles, cannon, and mitrailleurs, which the Mussulman fanatics of Central Asia would be totally unable to face. We hope, however, that some higher motive than the mere lust of dominion will guide the decision of the Peking Government on the question. To hold by mere force of arms an outlying province of hostile fanatics would be much more a source of weakness than of strength; for ourselves, for China, for Russia, and for Kashgar, the best thing that can happen is that the *de facto* ruler, YAKOOB BEG,—who, if he does nothing else, represses crime with an unpitying hand, and keeps the caravan roads open and free—should be recognised in his sovereignty; but it should be insisted that he remove from trade all vexatious imposts or restrictions, that foreign merchants be admitted to his dominions without let or hindrance, that he rule his own subjects with justice and moderation, keeping faith with his allies, and taking care that the grievances of foreign traders in all cases be equitably redressed.

THE "PALL MALL GAZETTE" ON THE CONSULAR SERVICE IN CHINA.

THE *Pall Mall Gazette* of May 16 remarks at considerable length upon our recent articles on the above subjects, and although its writer cannot refute our arguments or upset the conclusions we arrived at, he shows a disposition to carp at some of our statements of fact with regard to the Consular Service in China,—statements, too, which were based upon a thorough and intimate personal knowledge of the whole question. The *Pall Mall Gazette* would "be sorry to think that there was any sufficient foundation" for such sweeping charges . . . . as are brought "without qualification against the whole Service." The charges which we are said to have made thus sweepingly we spoke of as what appeared to us to be the besetting sins of the Service during the past ten or fifteen years; and if the writer in our contemporary had been well acquainted with the condition of things in China he would have known that there was unfortunately a very sufficient foundation for our strictures on the Consular Service in these respects. The *Pall Mall Gazette* is entirely mistaken upon the three points on which its writer lays so much stress. We are not ignorant "of the continuous and concentrated application necessary to make any progress" in the Chinese language; but what we maintain is, that the study of the Chinese language, as carried on by the youthful student interpreters at Peking, is not in itself sufficient to form a real occupation, and we are inclined to think that our Government has provided somewhat too freely for their "*amusement*" at the Chinese capital, especially when we consider that their initiation into pony-racing pursuits (the bane of the Treaty Ports of China) is encouraged and countenanced "by the moral influence and "general supervision of the Minister and his staff, the "Secretaries of Legation." The *Pall Mall Gazette* signally fails to comprehend the drift of our observation respecting the stationing of unsteady men at lonely and isolated places. At a large port such men would be under some sort of control, either of authority or of public opinion, whereas, under the conditions we referred to, there is nothing to check, but everything to encourage, a disposition to intemperance and immorality. With regard to the overmanning of the Consular Service in China, we maintain that the fact is notorious, and admitted by all who have any real knowledge and experience of the subject; and we further maintain that this "absurd overmanning" has an undoubted tendency to engender idleness amongst the members of the Service.

IT is announced that the appointment of Superintendent-in-Chief of the Government Telegraphs in Japan has been conferred on Mr. E. GILBERT, of Glasgow, telegraph engineer to the North British Railway Company. Mr. GILBERT, who is a practical telegraphist, is also known as the inventor of a system of electric communication in trains, an apparatus for administering electric currents imperceptibly for medical use, &c. Mr. GILBERT will shortly leave for Japan.

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THE Burmese Envoy to France, who was lately Minister of Foreign Affairs to the King of BURMAH, has arrived in Paris with his suite, in connection with the treaty concluded last year with France. It is possible that some new negotiations may arise out of this. The names are as follows:—Secretary, NAYMIOMENDENTHOORIS MOUNG OUNG THOO; Secretary, NAYMIOTHADEKEODEN MONG MYA; Envoy, THADOMENGEEMAHAMENLHASAY THOO KEN WOON MENGEE.

SENOR LOBO D'AVILA has been appointed to the Governorship of Macao, in succession to Viscount SAN JANUARIO, Senor ANDRADE, the Governor of Angola, having declined the post. Senor D'AVILA is a member of the Lower House of the Portuguese Cortes, and has never before held a Government office.

INTERESTING addresses on the results, past and prospective, of missionary labour in China have been delivered by the Rev. J. LEES, of Tientsin, the Rev. GEORGE SMITH, of Swatow, and the Rev. HUGH COWIE, of Amoy. A report will be found in the Supplement to our present issue.

THE massacre of native Christians in Cochin-China has caused considerable excitement and anxiety amongst the Catholic missionary establishments in Paris.

MONSIEUR DILLON, whose appointment we noticed some time since as French Consul at Tientsin, proceeded with Madame DILLON by the last mail.

THE French Treaty with Tongquin has been laid before the Assembly at Versailles, and will on approval be published for general information.

THE "Straits Settlements Courts Bill" has been passed by the House of Lords.

Parliament.

HOUSE OF LORDS.

THE STRAITS SETTLEMENTS COURTS BILL.

(May 19th.) The Earl of CARNARVON moved the second reading of this Bill, which he stated was for the establishment of Courts for the better trial of offences in the Straits Settlements.

After a few words from Lord STANLEY of ALDERLEY the Bill was read a second time.

(22nd.) The Bill was read a third time and passed.

THE MALAY PENINSULA.

(19th.) Lord STANLEY of ALDERLEY, while disclaiming any hostility to the noble earl the Secretary of State for the Colonies, to the late Secretary of State, or to Sir Andrew Clarke, who had done good service in the posts he had previously filled, felt it to be his duty to warn Her Majesty's Government against giving its sanction to the plans of the Straits Government, by which it would not only be entering into equivocal and entangling engagements, but embarking in a course which must inevitably lead to the invasion and conquest of the whole of the Malay Peninsula. The Straits Government were projecting an encroachment upon two independent Malay States—Perak and Salangore. He would take first the case of Perak, a statement of which was published by *The Times* on the 5th of May, and *The Times* Correspondent, though apparently advocating the action of the local Government, had the honesty to point out that this interference might probably drag us into another Ashantee business. There had been for some time a state of anarchy in Laroot, a district of Perak, caused by fights between different parties of Chinese miners from Penang. This anarchy had been increased by a Mantri, or Minister of the Sultan of Perak, setting up as ruler of Laroot. Captain Speedy went to that country some time ago and recruited Sepoys for India. That recruiting was stopped by the Indian Government; but he believed Captain Speedy was still at Laroot, and he asked for information on that point. The Straits Government appeared to have taken advantage of this anarchy, for not preventing at least a part of which it was responsible, to arbitrate between the different parties in opposition at Perak, as described in the statement published in *The Times*. But the object was in reality to impose upon the Sultan of Perak two British officials, to be called Resident and Assistant Resident, to be paid out of the Perak revenues, and with powers which would make them the virtual rulers of the country. The Straits Government had also exacted the cession of two strips of territory, one along the frontier of Province Wellesley, not of much importance, but the other, twenty-five miles long by five broad, near Pulo Dinding, was exacted under a Treaty drawn up in 1826, but never ratified or accepted by the East Indian Company, and now brought out from the oblivion in which it had remained till lately. The report in *The Times* showed that this had been yielded under pressure only. He entreated Her Majesty's Government not to allow the officials to whom he had referred to be called Residents, a title which in Java was equivalent to that of Governor, and which in British India was associated with annexation, and, above all, to appoint respectable persons, responsible to the Home Government and independent of Singapore local interests and influences. It was with the utmost amazement that he heard the noble earl (Lord Carnarvon), when speaking of the Gold Coast, describe with complacency his arrangements for the government of the Straits Settlements after their transfer to the Colonial-office, as though he had found there a *tabula rasa* without any institutions, whereas whatever he did, judging by the results, had been the reverse of improvement. The noble earl neglected to renew or enforce the salutary rule of the East India Company, forbidding their officials to accept presents. The consequence was the acceptance of presents by the Governor and other officials became so general as to be commented upon by the Singapore press. The noble earl had the ill-luck to appoint this Governor, who disorganised the public service, squandered the revenues of the colony on building a house for himself, and for that purpose seized the bricks which the municipality had provided for waterworks and drainage, and on their remonstrating threatened to suppress them—a Governor who had left behind him a reputation which could only be compared to that of a Roman proconsul of the time of Cicero. Under the auspices of the noble earl an Attorney-General was appointed who had no knowledge of law, and who had been specially passed through Gray's Inn within one year, as he was only to practise in a colony. The noble earl's successor (the Duke of Buckingham) was equally unfortunate in the Straits, for when the inhabitants of Singapore petitioned for the maintenance of the independence of the Judges, which they had till then enjoyed, he refused their petition, and his reasons were worse than the refusal itself. Under these circumstances the purity of administration of the Straits Settlements is not such as to commend itself to the House or to others for extension to the Malay Peninsula. He came now to the case of Salangore. The Sultan of Salangore had three sons, and a daughter married to Tunku Dhya Udin, a brother of the Sultan of Keddah. The Sultan had given extensive powers to his son-in-law Tunku Dhya Udin, but about 1870 he found it necessary to revoke them. Tunku Dhya Udin obtained the support of some of the merchants of Singapore, and money advances from a lawyer, to be repaid, it was said, by a share in the revenue which Tunku Dhya Udin collected. In June, 1871, a Chinese junk sailed from Penang, some Chinese on board seized on the vessel and killed the rest of the crew and passengers, and took the junk into Salangore. Colonel Anson, who was then administering the Straits Government, sent the *Pluto* in search of this junk. This gave rise to the proceedings and bombardment of Salangore, related in the papers laid before Parliament in 1872, in which occurred the following passage in a despatch of the Earl of Kimberley of September 26, 1871, to Acting Governor Anson:—

"I observe that Mr. Birch, in the concluding paragraph of his letter to the Sultan, speaks of assistance to be given to the Sultan's Vakeel (Tunku Dhya Udin) in case his authority is disputed. I conclude that this referred to general countenance and support, and that no promise of material assistance was given by Mr. Birch."

Tunku Dhya Udin had been supported by the Straits Government against the Sultan of the country and the opinion of the inhabitants. The Straits Government proposed to support him still further by the appointment of a British official with the title of Resident, probably to be paid out of the revenues of Salangore, as in the case of Perak, and who would virtually be the ruler of the country. Should he meet with any difficulties, British forces would be probably required for his support, and they would be committed to hostile operations in a country abounding in forests, and on a coast lined by mangrove thickets. If it were merely desired to assist the States of Salangore and Perak to maintain order and improve their Government, it would have been as easy to do so without committing this country to the possibility of war and annexation, by sending to those States a British official of some experience to act under their authority. An intermediate course between that and the one proposed by the Straits Government would even be better than the plan proposed by the Straits Government—namely, to appoint officials with the title of Consuls, taken from the Consular Service, and responsible to the Home Government. The noble lord concluded by moving for papers.

The Earl of CARNARVON said that the noble lord began his remarks by stating that he had no wish whatever to censure either himself (the Earl of Carnarvon) or the noble earl the late Secretary of State for the Colonies, or the Governor of the Straits Settlements. He quite accepted the expression of the noble lord's wish with regard to himself, but he was bound to say that if anything could convey censure upon all the three persons mentioned by the noble lord, what the noble lord had just said did so. The noble lord was not justified by the facts in what he had said. The noble lord stated that the Act by which the administration of the affairs of the Straits Settlements was transferred seven years ago from the India-office to the Colonial-office had been an entire failure. That Act was the result of an application of the inhabitants of the Straits Settlements to be emancipated from the control of the India-office. For some reason they begged to be taken under the protection of the Colonial-office. Whether they were right or wrong in their application it was not for him (the Earl of Carnarvon) to say. He believed both the Government and the administration of the Straits Settlements had been perfectly successful. The noble lord had traversed a very wide field, but he (the Earl of Carnarvon) was of opinion that the House did not think it was necessary for him to enter into an apology with regard to all the matters referred to by the noble lord. Sir Andrew Clarke, the Governor of the Straits Settlements, had succeeded in putting an end to the impunity which had been practically accorded to the pirates of Salangore. And as to the pirates of Perak, who had been worse than those of Salangore, so far as he (the Earl of Carnarvon) had been able to judge, Sir Andrew Clarke showed remarkable energy in dealing with them. Sir Andrew Clarke, he believed, had suppressed their piratical pursuits by capturing and burning their boats, and capturing and punishing pirates who had been guilty of most atrocious outrages, and, lastly, by sending an expedition into the interior of Perak to extinguish the sources of piracy. He opened a communication with

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the hostile party, he conciliated them by his personal influence, and bound over a certain number of them, under a penalty of $50,000, to keep the peace. Besides that, he sent a commission into the interior to adjust differences with regard to mines. Treaties were entered into under which two English officers had been appointed residents at the native Courts. In order to avoid all misapprehension, he wished to add that the residents had been appointed at the distinct request and entreaty of the Rajahs to whose Courts they had been sent. In regard to the question whether the Home Government would approve of the proceedings which had been taken, he might state that they were awaiting a further and, as he believed, final report from Sir A. Clarke. Till that report came to hand it would, of course, be improper to express any final opinion on the subject, but he felt no hesitation in saying that in so far as he had become acquainted with the proceedings, the conduct of Sir A. Clarke seemed to him to deserve approval. A great necessity for intervention had existed. The country had been in a state of terrible misrule, trade had been perilous, and even in our own territory riots had seemed imminent. Under such circumstances, it was but the common duty of an English Governor to do all that was necessary to repress lawlessness and to protect British subjects; and if Sir A. Clarke used his personal influence, which undoubtedly was great, in order to discourage animosities and restore peace and order in neighbouring territories—in a region which was one of the fairest under the sun, and which, under wise Government, might become as happy and as prosperous as any country—it certainly could not be said, at the worst, that he very far exceeded his duty. It was too early to speak of results, but he might mention that only the other day he received a telegram which implied that trade had already revived, and that the state of the country, in regard to public order, was more satisfactory than it had been for a long time past. As to the motion for papers, it was impossible for Government to assent to it. When the correspondence was complete he would have no desire to withhold it from the public. (Hear, hear.)

The Earl of KIMBERLEY would not have troubled the House with any remarks, after the satisfactory statement which had just been made, if it had not been that the noble lord who introduced the subject had included in his censures the late as well as the present administration of colonial affairs. At the same time, it must have been seen from the observations of the noble earl that the administration of the Straits Settlements since the time when they were transferred from the India-office to the Colonial-office had not been quite so bad as had been represented. In regard to the matter of the Salangore pirates, there was some reason for surprise that the noble lord had allowed three years to elapse before calling attention to it. (Hear, hear.) The proceedings of the Government of the Straits Settlements were not at the time challenged in Parliament, and to discuss them now was like dealing with a matter which belonged to past history. (Hear, hear.) It was desirable, however, in fairness to the officers serving in the Straits Settlements, to bear in mind that these pirates had been guilty of the murder of between thirty and forty peaceful persons who had left Penang on board a junk. It was the first duty of the British Government towards other civilised Powers to prevent piracy in these seas by all legitimate means. (Hear, hear.) The information which reached the Colonial-office when he was at the head of it in regard to the proceedings of Sir A. Clarke was meagre, but the opinion he formed on the materials then before him was favourable to that Governor. Laroot had for a long time been in a state of extreme disorder, and this disorder had been caused for the most part by Chinese who had left our own territory at Penang. In regard to the details of the intervention and of the Treaty engagements, he wished to reserve his judgment, as he had no information on the subject beyond what he had derived from the Press. He was inclined, however, to think it would be found that Sir A. Clarke, in whom he had great confidence, had exercised a wise discretion in the proceedings he had taken.

After a few words in reply from Lord STANLEY of ALDERLEY the motion for papers was negatived.

(21st.) The Earl of CARNARVON referred to certain remarks which fell from Lord Stanley of Alderley in the debate on the 19th on the action of the Straits Government, and stated that there were no grounds whatever for the charges which the noble Lord made against Sir Harry Ord, the late Governor. If there were any meaning in the language of the noble Lord it meant that the late Governor had been guilty of corruption in receiving certain presents. It was true that in 1868 the Sultan of Siak did present him with an ornamented dagger, but so reluctant was Sir Harry Ord to receive it that he sent home a printed statement of the matter to the Colonial-office. The rule of office, however, at that time was that though a Governor might not receive a gift from an inhabitant or any body of people over whom he ruled, there was no prohibition against his receiving a present from an independent Rajah, and there had therefore been no violation of its regulations. The present in itself was of little real intrinsic value, but since the occurrence the Colonial-office had adopted the Indian rule, which prohibited the reception of gifts by officials under all circumstances. The noble Lord's attack on the Attorney-General at Singapore for incompetency was equally without foundation, and it was to be regretted that he should have thought himself justified in making them on the bare statement of a colonial newspaper.—The Earl of KIMBERLEY said that he held the seals of the Colonial-office when the transaction in question took place, and the facts were as stated by the noble earl. When the matter was brought under his notice he directed that the Indian rule, which prohibited the acceptance of gifts under any consideration, should for the future be adopted, but not the slightest imputation of any misconduct rested on Sir Harry Ord. He had served Her Majesty in all parts of the empire with credit for many years, and he certainly did not deserve the censure which was implied in the remarks of the noble lord.—Lord STANLEY of ALDERLEY admitted that the noble earl had fully exonerated Sir Harry Ord from all blame, but he denied that his remarks were either unjust or ungenerous, maintaining, at the same time, that the matters which he had brought before the House called for investigation.

HOUSE OF COMMONS.

THE AMEER OF KASHGAR.

(May 15th.) Sir C. DILKE called attention to the necessity of a recognition of the independence of the Ameer of Kashgar, and of a delimitation of his territory. In the East Yakoob Khan was still looked upon as a usurper, and our making a Treaty with him was not regarded as a recognition of his independence. Russia had made arrangements with many small princes whose sovereignty she had at other times entirely repudiated. Russia regarded Yakoob Khan as merely a sort of successful robber, and the Chinese Government was so far from abandoning its claim to Kashgar that it still appointed governors and military commanders for that territory. It would be found, on consulting the latest maps, that the position of Yakoob Khan was most precarious. The Russians had pushed their frontiers to the southern limits of the range of mountains which on one side formed the boundary of his dominions; and, possessing as they did complete command of the passes, they might, within five days after a declaration of war, be within the walls of the city of Kashgar. Indeed, there were at present something like 8,000 Russian troops within distances varying from three to ten days' march from Yakoob Khan's capital. It was true that Russia had of late appeared friendly to the ruler of Kashgar, but she had never recognised him, and it was quite possible that a change for the worst might arise from the expected appointment of a new Governor of Turkestan. There was no expectation that Russia would occupy Kashgar ostensibly on her own account, but it was conceivable that she might do so on behalf of China, and it would come to the same thing, in so far that it would excite the native mind in India and be a menace to our own position. The object in view in calling attention to this subject was to give the noble lord the Under-Secretary for India an opportunity of explaining how far Her Majesty's Government were aware of the importance of preserving Yakoob Khan's power in Central Asia, and of stating whether they were prepared to recognise his independence more formally than they had hitherto done.

Mr. FORSYTH apprehended that there was a recognition of independence in the very fact of our having sent an envoy to Kashgar. With regard to the Chinese they had been themselves mere usurpers, having conquered the territory about a hundred years ago and been at last expelled by a rising of the people. When the Chinese domination came to an end, a member of the old ruling family was set on the throne, but he proved himself so utterly unfit for the position that one of his chief officers—no other than Yakoob Khan—was placed by the people at the head of affairs. Since that time Yakoob Khan had been the undisputed ruler of the country, and the Chinese were regarded by the people as having had no right to be there at all. The hon. baronet seemed to be very much afraid of the approach of Russia, but any one who looked at the map would see that Russia was separated from Kashgar by a series of almost impassable mountains. Mr. Forsyth (brother of the hon. member), who was now returning from a mission to Kashgar, had written in a private letter that he had the most complete assurance the Ameer would give no just cause of offence to his neighbours. The hon. member went on to say that he saw no reason for alarm, and that he expected no other rivalry between England and Russia in regard to Kashgar than that which would occur in commercial dealings.

Lord G. HAMILTON congratulated Mr. Forsyth on the success which, through the energy, tact, and ability of his brother, had attended the mission to Kashgar. The Treaty had been received, and there would be no objection to lay it on the table. In the preamble of the Treaty the Ameer was recognised as distinctly as words could do it, for it was there stated that the engagements were entered into with the Ameer of Kashgar and his heirs and successors. Sir Alexander Buchanan, writing on the 2nd of November, 1869, to Lord Clarendon, said he had a conversation with Prince Gortchakoff, in the course of which Prince Gortchakoff told him that Mr. Forsyth had "spoken to him of the expediency of establishing friendly relations with Kashgaria and the Government of the Atalik Ghazee, but he said that though that ruler might have established a Government *de facto*, Russia had treaties with China, and could not enter into diplomatic relations with a successful insurgent against the authority of the Chinese Emperor." Sir Alexander Buchanan somewhat combated that view, and Prince Gortchakoff replied that "the Atalik Ghazee had nothing to fear from Russia; but, as the Government had no relations with him, and the Government of India appear to have dealings with him, 'you can assure him on my authority that Russia has no hostile intentions towards him, or any desire to make conquests in his territories.'" With regard to the delimitation of the Atalik Ghazee's territories, the hon. baronet would admit that only under certain circumstances was the delimitation of territory possible; one condition rendering it possible was that they should have the consent of the ruler whose territory it was sought to define. Now, the Atalik Ghazee had not intimated to the Government of India any wish that his territory should be defined. Moreover, he was informed that the Chinese Government had recently sent an army with the view of recovering certain territories which the Ameer of Kashgaria had acquired, and thus at this moment the Ameer was at war with China. Therefore, under present circumstances it would be impossible for the Government of India to act independently, without the sanction of the Ameer of Kashgaria, and suggest to him that it should define his territory when, very possibly, that course might not be palatable to him; and even if it were palatable, the fact that he was engaged in a war with the Chinese placed insuperable difficulties in the way of such a proceeding.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MAY 16.

There is quite a lull in politics, the whole country being still occupied with the festivals in celebration of the twenty-fifth anniversary of the King's accession. An enormous sum of money has been spent for this purpose, and if the weather had not been so wet and so bitterly cold

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perhaps the success would have been greater than it has been. I should take up too much space if I attempted to give you a full description of the ceaseless round of ceremonies and amusements which have taken place. Official dinner parties, banquets, fireworks, speeches, decorations everywhere have been the order of the day, and have been entered into with an enthusiasm most astonishing to foreigners, who seem to have the *idèe fixe* that we always take things coolly. We have, however, during the last fortnight shown that we can sometimes be enthusiastic. The impression abroad would perhaps be more favourable if the correspondents of the foreign newspapers had not been ill-treated at Amsterdam. They were either excluded altogether or placed in such positions that they could neither see, hear, nor write. It was this proceeding which caused me to send you last week a somewhat inaccurate interpretation of the Royal speech referring to the disposal of the national gift—amounting to the rather small sum of £15,000, contributed by 900 places. We could not hear one-half of his Majesty's observations, and when we put together the few words we could catch, we concluded that the money was to be devoted to the benefit of the wounded soldiers who have returned from Atchin. I find, however, from the official report of the speech, that the contents of the beautiful portfolio handed by the Burgomaster to his Majesty will be expended on behalf of our poor invalids generally, and not specially for the army. The Royal speech made such an excellent impression that many have subscribed double and treble the amount which they intended. It needs not to be added that all the estivities have been orderly; we are too calm a people to create a disturbance, even after under the influence of an extra indulgence in intoxicating drinks. Drunkenness here only exhibits itself in an overflow of patriotism. This May-feast will never be forgotton by the nation. I may add that his Majesty and the Queen have been presented with an enormous number of gifts, of course more or less valuable, not only by the residents here, but by Dutchmen in every part of the world.

Business both in merchandise and on the Bourse has come to a complete standstill, owing to the national holiday.

I regret to record the death of Dr. Taco Roorda, the well-known professor. He has well deserved the thanks of the Javanese. For many years he laboured hard to introduce those reforms which he thought necessary to increase their general welfare, and his name will live in the history of Java. His endeavours have not been so successful as they might have been, but they may yet bear good fruit.

Some time ago I told you that the Minister of the Home Department laid before the members of the Second Chamber some documents respecting his Reform Bill. They have been examined in the sections, and the conclusion is, "thankful, but not satisfied."

In some parts of the country strikes have again taken place, more especially amongst the maid-servants.

ROTTERDAM, MAY 21.

A trading firm at Hiogo—the name is not mentioned in the papers—received some time ago a consignment of merchandise with instructions that the goods should not be sold under a stipulated value. This condition was not observed, notwithstanding that the highest market price was obtained. A partner of the firm has since arrived here, and has been proceeded against by the consigners, and the Amsterdam Court found a verdict against him, so that he will have to pay the difference.

A meeting of the shareholders of the Steamship Company *Nederland* was held yesterday at Amsterdam. The report and balance-sheet, of which I have already given you the outlines, were approved, and Messrs. MM. de Monchy and C. A. Crommelin were re-elected Commissaries.

SHIPPING.

PASSENGERS OUTWARD.—Per steamer Conrad, for Java: Messrs. J. F. van Deinse and family, H. van der Moore, B. Ovink and family, J. Amsel and family, A. Quien, H. J. van Dijk, C. de Mooy and family, Dr. F. J. van Leent, Dr. H. van Lokhorst and family, Miss A. Kepper, Messrs. M. J. van Bosse and family, Mr. J. de Wal, E. J. van der Sleyden, N. A. de Vries, D. G. Brand, W. F. E. Burghard, Mr. H. J. van Davelaar, M. W. Schokker, J. Sexauer, E. D. van Lennep, J. P. L. Gelpke, H. J. W. Stroband, M. Blokhuis, Mrs. W. C. Ankringa Dura and family, Miss Vollmer Knollaert, J. H. F. Sollewijn Gelpke and family, B. Vorstman and family, C. L. Schaaff and family, J. van Ham and family, W. P. Alberti, F. van der Vegte, J. J. Pabst, E. Stoppendael, D. Lafeber, E. P. C. Sol, A. Picard, J. F. H. Janssen, K. W. Steinmetz, S. Menno, A. van den Brandeler, M. E. J. van den Bossche, J. Beets, F. P. H. Raersch, F. A. Legrand, A. Ernste, J. A. H. Kirchner, J. C. R. Schenck, J. P. Moorrees, J. H. J. Reiche, Jhr. P. O. Doderlin de Wen, 170 soldiers, the officers C. H. A. Raedt van Oldenbarnevelt, L. A. T. Nel, N. H. J. Richelle, J. G. Helbrink, N. van de Roemer, and J. A. J. T. E. Esser.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, MAY 9.

Mr. Jose Maria Lobo d'Avila, member of the Lower House, is appointed to the post of Governor of Macao, in the place of Viscount S. Januario. I must tell you that Mr. Avila has had no practice in administration, although he seems to possess some of the necessary qualifications. Mr. Avila was recommended to the Government on account of his position in the Cortes. He belonged to the Opposition party, and it was necessary to withdraw his vote in the debates. By his acceptance of the post the numbers of the adversaries of the Government is diminished. It is known that Viscount S. Januario tended his resignation some months ago. Although the Government refused it at the time, yet Mr. Baptista Andrade, Governor of Angola, was offered the post. Mr. Santos Silva, one of the most eminent orators of the Lower House, is dead. He belonged to the Opposition party, although he was always very energetic in his arguments against certain measure of the Government which he deemed illiberal; yet he was always courteous. The Ministers attended his funeral.

The Spanish Charge d'Affaires having informed the Foreign-office of the entry of Serrano's troops into Bilbao, was requested to communicate the congratulations of the Portuguese Government to the Marshal. The receipt of the news caused rejoicings in various parts of the provinces, and the event has furnished the principal topic of conversation lately. The Miguelite party were very gloomy at the receipt of the intelligence—they were on the point of organising a little force in the province of Minho. A correspondent in Badajos says that the news was received by the people there with great rejoicing, and celebrated in a peculiar manner by chasing a bull up and down the streets.

A letter has been received from Hong Kong and published in the *Diario Popular* from Mr. Francisco do Silva Magalhaes, in which Viscount S. Januario is attacked on account of the means he used to oppose the election of Mr. Magalhaes as deputy.

The attention of the Prime Minister is given to the organisation of the army. Our fortifications have been repaired, and some hundreds of men are employed in the Serra do Monsanto, one of the most important points in the city.

The Minister of War has resolved to develop the means of instruction in the army; he intends to send a division this autumn to the school of Tancos.

Miscellaneous.

SERVICE OF PLATE FOR THE KING OF SIAM.

A magnificent dinner service of solid silver, weighing 15,000 ounces, and of the total value of £10,000, has just been completed by the eminent firm of Messrs. Elkington and Co., Moorgate-street. The great taste displayed in the design and workmanship of the articles reflects the greatest credit on the manufacturer's art. The service is made specially to be used on State occasions, and is in every respect well fitted to grace a Royal table. It consists of a large number of pieces, being intended to dine about sixty persons. Conspicuous amongst the service is a splendid centre-piece, a massive piece of workmanship, nearly four feet high. The design is that of a three-headed elephant, standing upon a plateau, and bearing on its back a castle, above which is a double vase with a tower-shaped stem. The trappings of the elephant are of delicate gold work, and gold tassels depend from the ears. Though the idea of gracefulness in conjunction with a three-headed monster might seem rather difficult to conceive. the heads are so arranged as to detract in no degree from the appearance of the figure. Standing in front, just under the heads, are two keepers in martial attire, each with a long staff, from the top of which projects the national flag of Siam. This piece, which weighs 700 ounces, bears in three places the coat of arms of the King, in high relief, and richly moulded and chased. There are fourteen other centre pieces of smaller size, but all of the same design as the principal one. Six four-light candelabra, of palm-tree design, with a three-headed elephant standing under each, will help to illumine the Royal banquet whenever the service is used; and among the other pieces which compose the set are six wine coolers, six large hot-water dishes and covers, six rice dishes, six oval *entrée* dishes, twelve bread baskets, eight sauce tureens, six cruet frames, four large oval trays 28 inches long, and four salvers of smaller size, and about 150 dozen of spoons and forks. The design is Oriental, and the elephant, single-headed as well as three headed, figures largely in it; an elephant with one head forming the handle of each of the dish, tureen, and other covers. Every piece has also carved upon it the King's coat of arms and his name in a monogram. The room in the King's palace in which the service will be used on State occasions is 100 feet long. The whole service is wrought and chased in the highest style of art, and has been manufactured by Messrs. Elkington and Co. from drawings sent by them direct to the King of Siam, and approved of by his Majesty personally.

RANGOON AND WESTERN CHINA.

At the monthly meeting of the Huddersfield Chamber of Commerce Mr. Haigh stated that the survey of the proposed route from Rangoon to China, which was suspended in 1867, would now be resumed, as the Marquis of Salisbury had given his sanction to it. Several important Chambers of Commerce had repeatedly memorialised the Indian Department to complete that survey, and it was now gratifying to find that the Marquis of Salisbury, whether in deference to those memorials or from conviction of the importance of extending our commercial connections in the East, had paid recognition to the demands of the commercial community. The proposed Rangoon trade route would enable goods to be transmitted from Liverpool to China in thirty-five days, and would thus open out to England an immense trade with a country containing three hundred millions of people. For the past fifteen or seventeen years Captain Sprye had been fighting with laudable anxiety to accomplish the survey of the proposed route, but until now without any prospect of success. Meanwhile other countries, conterminous with the important Chinese market, had been making all the headway they could. Russia, either for commercial or military purposes, was extending its power in that direction. France some years ago gained a footing in the State of Cochin-China, and thus got command of a very important river, which, however, was not found sufficiently navigable to give her an entry by that means into the Chinese market. The English, therefore, had no reason to fear that as a competitive route. The French, who were very enterprising traders, had gained command of another river, the Songka, in Tonquin, which had been declared navigable by Baron Richthofen, and which had been proved so by very enterprising French merchants desirous to get a footing. This river gave them access to the province of Yunnan, where the English wished to come. The river then ran into that province under the Chinese name of the Hoti River. Of course the extra sea voyage to Cuacum, the port in Tonquin, was in our favour. All those facts showed how eagerly other countries had been, and were trying in to get an early footing into the market, whose population is about one-third of the whole human family; while England, with superior means,

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and much better physical position, had been criminally and stupidly neglecting the opportunity, in spite of urgent appeals from all the principal centres of commerce. Although England required new outlets for her productions, she had foolishly given other countries a chance to get in before her, and, perhaps, make such treaties as might be to her disadvantage. The Government had wasted time and money in surveying other schemes like the Bhamo route, which, if practicable, could never answer the same purpose. The only way to account for such folly was by supposing that private interests in England and India had secured the ear of the Government to the injury of the great manufacturing and commercial interests of the country. The question here arose, whether English traders were passively to look on, while other countries were using private enterprise and Imperial power, for the extension of their trade in the East, especially with China. Russia, particularly, was most enterprising in that direction. He strongly complained of the supineness which for years the English Government had shown in regard to this question, and remarked that in a country which boasted of enterprise and enormous wealth, and which regarded itself as the workshop of the world, it was disgraceful that Chambers of Commerce should have had to knock at the door of the Indian Department for fourteen years to get them to sanction the paltry survey of 500 miles of land; the only reply they could get from the Duke of Argyll being that the Indian Empire could not bear the expense. He was happy to say that the Marquis of Salisbury had taken a different view, and that the Rangoon survey would probably now be completed.

THE SITUATION IN JAPAN.

The *New York Herald*, in the course of an article upon recent events in Japan, remarks that the Government at the present time has two difficulties to encounter—the importunities of foreigners for still further concessions and the prejudices of the people against those already made. The significant expression in the reply of the Mikado to the address of the foreign representatives on New Year's-day, to the effect that Japan would accept such intercourse with foreign Powers as was consistent with her dignity as a nation, indicates a growing impatience with outside pressure. This manifestation of impatience has no great significance, however, for Japanese progress has been too fast rather than too slow, and it may have been the result of foreign jealousies and intrigues rather than of deep-seated discontent on the part of the people. The English and Americans at Yokohama confessedly have no great love for each other, and they are constantly pouring countercharges into the ears of the authorities—the Englishmen, on the one hand, seeking to impress the Japanese with the idea that the Americans desire to establish a republic in Japan, and the Americans, on the other, intimating a purpose on the part of the English to make the people of the Empire the subjects of the Queen. It is a foolish and almost wicked jealousy, and may do more to retard Japanese progress than any opposition likely to come from the samurai and the people. The only thing necessary to Japanese progress in civilisation is to let it alone.

CAPTAIN WILLIAM BARTON, late of the Grenadier Guards, and for some years latterly Postmaster-General of Ceylon, died at St. Heliers, Jersey, on the 14th inst., in his seventy-eighth year. The deceased officer was gazetted an Ensign in the 87th (or Prince of Wales's Royal Irish) Regiment in 1811, and was transferred to the 1st or Grenadier Regiment of Foot Guards in 1813, being promoted to Lieutenant and Captain in that corps in 1815. He served during the campaign in Holland in 1814, and in the campaign of 1815, being wounded at the battle of Quatre Bras, and likewise with the expedition sent to Portugal, under General Sir William Clinton, in 1826. After the lapse of many years he was temporarily employed in the department of the Commissioner of Roads, Ceylon, in 1843, after which he held the following appointments in the Ceylon Civil Service:—Commissioner of requests and police magistrate of Matura, 1845; acting assistant Government agent, Matura, 1847; commissioner of requests and police magistrate of Negombo, 1847; acting assistant Government agent, commissioner of requests, and police magistrate, Kaigalle, 1854; acting in the same offices, and also district judge, Ratnapoora, 1854; assistant Government agent, Matura, 1856; and postmaster-general, 1859; retired May, 1867.

TELEGRAPH COMMUNICATION WITH THE EAST.—The French Government, with a view to obtain a reduction of rates for telegrams to the East, has granted a concession to an Anglo-French combination of capitalists for the exclusive right to lay cables between the South Coast of France and the Eastern shores of the Mediterranean, with special privileges for the direct and uninterrupted transmission of messages from England through France to the East. The concession further grants a reduction of one-half of the ordinary rates over the French telegraphic system. This action on the part of the French Government will, it is believed, materially reduce the existing heavy rates on messages between England and the East, which now pass either *via* Gibraltar or Algiers.

THE Rev. T. Fleming, formerly a missionary at Ningpo, has been describing, at Winchester, his labours among the Chinese. He spoke very hopefully of the future of that mission.

Monetary and Commercial.

The tenders for £200,000 in bills on India were received on the 20th inst. at the Bank of England, when the amounts allotted were—to Calcutta, £177,200; to Bombay, £22,800. Tenders on Calcutta and Bombay at 1s. 10⅝d. will receive about 56 per cent. These results show a falling off in the demand for means of remittance to the East.

The tendency of the Japanese Loans has been undecided, and in the absence of sales of importance a slight decline has ensued. The Nine per Cent. Loan closed at 104 to 106, the Seven per Cents. at 94 to 96.

The report of Reuter's Telegram Company (Limited) shows an available total of £9,051, including a previous balance of £291, and recommends a dividend of 7½ per cent., making with the interim payment 10 per cent. for the year.

The suspension is reported of Messrs. Harrisons, Camidge, and Co., of Whalley and Sabden, cotton manufacturers, with liabilities stated at about £6,000. A meeting of the creditors of Mr. R. Driver, top maker, of Dudley-hill, has been held at Bradford. The liabilities were £10,000, and the assets £4,500. It was resolved to liquidate by arrangement. A meeting of the creditors of Messrs. Lister, Greenhough, and Co., woolstaplers, Bradford, has been held. A statement of affairs produced showed the liabilities to be £31,029 9s. 7d., and the assets £4,194 18s. It was resolved to wind up the estate in liquidation.

The statistics published by the Silk Association of America show the imports of raw silk at New York and San Francisco in the month of April and for the first ten months in the fiscal years ended June 30th to have been as follows:—1867, pkgs. 1,708, value $978,562; 1868, pkgs. 4,150, value $1,938,944; 1869, pkgs. 5,121, value $2,782,595; 1870, pkgs. 4,567, value $2,142,714; 1871, pkgs. 6,979, value $4,242,970; 1872, pkgs. 8,286, value $5,232,173; 1873, pkgs. 1,0288, value $6,465,412; 1874, pkgs. 7,054, value $4,002,650. The imports of manufactured silk during the same period were:—1867, pkgs. 15,954, value $16,830,846; 1868, pkgs. 16,130, value $14,834,972; 1869, pkgs. 19,878, value $18,877,392; 1870, pkgs. 22,427, value $20,001,722; 1871, pkgs. 28,775, value $27,328,707; 1872, pkgs. 34,051, value $31,933,363; 1873, pkgs. 29,915, value $26,693,214; 1874, pkgs. 24,319, value $20,043,365.

The China Insurance offices have adopted the rates which we recently reported as having been agreed upon by the London underwriters for tea freights from China *via* the Suez Canal, viz., Hankow £3 10s., Shanghai £3, and Canton £2 10s.

The Japan mails, with Yokohama dates to the 14th of April, *via* San Francisco, per China Trans-Pacific Steamship Company's steamer *Vasco de Gama*, were delivered in London on the 19th inst., in thirty-five days from Yokohama.

The bullion per P. and O. steamer *Teheran*, from Southampton May 21, was—in gold, to Galle, £170; in silver, to Shanghai, £23,410; to Singapore, £57,970; total in gold, £170; in silver, £81,380.

The price of Bar Silver has fallen to 58⅜d., at which rate business has been done, principally for Spain. Mexican Dollars have been in short supply, and a rise of ¼d. per oz. was obtained for those ready for shipment by the *Teheran*, leaving Southampton yesterday.

ARTICLES OF IMPORT.

TEA.

The market still continues very quiet, the only feature being a moderate export demand for fair to good common red-leaf Congous, which has caused a slight advance in these kinds. At public sale a larger quantity has been sold without reserve than for some time past; prices on the whole have been steady, but fair to good medium black-leaf Congous sold at a decline of ½d. per lb. The public sales of the 19th inst. comprised 16,248 packages, of which 15,390 packages were printed and sold without reserve. On the 21st 2,091 packages were sold without reserve, at about previous rates. The deliveries for the week as compared with last year are as follows:—

	1874.		1873.
Duty paid	lbs. 2,107,000	...	lbs. 1,946,000
Coastwise	748,000	...	782,000
Exports	636,000	...	661,000
	lbs. 3,491,000	...	lbs. 3,389,000

Congous.—Red-leaf kinds: Siftings have been slow of sale at former prices. Broken-leaf kinds with quality are still in request. Fair to good common have been wanted, and prices show ½d. to ½d. per lb. advance. Fair to good Kaisow kind show no change, but the demand has been quiet. In fine to finest sales are difficult to make. Pak Lin kinds continue in request at full prices. Black-leaf kinds: Common sorts have been slow of sale. Fair to good medium have sold ½d. per lb. lower; good to fine kinds have been sold to some extent, but at some reduction. New make Canton kinds: Old season's show no material alteration; sales of about 4,000 boxes of new season's have been made from 1s. 6d. to 1s. 9d. per lb. Oolongs: Fair to good show no change; fine have been fairly saleable. Souchongs have been difficult to move, even at a decline of 1d. per lb. In Flowery Pekoes and uncoloured Japans there is nothing to report. *Scented Teas.*—Canton Capers of old import have sold at public sale at previous low rates. In fair to good kinds prices remain much as before. Foochow Capers remain firm. Canton Orange Pekoes have sold at last week's prices. In Foochow kinds common to fair have been dull of sale; good to fine in fair request at full prices. *Green Teas.*—The market shows no alteration, fine kinds commanding full prices, but common and medium selling at low rates.

SILK.

The market remains extremely dull; a small business has been done in Tsatlees during the last few days at a slight decline, but in the absence of any real demand importers, rather than press silk, prefer waiting the result of the European crop, something definite about

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which will be known in a week or ten days. Deliveries are less satisfactory, being from 1st to 20th inst.:—1,502, China; 379, Canton; 445, Japan; 134, Bengal; total, 2,460 bales.

COFFEE.—A steady advance in the value of Ceylon has been the feature of the market, Plantation being at the close 2s. 6d. to 4s. 6d., and Native 1s. to 1s. 6d. higher than last mail's quotations. The offers in public have only been moderate in extent, and have met with an active demand, resulting in the advance quoted. Closing prices are—Plantation triage, 80s. to 91s. 6d.; small to low middling, 97s. to 103s. 6d.; middling to fine, 104s. to 111s.; peaberry, 106s. 6d. to 110s. 6d.; Native, good ordinary, 85s. 6d.; bold, 90s. No transactions have occurred in other East India kinds, an offer of 420 bags Singapore being bought in at 76s. per cwt.

COIR GOODS.—700 bales Cochin yarn sold readily, low to good at £23 10s. to £36 5s.; fine, £38 to £45 5s.; 13 tons rope sold, 2 to 3¾-inch, £25; 4-inch, £25 5s.

CUTCH.—No sales reported.

GAMBIER.—300 bales block sold at 25s. ex warehouse.

GUTTA-PERCHA.—Of 320 baskets offered, 30 baskets sold, common, 10½d. to 11½d.; good, 2s. 1d. to 2s. 11d.

PEPPER has been steady and firmer. In public sale 1,500 bags Singapore black sold for arrival at 5⅞d.; of 800 bags offered on the spot 200 bags sold, Siam at 5⅞d. to 6d., the remainder being bought in above the value. Of 170 bags white offered, 70 bags sold at higher prices, bold Singapore, 8⅞d.; Penang, 8d. to 8½d. Privately Penang black has realised 5½d., short prompt Singapore 6d. per lb.

RICE.—The market has been steady; 15,000 bags Bassein have been sold at 9s.; and a cargo of Bassein afloat, 15,000 tons, at 10s. 7½d., Liverpool, quay terms; 10,000 bags Rangoon at 9s. 3d. to 9s. 4½d.; 12,000 bags Japan at 11s. 3d., and a cargo of 1,200 tons Necranzie at 10s. for Bremen.

SPICES are without change.

SUGAR.—An improved demand has been exhibited, and prices have advanced. The sales include 3,800 bags and 800 baskets brown Penang at 15s.; 3,300 bags yellow Penang at 20s. to 21s.; 800 baskets date, Penang, at 15s.; 4,000 bags do. at 15s. 3d. to 15s. 6d.; 18,000 bags unclayed Ilo Manila at 18s.; 50 tons do. at 19s.; 3,500 tasl do. at 15s. 6d.; 3,500 bags clayed at 18s. 6d.; 50,000 bags Ilo Ilo at 16s. 6d.; 1,000 baskets good Java at 26s. to 26s. 6d., and a floating cargo of Java, 1,800 baskets, Nos. 14 to 14½ at 26s. 9d.

STICKLAC.—An offer of 300 cases Siam was partly sold at £5 2s. 6d. to £5 7s. 6d. per cwt.

SAGO and TAPIOCA.—Without alteration.

TIN.—A less active demand has been shown, and quotations show a decline upon last mail's rates, Straits closing at £98 on the spot and £97 afloat, Banca at £108, and Billiton at £97 to £98 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £9. Bars, £9 to £10. Staffordshire Best: Bars, £11 to £12 10s.; Nail Rods, £11 to £11 10s.; Hoop, £12 to £13; Sheets, £14 10s. to £16; Scotch Pig, No. 1, £3 18s. to £4 12s. 6d.; Swedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝ in., £21 to £22.

YELLOW METAL.—Sheets, 4 by 4 ft., 8d.; Sheathing and Rods, 8d. per lb.

TIN.—English Refined, £104. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 29s. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £20 15s. to £21; Spanish soft, ex ship, £19 12s. 6d. to £19 15s.; Sheet, £22 10s.; Shot (kegs extra), £26; White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £22 5s. to £22 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £19 15s.

Messrs. French and Smith's Circular says:—The Metal Market is very quiet. Iron this week seems rather drooping, and makers generally are easier in their quotations. Copper dull. £74 has been accepted for some large parcels of bars. Lead firmer. The price has advanced about 5s. per ton during the week.

MANCHESTER GOODS.

The Market has been quieter in tone. The demand for both Goods and Yarns has slackened, yet producers of the better descriptions have adhered, and still continue to adhere, firmly to their full quotations, and no alteration on last mail's rates can be noted at the close. In the lower qualities of goods, however, some anxiety is manifested to realise, and prices of these rule in favour of buyers.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality ...	No. 4.	6	9	13	14	16	17	19
Weight ...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	13×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 9d.	6s. 6d.	7s. 0d.	7s. 9d.	8s. 0d.	8s. 6d.	8s. 9d.	9s. 1½d.
	5s. 10½d.	6s. 7½d.	7s. 1½d.	—	8s. 1½d.	—	9s. 6d.	—

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality ...	No. 21	22	24	26	25	28	31	34
Weight ...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	13×12
Price	9s. 9d.	10s. 0d.	11s. 0d.	11s. 6d.	10s. 4½d.	12s. 3d.	6s. 7½d.	7s. 7½d.
	9s. 10½d.	—	—	—	—	—	6s. 9d.	7s. 9d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality ...	35	36	40	45	46	49	56	59
Weight ...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price	7s. 7½d.	8s. 9d.	10s. 1½d.	12s. 6d.	10s. 3d.	11s. 9d.	13s. 0d.	14s. 6d.
	7s. 9d.	9s. 3d.	10s. 6d.	—	10s. 4½d.	12s. 3d.	13s. 3d.	14s. 7½d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×12
Price	5s. 4½d.	5s. 6d.	6s. 3d.	6s. 6d.	7s. 0d.	8s. 0d.	8s. 3d.
	5s. 6d.	5s. 7½d.	6s. 6d.	7s. 0d.	7s. 7½d.	8s. 7½d.	8s. 10½d

	s. d.		s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	10 1½		—
Maddapollams	3 3	to	3 4
Long Cloths	9 1½		—
White Spot Shirtings (nominal)	10 7½		—
,, Brocade do.	10 9		—
,, Damasks do.	18 9		—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½	to	1 0½
,, do. Nos. 28-32	1 0½	to	1 2
,, do. No. 40 (mock)	1 1	to	1 2½
,, (Mule Twist), No. 40	1 0½	to	1 2½
,, do. No. 30	0 11½	to	1 0½

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	12,520	7,110	6,780	16,820	2,548	2,155
	,, Shanghai	15,600	16,860	6,320	78,345	10,452	6,863
	,, Japan ...	—	840	300	29,450	—	1,480
Total		28,120	24,810	13,400	124,615	12,995	10,498
Shipped to the same date last year.....	To Hg. Kg.	2,000	5,510	7,840	15,848	6,675	5,259
	,, Shanghai	18,280	17,540	4,400	134,707	23,210	6,905
	,, Japan ...	—	360	300	48,160	—	18,545
Total		20,280	23,410	12,540	198,715	29,885	30,709
Do. 1873	To Hg. Kg.	6,500	5,660	2,014	11,220	3,160	7,259
	,, Shanghai	23,400	17,740	5,470	78,750	10,866	14,628
	,, Japan ...	—	360	706	26,251	—	10,487
Total		29,900	23,760	8,190	116,221	14,026	32,374
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	,, Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	,, Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,235	10,183	48,156
	,, Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	,, Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972

NEW YORK MARKET REPORT.

COFFEE.—The market both for Brazil and mild Coffees remains sluggish, consumers buying sparingly. We quote as follows:—Java (Government bags) 24c. to 25c.; Java (mats) 23c. to 25½c.; Singapore, 19½c. to 21c.; Ceylon, Native, 19c. to 21c.

CORDAGE.—The following are the current quotations:—Manila Cordage, sizes above 12-thread, 17c.; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 18c.; do. 12-thread, ⅜ in. diam., 17½c.; do. Hay Rope, 17½c.; do. Cordage, Bolt Rope Yarns, 19c.; do. 6-thread and 9-thread, 20c.; Tarred Manila, 16½c.; Fine Tarred Manila Lath Yarn, 18c.

HEMP.—The demand for Manila is very light, and there is scarcely any business doing.

INDIGO.—The market is steady. We note sales of 14 to 15 cases Manila at 65c. to 85c., and 10 cases Madras at 85c. to 90c.

RICE.—The demand is fairly good, but it is principally for home consumption.

SUGAR.—The market for Raw Sugar, after being buoyant, is a shade duller, but prices are firm. The Refined article is less active, and prices have receded.

SPICES.—Nutmegs are well held, and for most descriptions of goods there is a fair demand at the following quotations:—China Cassia, 25c.; Batavia ditto, 26c.; Nutmegs, $1.10 to 1.15; Mace, $1.18 to 1.26.

TIN.—Straits Tin is quoted 24⅝c. to 25c., and Banca 26½c. to 26⅝c. (gold).

TEA.—The auction sales exert a depressing influence on the market for invoices, the jobbers supplying their wants to a great extent from these sales. We hear of no new feature in the market. The sales are 2,950 half-chests Green, 4,700 ditto Oolong, 2,400 ditto Japan, and 700 ditto Pingsuey. By auction, 961 half-chests Green sold at 21½c. to 66½c.; 440 ditto Formosa Oolong 46c. to 54c.; and 536 ditto Amoy ditto, 27½c. to 30c., cash.

	Total Blacks.	Grand total.
Stock April 1	7,797,070	14,790,358
Receipts in April	772,342	6,054,018
Total	8,569,412	20,844,376
Stock May 1	7,515,634	16,936,376
Estimated Settlements by first hands in April	1,053,778	3,908,000

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May—	Vesta	—	Canton	Falmouth
13	Alice Ritson	Read	Java	Greenock
	Victoria Cross	Burns	Rangoon	Queenstown
16	Windover	Findlay	Kobe	Falmouth
16	Mandalay (s.)	—	Rangoon	Liverpool
	Helena Anna	de Boer	Batavia	San Francisco
Apr.28	C. L. Taylor	Sears	Hong Kong	Do
	Gamecock	Stoddart	Manila	New York
May13	Pacifique	Bertha	Sourabaya	Genoa
19	Antiope	Withers	Rangoon	Liverpool
13	Prins van Oranje (s.)	Aukes	Batavia, for Amstrdm.	Naples
	Sarah Nicholson	Selkirk	Foochow	New York
	Imogene	Down	Colombo	Do.
8	Marie	Holman	Singapore	Off Boston
	Thambar Skelver	Melling	Rangoon	Queenstown
18	Esmeralde	Lebozes	Bangkok	Marseilles
	Ben Nevis	Colville	Singapore	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
May15	Ajax (s.)	Kidd	Singapore, China, &c.	Liverpool
15	Ugglan	Paterson	Singapore	Clyde
13	Maria and Elizabeth	Appel	Do.	Lisbon*
15	Meggie Dixon	—	Do.	Newcastle
15	Salatiga	—	Do.	Penarth
16	Miriam	—	Yokohama	Burryport
14	Andreas	Peters	Bangkok	Hamburg
10	Amboto (s.)	Ibarra	Manila	Barcelona
19	Otto	Paulson	Soraka	London
20	Glenroy (s.)	Hogg	Singapore, China, &c.	Do.
19	Elphinstone	—	Galle	Shields
7	Mary Whitridge	Cutler	Shanghai	New York
19	County of Lancaster	Fordyce	Batavia	Clyde
18	Waterloo	Stewart	Samarang	Texel

* After repairing.

(See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
May 14 ...	Celebes	... Texel	... Batavia
14 ...	Bertha	... London	... Colombo
16 ...	Avenir	... Do.	... Singp. & Macassar
19 ...	Hankow	... Liverpool	... China

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Galley of Lorne. For Singapore, Hong Kong, and Shanghai: Glamis Castle, Glengyle. For Colombo, &c.: Craigforth, Paraguay.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel, Penrith, Carnarvonshire, Black Prince. For Shanghai: Mikado, Lucerne, Guinevere. For Hong Kong: Hopewell, Lord Macaulay, Beemah, Chinaman. For Penang: Excelsior, Hope. For Singapore: Dewa Gungadhur, Solent, Western Chief. For Colombo: Mirella, Electra, George Shotten. For Sourabaya: Canaan. For Bangkok: Lyra. For Chefoo: Bridgetown.

At LIVERPOOL.—For Yokohama and Hiogo: Charles Albert (str.) For Penang, Singapore, Hong Kong, and Shanghai: Priam (str.), Patroclus (str.). For Singapore: L. J. Enthoven. For Galle: Deerfoot. For Anjer: Southern Cross.

At GLASGOW.—For Singapore: Ringdove. For Batavia, Samarang, and Sourabaya (via Nieuwe Diep): Princes Amalia. For Penang, Singapore, Batavia, Samarang, Sourabaya, Macassar, and Manila: Eastern Isles (str.).

FREIGHTS AND CHARTERS.

Rates of freight for steamers on the berth for Eastern ports rule very firm. Coal freights to Singapore are somewhat higher.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 45s. meast. To Hong Kong: 50s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Shanghai: 40s. weight, 25s. meast. To Hong Kong: 40s. weight, 25s. to 27s. 6d. meast. To Singapore: 30s. weight, 22s. 6d. meast. To Penang: 30s. weight, 25s. meast. To Colombo: 27s. 6d. weight or meast. To Sourabaya: 25s. weight, 30s. meast. To Bangkok: — weight; — meast. To Chefoo: —weight: — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Colombo: £30. To Galle: £30. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: (small) 34s. To Singapore: 29s. To Galle: 29s. to 30s. To Colombo: 30s. To Manila: 25s. to 30s.

From Birkenhead, per ton.—To Singapore: 24s. To Hong Kong: 25s. To Galle: 26s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

CASUALTIES.

Advices from New York, May 7, state that the Horatio, Hardy, which arrived there 2, from Foochow, experienced a heavy gale April 26, from S.W. veering to N.W., and had boats stove, pinnace washed away, &c.

MAURITIUS (Aden, May 14).—The Norval, from Sunderland to Galle, &c., has put in here totally dismasted, and with jettison of 200 tons of coal.

MISCELLANEOUS.

At MAURITIUS.—April 25, Tranquebar, Petit, from Bangkok, and sailed 29 for Marseilles.

NOTICE TO MARINERS.

China—East Coast.—Fixed Lights on High Lamock Island.—With reference to Notice to Mariners, No. 83, dated 10th September, 1873, on the intended exhibition of two lights on High Lamock Island, the Engineers office, Swatow, has given further notice, that the lights have been exhibited since the 18th February, 1874. High Light, is a *fixed* white light, elevated 241 feet above the level of the sea, and in clear weather should be seen from a distance of twenty-two miles. The illuminating apparatus is dioptric or by lenses, of the first order. The tower, fifty-four feet high, is built of cast iron and painted black; the dwellings and boundary wall are white. Approximate position, Low Light, lat. 23 deg. 14 min. 50 secs. N., long. 117 deg. 17 min. 30 secs. E. and N.E. by N. is a *fixed red* light, visible between the bearings N.E. by N. and E., and covering the White and Boat rocks; it is elevated fifty-five feet above the level of the sea, and in clear weather should be seen from a distance of seven miles. The illuminating apparatus is dioptric or by lenses, of the fourth order. The light is exhibited from a window in a white building erected on the southern slope of the island, and is intended as a guide to mariners in keeping clear of the White rocks and Boat rocks.—Hydrographic-office, Admiralty, London, May 1874.

THE Netherlands Company's Royal Mail steamship *Conrad*, Captain de Ridder, sailed from Southampton on the 19th inst. for Batavia, Sourabaya, Samarang, Padang, and other Java ports, with a full cargo, ninety-six cabin passengers, and 170 Dutch troops.

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15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

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Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

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Dublin ... ... 66, Upper Sackville-street.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

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LONDON BANKERS.—The Union Bank of London.

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MANAGER.—Theod. Dromel.

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Reserve Fund, $1,000,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

CHINESE LANGUAGE AND LITERATURE.

—Professor DOUGLAS will BEGIN his Class at KING'S COLLEGE, LONDON, on FRIDAY, May 1, at 5 P.M., and will continue it on each TUESDAY and FRIDAY at the same hour. Fees for ten weeks, £3 3s., payable in the College Office.

J. W. CUNNINGHAM, Secretary.

TESTIMONIAL TO MR. W. H. READ.

A SUBSCRIPTION has been opened at Singapore for the purpose of placing in the Town Hall a Portrait of Mr. W. H. Read, as a public mark of appreciation of the services rendered by him to the Colony of the Straits Settlement during a period of thirty-two years.

The amount already received in Singapore is $1,415. Before closing the subscription list it has been thought well to give to former residents in Singapore an opportunity of adding their names.

Any balance that may remain after paying for the proposed Portrait is to be expended in a Piece of Plate for presentation to Mr. W. H. Read.

Mr. P. F. Tidman, 34, Leadenhall-street, has been requested to receive subscriptions in England, and to carry out the wishes of the Committee.

SUBSCRIPTIONS ALREADY RECEIVED.

Edward Boustead	£10	0	0
W. W. Shaw	10	0	0
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Singapore ...	Solent	A1 13 yr.	W.I.D.	May 30
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Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenearn	100 A1	2,120	330	To follow
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Ship.	Tons.	Class.	Dock.	To sail.
Laurel.....	638	A1 14 yr.	E.I.D.	June 1
Whiteadder	915	A1 12 yr.	E.I.D.	To follow

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

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—The undermentioned high-classed SHIPS will be despatched as follows:—

Ports.	Ship.	Class.	Tns.	Dck.	Last shipping day.
Shanghai ...	Mikado	A1 16 yr.	643	E.I.	With des
Chefoo	Bridgetown ..	A1 13 yr.	314	E.I.	With des
Yoko.& Higo.	Denbighshire	A1 15 yr.	483	E.I.	With des
Do.	Carnarvonsh.	A1 14 yr.	388	E.I.	To follow
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MISSIONS TO CHINA.

—o—

THE LONDON MISSIONARY SOCIETY.

At the meeting of the London Missionary Society, held last week, the Rev. J. Lees, of Tientsin, spoke as follows upon the work of the Society in China :—

It is remarkable that after 4,000 years of ups and downs the Chinese nation was never so prosperous, never so numerous, never so consolidated as I believe it was during the first half of the present century or the last half of the preceding one. If you are really in earnest in seeking the salvation of the world you could not do better than attack vigorously a great empire like that. Then there is another thought. You are debtors to China. Why are Englishmen in China? Why are missionaries there? You want something from her. She did not want you, but you wanted her tea and her silk, and I heard only a little while ago in conversation with a gentleman that the tea imported into England last year was 140,000,000 lbs. I cannot recall the value of British trade with China, but it is enormous, and mark you, nearly the whole of the foreign trade of China is British, nearly the whole of the foreign shipping engaged in the trade is British. You owe something to China—you cannot do without her—she is helping to make us a great nation, and the very least we can do is to help to give to her that which is more precious than her silver and gold. But more, we owe China reparation. In the first place you know all are not great and good men who go to China. It is true that we have noble merchants there, liberal men, thoughtful men, earnest men, philanthropic men ; but we have also others of another class. Moreover, when so many go from the Western States, there must be a considerable amount of what, to use a word that has become rather classical of late, we may term the residuum there. A considerable number of men go there who are not such as we would wish to represent us, either nationally or as Christians. There is a great deal of drunkenness there. During the whole of my residence in China I have not seen three drunken Chinamen, but I have seen scores of drunken Englishmen. Your sailors are often not what we could wish them to be. Out of the several thousand foreigners who reside in Shanghai, out of the considerable foreign population of Hong Kong and other ports, you may pick readily enough men whom you could heartily wish to deport and send away to the lands from which they come. These are the main obstacles in our way, and the very presence of such men renders it more and more imperative on you to send them those who shall teach them that the Gospel does not necessarily, nay, that when it is accepted, it does in no case sanction, much less produce anything such as that. When I spoke about reparation just now you cheered me. I know why you did that. Of course you thought I was going to refer to opium. Now, so much has been said upon that subject that it is not necessary for me to say anything here this morning, but I will say this much, that just as in the olden times there was an old Roman who felt it his duty to stand up from time to time and say "Carthage must be destroyed," so whenever a Chinese missionary stands on an English platform, it is his duty, in more or fewer words, to declare our guilt in this matter, and utter a heartfelt prayer that English Christians would only realise the degradation of the nation in their participation in that fearful traffic, and would determine to smite it for ever. But I have more to say yet. If we owe China the Gospel as a matter of reparation, we ought also to give her the Gospel in self-defence. Now, my dear friends, I want you very carefully to weigh that. A great deal is said nowadays about being practical. This is a very practical question. There are some men who won't yield to the sentiment of missions, but they can appreciate certain facts. It is to such men I would speak now. I say, consider the tremendous influence that China must yet exert upon the future of the world. There are two facts which I can very little more than state, and just leave them with you. In the first place it is unquestionable that at the present time China is along with ourselves the great emigrating and colonising power of the world. That is a startling fact ; and, mark you, this is no new characteristic in Chinese life. Because we simply knew nothing at all about China, we have been disposed to think them very exclusive and unwilling to leave their own boundaries. When first they went to China they settled in the north-west corner of the vast dominion they now occupy, and they have been spreading and spreading until they fill China proper, and down the eastern coast of Asia, and then in Cochin China, in the Malay Peninsula, and the Straits of Malacca, and even in Burmah itself. And to the north of the Great Wall they are spreading, slowly, of course, but still certainly, for they do not retire when once they have taken up a position. They are gradually making their way, and are displacing the old Mongol population. Then, you know, there are thousands of them in Australia. They are emigrating and colonising at the rate of something like 20,000 a year. All these facts point to a wonderful future for that race. They are admirably calculated to colonise a new country. What a wonderful influence they must exert, then, upon the future! There is another fact. China will one day have our material civilisation. Ah! do you see what that points to? China, at the present day, is unwilling to have our railways and telegraphs ; and there are reasons for those things into which we cannot go this morning—perhaps they are more excusable than we are apt to think sometimes—but the day is coming when the barriers will be broken down ; and, perhaps more speedily than some imagine, railways will cover the land and all the signs of material progress. She will get all the results of our material advance. Now the question for us is whether China shall have that plus our Christianity or without the Christianity. You do not tell me that that is an idle tale. It is very significant indeed that while the Chinese are very unwilling to accept many of the peaceful improvements that we have made in western lands, they are accepting our material of war. When I left Tien-tsin there had been for some time in existence there a powder factory, a very large place. I think one of the over-lookers told me it was nearly a mile in length and half-a-mile in breadth, with a large number of buildings spread over a large area of ground, and it turned out eight cwt. of powder every day. They have a large arsenal in Shanghai, another in Foochow, they are arming the forts at Foochow and other places with Krupp cannon ; they have a large number of troops armed with our own rifles. All these things show that China is willing to accept our material progress so far as they develop her material power. They have a number of gunboats built in those arsenals to keep the coast of China ; they have already built one frigate, and they intend to launch another. The next war with China—if such a terrible event should take place, and there are many who fear that it cannot be possibly averted—depend upon it will be a very different thing from the last. Put together these facts, that China is one of the great emigrating and colonising countries of the world, and that she is certain to have our material civilisation, and they form a tremendous argument for the evangelisation of that country. If we do not want to have the Goths and Vandals over again in a far more terrible form, then we must give the Gospel to China. You say there are difficulties in the way. Yes ; one is the size of the field, and the difficulty of enabling people at home to realise it, but there is also the opposition of the literati. I hold in my hand a little book published in China a year or two ago, and which had a considerable effect at that time in increasing the hostility of the people against foreigners. The opposition of the literati against foreigners is largely founded upon ignorance. They cannot understand the strange teachings of the Gospel. Many Gospel truths are also opposed to what they feel to be good. They confound us with Romanism ; they are opposed to the results of science ; they cannot understand our presence simply as teachers, and they imagine that we are Government agents. There are some people who speak about failure, and say that we have failed in China. Now, up to 1841 you had only had fifty-eight missionaries there ; it is an actual fact that our work has gone prosperously forward in China only since 1860. We did not begin to work really vigorously before that. Within the last week I have had a letter from one of our missionaries in North China, complaining to me that it is reported that I am going up and down England telling the people that we have some 15,000 Protestant converts in China, that this was doing a great deal of harm, and that he had given the lie to this, and wished me to do so publicly. I do so very decidedly, and with a very emphatic condemnation of the way in which many men seem to be terribly anxious to get hold of anything that will hinder Christian missions. I never said anything of the kind. In 1866 it was supposed we had 5,000 converts in connection with Protestant missions there. When Griffith John was in England a year or two ago, he told you we might estimate the number of converts at 7,000. Now I have to tell you that when I left last June there was a general agreement of opinion that we could not put the entire number at less than 10,000; but with respect to the northern province, where I have been labouring, the result has been still more extraordinary.

THE PRESBYTERIAN MISSIONS.

At last week's meeting of the Presbyterian Synod Mr. Hugh M. Matheson presented the report on Foreign Missions. The China Mission, which so largely occupies the attention of the Church, was commenced twenty-five years ago, and during the past year has enjoyed uninterrupted prosperity and success. The Mission is divided into three divisions—viz., Amoy, Swatow, and Formosa. Connected with these are fifty-four stations ; forty native evangelists ; ten ordained and three medical missionaries. There have been two hundred and forty-one baptisms of adults, and the number of converts amounts to 2,022. There are now four of the missionaries at present in this country recruiting their health. The prospects of the mission are very encouraging. "Every year," says the report, "enlarges our opportunities for proclaiming the Gospel. The prejudices against foreigners, but recently so formidable, are rapidly melting away ; and in many places where the missionary would once have been regarded with suspicion or scorn, hundreds now gather to listen quietly and attentively to his message. The very abundance of opportunities is embarrassing. A wide door is open ; but there are few to enter. The fields are white to harvest ; but there are not labourers to reap the ripe grain, or to gather and garner what has been reaped. We have been all this year earnestly seeking three additional missionaries, but we have not found one. At all the stations the mission is undermanned. The missionaries are overtasked ; and yet the work which should be done, and which they would fain do, cannot be overtaken. The need of more men is now very urgent." Notwithstanding the great paucity of labourers yet in Amoy, "some of the older congregations have grown so large that the chapels have become quite unsuitable for the numbers which have to be crowded into them." The medical missionaries had been constantly employed, and with great success. In Swatow "the hospital," says the report, "has been the means of adding a sixth of the whole number baptised. For the greater part of the year Dr. Gauld has had his hands very full of work, and many of his patients, no doubt, have returned to their homes with their faith in idolatry shaken, and with some knowledge of the way of life." In the island of Formosa the whole district is now open to the Gospel. It is stated that the Rev. William Campbell had paid a visit to the northern part of the island, going through the villages preaching the Gospel. The report states that "while at Posia Mr. Campbell paid a visit to the Chayhoan savages. The chief, whose name was a terror to the inhabitants of the western side of the hills, was ill, and desired to see the foreign doctor. With three attendants, one of whom acted as interpreter, and guided by the son of the chief, after a hard day's walking over hills and across streams, the head-quarters of the tribe was reached. Nearly all the inhabitants turned out to have their first sight of a foreigner. Rows of human skulls, eloven in and but recently exposed, were strung on the ends of the houses, thirty-nine being on that of the chief's ; and from a rafter of the room in which the missionary lodged a large bush of hair dangled, evidently the "pigtails" cut from the heads of decapitated victims. All effort to make any religious impression on the minds of these degraded people appeared to fail ; but when Mr. Campbell left there was a friendly expression on every face. Another savage tribe was visited, who live on the shores of a beautiful lake ; and during every evening of the week spent with them Bible-stories were told to about

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thirty, seated round a large fire." The accounts showed that the total income for the China Mission was £8,478 18s. 1d., the expenditure £8,117 11s. 9d., leaving a balance of £361 6s. 4d. in the hands of the treasurer. The principal expenditure had been for missionaries' salaries, £4,101 8s.; travelling expenses, £650 12s. 5d.; home charges, £360 11s. 5d.; rent of mission premises, salaries of native preachers and teachers, medicines, &c., &c.

Mr. Matheson, in moving the adoption of the report, said that when he visited China twenty-eight years ago very few had then been gathered from heathendom to the fold of Jesus. God had given to China faithful men, whose names are honoured wherever Christians are known—Morrison and Milne were names with which all were familiar. It was only in 1842 that China was at all open to receive missionaries, but it was not till 1860 that the door was thrown open wide and their brethren were able to penetrate in every direction, carrying the message of salvation. Very thankful were they to God who has given His blessing on the work which His servants went forth to accomplish. The past year had been one of much mercy; when they considered the great difficulty of the field; when they remembered what a difficult language it was, how long it took to learn it, how hard a study to acquire the power of speaking it; when they reflected on the state of that heathen civilisation which exists in China—a civilisation, as they all knew, of very ancient date, for they were civilised in China long before we were in Great Britain—and when they had such results as they had, it should encourage them to go forward, looking up in faith to Christ to continue His blessing and extension of the work. A great responsibility rested upon them in connection with their mission in China. They could not draw back, but were being drawn forward by every step they took. The door was so open because when the people heard the Gospel many among them are desirous to make it known to their fellows. Without taking the rosy view of the subject, there could be no doubt that in connection with some of the stations there had been a distinct missionary spirit. The Word spoken in weakness by native Christians had often been of more effect than that of the missionary himself. The missionaries now in the field find that the work has got beyond their strength. In every one of the stations the work was greater than the men on the spot were able to overtake, and they had great need of help. In the first place it was required that native helpers should be raised up and trained for the necessary work of going out among their countrymen, and being settled over congregations as pastors and as missionaries. In this direction they had not been able to do so much as they wished to do. At Amoy they had a training school, and they were endeavouring to set up a similar institution in Formosa, but the missionaries had been so occupied as to be unable to undertake anything in the way of training. For that alone they needed an increase in the staff of European missionaries.

The Rev. George Smith, of Swatow, addressed the meeting. Having described the district which is the field of his labours—a fertile tract at the extremity of the Canton district, with a population of at least six millions—he said that at the time the mission commenced that part of the country was almost without a knowledge of the Gospel. Some few persons had heard of it in other places, and had adopted or professed the Christian religion, and some had become possessed of Bibles. Otherwise heathenism prevailed everywhere. The social condition of the population, also, was very low, and infanticide very prevalent. Politically the country was in a still sadder state. Piracy, opium smuggling, and the coolie traffic were carried on. At the time that missionary effort was commenced, Swatow was not a treaty-port, and the first pioneers went there simply in obedience to the general command of Christ. It was a singular thing, nevertheless, that the very political anarchy which prevailed at the time was one of the means employed by Providence to favour the ingress of the Gospel, for the villagers often protected the missionaries at that time, simply out of opposition to the mandarins. The first efforts were made by a missionary from the Basle Society and next by a native convert, who was succeeded by the Rev. W. Burns and Mr. Taylor, the latter of whom, however, only remained for a short time. Progress was at present being made in all directions as far as eighty miles from Swatow, and within a radius of fifty miles from that place they had altogether forty or fifty larger, and several smaller stations. In regard to the in-gathering of converts they had not had such a large number as at Amoy, nor had they been so rapidly successful as the brethren at Formosa, but they had received into communion 375 adults, and baptised about 100 children. It was, comparatively speaking, a day of small things, but they did not despise these; on the contrary, they were led to wonder at what God had done for them, and to take courage and hope for the future. With regard to the means they had been using, these were the old means of preaching the Gospel; they had given the chief importance to preaching the Word indoors and outdoors, in highways and byways, and God had blessed their efforts—both their own and those of their native assistants. Another means had been—teaching, and that also had been blessed, as had likewise the distribution of Bibles and tracts. A means that had been especially owned of God was the hospital. God had blessed the hospital, not only in removing the prejudices of the Chinese, but in bringing souls to His Kingdom. They had been much helped by the men, but more by the women, who were qualified to take their place side by side with the most devoted women in England, and both men and women had withstood much and cruel persecution. On the restoration of law and order the missionaries had been favoured by the mandarins, and in other ways they had been helped by God's providence. With regard to the ends they had in view, the first was the salvation of souls. But their work had a human side also, and it might be asked—What was the effect of their teaching as to the Christian life? To that he replied—Their converts had been tested in various ways. Several had encountered severe persecution for their faith, and remained steadfast. Then, as a whole, they were living a Christian life. There was, besides, another end which they contemplated—they considered that the end of the missionary work was to raise up a native Christian Church. True, very little had been done in that way yet, but he thought they had got the idea into the minds of the Chinese. And they were in the meantime seeking to raise up a native eldership and deaconship to rule it, and to raise up men to be pastors and evangelists.

Rev. Hugh Cowie, Amoy, said he came before them to thank God for what He had done, and take courage for the future. The word "failure," and all similar terms, were quite out of place in reference to the Foreign Missions of their Church. They were to consider the recent state of Protestant work in China. Thirty years ago saw the beginning of it; and while it was estimated that there were now 10,000 converts in China, what were they in a population of four hundred millions? But they must recollect that these 10,000 had not been reclaimed from the masses of London, but from heathendom. Viewed in this light, the mission was a glorious success. Then, again, a very small portion of those converts were obtained in the first half of the thirty years. When he went to Amoy, eleven years ago, the membership was about 200, and now they had grown to 2,000. That, he said, was surely success; and there was evidence of the presence of God's Spirit being with them. There had not only been a growth in the numbers, but in the many new fields which had been taken up. All over China mission work had been commenced, amid a deep-seated hatred against the foreigner or savage. Much of the same feeling still remained in a latent or subdued form. After speaking on the geographical position of the stations, Mr. Cowie spoke at length on the thorough organisation of their work, and the successful attempt that was being made to train up a native agency. These were the two prominent features of their Amoy work. In the Presbytery of Amoy they had fifteen congregations fully organised, having sessions of their own, and seven were directly connected with their mission. Mr. Cowie referred to the manner in which the Presbyterian system came naturally to the Chinese with their village elders, and they were already educated up to it, and took kindly to it. All receptions of members were by the sessions, and the whole membership was under their supervision. The people took a great interest in the Presbytery, which met twice a year. They had come to that stage in the work that they must transfer much of their work into the hands of native agents. They had at present three pastors and four young men licensed, awaiting to take the charge of congregations, and several stations were on the verge of calling pastors. The most important work they could do was to train up teachers to teach the Chinese. In conclusion, Mr. Cowie said there was no cause for apology for the work done in the past nor despondency for the future.

THE CONSULAR SERVICE AND BRITISH INTERESTS IN CHINA.

(PALL MALL GAZETTE.)

The *London and China Telegraph* has devoted two articles in a recent issue to the discussion of various questions bearing on the alleged unsatisfactory state of the Consular Service and British interests in China. Under the first head the writer speaks of the "incompetency of the Consular Service," and, assuming this to be an established fact, he discusses the causes which have led to so "eminently unsatisfactory" a state of things, and the necessity of providing a remedy. We should be sorry to think there was any sufficient foundation for such sweeping charges of "idleness, incompetence, and misappropriation of public funds," as are brought without qualification against the whole service. It cannot, however, be denied that within the last few years two flagrant cases of malversation have been before the Courts in China; nor is it to be disputed that there has long existed a spirit of discontent among its members, accompanied by great discouragement, and that evidence of this has been furnished in the readiness with which any opportunity has been seized of leaving the service for Chinese employment, or retiring on a comparatively small pension in order to escape from conditions felt to be intolerable, or which left no inducement to remain. There is enough in these facts to warrant anxiety and to call for serious inquiry into the causes. In the article before us these are attributed principally to the impr ovidence, incompetence, and general misconduct of the individuals, and only remotely to the Government which originally selects them. In one respect only it lays the blame directly on the Foreign-office, for the system of training at Peking, where all have to pass some two years as students to acquire the Chinese language. The writer further maintains "that the authorities at Peking are not free from blame, inasmuch as they have stationed at isolated and lonely places men who were notoriously of unsteady habits." As to the policy of sending "mere boys fresh from school, to be collected in a place like the Chinese capital with no real occupation—for we cannot allow," observes the writer, "that the study of Chinese is sufficient for that purpose"—we think the writer is entirely mistaken in "emphatically condemning" it. Assuming, what no one with any knowledge of the subject will deny, that it is essential that a youth on entering the service should learn Chinese, and that as a student he can never qualify himself so well or fitly as at the capital and in the beginning of his career, it is difficult to understand where else he could be favourably placed for that purpose. At no place in China—certainly at no port—could he have the same educational advantages, be less exposed to temptation or distraction, or more thoroughly under the moral influence and general supervision of the Minister and his staff, the secretaries of Legation. Within the walls of the Legation every provision has been made by Her Majesty's Government, at great outlay, for educational purposes, health, and amusement. The foreign Legations offer them society of a superior kind, and the smallness of the circle is under these circumstances an additional advantage. Young men may go wrong or fall into irregular and evil habits under such conditions, but it is hard to understand where they could be more favourably placed. As to the study of the Chinese language affording no real occupation, we can only conclude that the writer is totally uninformed on the subject, and is ignorant of the continuous and concentrated application necessary to make any progress. In like manner the objection that men of notoriously unsteady habits are sent to isolated and lonely places might, if true, receive its explanation in circumstances and conditions which the writer entirely ignores. If the service were, as he contends, absurdly "overmanned"—(the exact reverse having

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been shown by the evidence of Sir Rutherford Alcock and several other witnesses of great knowledge and experience before the last Select Committee on the Consular Service)—it might be a doubtful question if anything better could be done. Assuming such undesirable consular officers to exist, together with the impossibility of weeding them out by summary dismissal, whether it would be better to send them to isolated posts where the duties are less important and pressing and the temptations to dissipation less or to give them posts at the larger ports and leave them to contaminate better conducted officers in the same consulate, amidst greater facilities for intemperance or dissipation, must at least be very doubtful. Perhaps of the two evil alternatives a sentence of isolation where there is less liability to mischief is about the best course open to a minister if he has not the power of elimination. "Habits of idleness and self-indulgence," unfortunately, are weeds that grow in all countries and under a great variety of outward conditions. The true corrective for these evils, in a branch of the public service such as the consular staff in China and Japan constitutes, would be to have some better mode of selection than a competitive examination affords, to make good conduct and application a condition of permanence in the service, irrespective of any acts of gross or flagrant misconduct; and though last, not least, to so regulate the terms of service that all the several grades may have sufficient pay to meet the actual and reasonable requirements of their position, and fair prospects of such advancement as shall afford a stimulus of hope to keep them in heart during the many years they must of necessity occupy very subordinate positions with a bare subsistence. The late Ministry, in their intense desire for economies and retrenchments, lost sight too much of the danger of cheeseparing, until nothing was left to a whole service worth striving for. Good service and loyal devotion to its duties in a contented and hopeful spirit are not to be secured under any such conditions. If this is what is wanted—and in no country in the world is it more needed—this and every other Government seeking it must be content to pay the price at which alone such service can be secured.

As to British interests in China and the wants of our merchants in the Far East, there is much to be said, no doubt. The reform and improvement in the Consular Service so strongly advocated would be a first step, and go a long way to improve our relations with the Chinese. But no diplomatic or Consular changes can ever effect what the merchants mainly desire and enumerate among their principal wants:—The abolition of Chinese guilds, which control trade unfairly; the conservancy and dredging of treaty ports and rivers; the opening of coal mines to foreigners on payment of a royalty; and the opening of the inland waters to steamers, with the laying down of railroads on land. These are all—except the second, the improvement of the ports—beyond the reach of diplomacy at present. So long as the Treaty Powers are not all united in policy affecting these and other matters—and they never will be—or are not prepared unanimously to resort to the same means for attaining a coercive power over the Chinese Government and nation—and that is still more improbable—British interests in China, so far as the attainment of these objects is concerned, must be left to the slow developments which commerce and advancing civilisation bring in their train. Any step forward in either of the three directions will assuredly only be taken under one of two conditions—the pressure of a foreign Power too strong to be resisted and too determined to be refused, or the spontaneous desire of the Chinese for them, in order to advance some object of their own. This is plain to all who have studied the Chinese unbiassed by exclusively trading interests, and the sooner it is recognised the better. We shall then, at least, not be induced to waste time and effort in beating our heads against stone walls. As to the Fengshuy—a great force always in reserve, and of which we hear so much whenever material improvements are urged upon the Chinese—that will no doubt be effective only so long as those who now invoke its aid desire that it should be so. But if Sir Charles Murray, our Minister at Lisbon, utterly failed when he recently went over to Madeira for the purpose of establishing a sanitarium for our Gold Coast invalids, and was foiled by the superstition and prejudice of the population of that little island, it is easy to understand the insuperable obstacles the Fengshuy can present with a colossal empire like China for its fulcrum. The populace of Madeira would not allow the lazaretto to be used, and, full of fear and fury lest they should get the yellow fever into the island, threatened to burn it down, as they had already done once before. But, as was observed, how is it "possible to convert to common sense a people who believe that the grape disease was a visitation for their sins, and who protest against telegraph wires being carried over their houses to reveal to the world all that goes on inside?" The Chinese are capable of believing a great deal more than this, and things infinitely more beyond the reach of reason or argument, when they are required to work coal mines with foreign engines, lay down railroads, or set up telegraph wires.

Correspondence.

THE MALAY PENINSULA.

(To the Editor of the *London and China Telegraph*,)

SIR,—It is doubtless a matter of great public advantage to have a person in the exalted position of a peer of the realm take an interest in the past and future of the Mahomedan races in the Far East, but it is at the same time a subject of deep regret when the good intentions which guide the efforts of that person are seriously injured by his want of knowledge of the latest events—a knowledge which might have been obtained with a little trouble, and which would have contributed essentially to promote the success of the interests involved, or to increase the force of the blow which it was intended to administer. These remarks are made with reference to the speech delivered by Lord Stanley of Alderley on the state of affairs in the Malay Peninsula on Tuesday last. His Lordship referred to matters which occurred several years past, and seemed to forget that in these days of fast living the events of yesterday are already ancient history. What do the people in the Straits now care for Sir H. Ord's lavish expenditure in building a house for himself, or for any of the many other acts which gained for him a reputation which his Lordship describes as "only to be compared to that of a Roman proconsul in the time of Cicero?" The point the public there have to consider is this: The Malay States "independent"—very independent some would say—had arrived at the last state of disorganisation—piracy was rife, murder of common occurrence—and a bloodthirsty war was being carried on; provisions, arms, and ammunition, war vessels and fighting men being supplied from British possessions, mostly by persons calling themselves British subjects. Sir Andrew Clarke felt it his duty to put a stop to a state of affairs disgraceful to any civilised Government. What was the consequence? The native chiefs came forward, and asked him to arbitrate in their quarrels, and when these were settled to appoint some persons in whom he had trust to help them to govern their countries. Sir Andrew proved himself worthy of the confidence they placed in him. He called the chief Malays and the head men of the Chinese together, and proposed terms to them, which they at once and eagerly accepted. So much for Perak.

At Salangore Tunku Dhya Udin was for years fighting against Malay chiefs whom the Sultan had declared "pirates" in 1872, but whom he chose afterwards to patronise, because they made it worth his while. He had been twice recognised as Prime Minister by the Sultan, and he again, of his own free will and accord, renewed the appointment in the presence of the Governor. As to the "opinion of the inhabitants," "another war with the natives or annexation," his lordship may rest satisfied. The native opinion is with the Government which gives them the least trouble and anxiety; and that will be an administration under the simplest rules of civilised law. No native chief is likely to try his chance with us at war in countries where the simplest blockade would entail starvation; and the fearful alternative of annexation can only be brought about by such mismanagement on the part of the Straits Government as would more than justify the recall of a dozen Governors.

Whilst regretting Lord Stanley of Alderley's speech as premature and ill-founded, it can be but a matter of congratulation to find two Ministers, past and present, boldly vindicating the straightforward and enlightened policy of Sir Andrew Clarke, and it is devoutly to be hoped that they will continue to do so, so long as he carries out a policy so truly consistent with the best interests of his country as that which he has lately initiated.—I am, &c., &c.,

A.

THE GOVERNMENT OF PAHANG.

(To the Editor of the *London and China Telegraph*.)

SIR,—I am sorry to see in your last issue an article referring to Pahang as a country "miserably misruled, and the trade of which with Singapore is crippled, owing to the insecurity of life and property." This statement is likely to mislead your readers; for, if local knowledge and experience are of any value, I do not hesitate to affirm that of all the native States Pahang is that which is the most orderly and the best governed. The policy pursued by General Cavenagh and Sir Harry Ord towards the Bandaherak was certainly not such as to render that chief friendly to British rule, but I have no doubt that Sir Andrew Clarke will gain his confidence by his straightforward and open-handed conduct and acknowledged tact, and will remove the chief causes of the misunderstanding which at present undoubtedly exists, and for which Pahang cannot be blamed.—I am, &c., &c.,

R.

London, May 20.

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EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th May, 1874, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th May, 1874, 10,881,101 yards ; for the twelve months, 122,501,822 yards ; for the twelve months, 1873, 83,741,194 yards ; for the twelve months, 1872, 96,229,397 yards. Increase for 1874 against 1873, 38,760,628 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1874, 555,255 yards ; for the twelve months, 5,308,619 yards ; for the twelve months, 1873, 3,819,793 yards ; for the twelve months, 1872, 2,587,196 yards. Increase for 1874 against 1873, 1,488,826 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1874, 96,300 yards ; for the twelve months, 1,192,303 yards ; for the twelve months, 1873, 2,299,566 yards ; for the twelve months, 1872, 2,568,036 yards. Decrease for 1874 against 1873, 1,107,263 yards.

COTTON YARN. — Export for the month ended 16th May, 1874, 795,630 lbs. ; for the twelve months, 11,405,501 lbs. ; for the twelve months, 1873, 7,459,050 lbs. ; for the twelve months, 1872, 9,275,888 lbs. Increase for 1874 against 1873, 3,946,451 lbs.

SHANGHAI.

PLAIN COTTONS. — Export for the month ended 16th May, 1874, 19,031,634 yards ; for the twelve months, 252,034,683 yards ; for th twelve months 1873, 281,319,235 yards ; for the twelve months 1872, 334,049,938 yards. Decrease for 1874 against 1873, 29,284,552 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1874, 868,752 yards ; for the twelve months, 17,692,712 yards ; for the twelve months 1873, 15,026,764 yards ; for the twelve months 1872, 8,720,428 yards. Increase for 1874 against 1873, 2,665,948 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1874, 528,224 yards ; for the twelve months 6,558,621 yards ; for the twelve months 1873, 8,710,531 yards ; for the twelve months 1872, 7,552,193 yards. Decrease for 1874 against 1873, 2,151,910 yards.

COTTON YARN.—Export for the month ended 16th May, 1874, 113,200 lbs.; for the twelve months, 673,727 lbs.; for the twelve months 1873, 1,924,096 lbs.; for the twelve months 1871, 696,296 lbs. Decrease for 1874 against 1873, 1,250,369 lbs.

JAPAN.

PLAIN COTTONS. –Export for the month ended 16th May, 1874, 1,785,387 yards ; for the twelve months, 34,934,365 yards ; for the twelve months 1873, 36,875,044 yards ; for the twelve months 1872, 24,819,869 yards. Decrease for 1874 against 1873, 1,940,679 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1874, 231,631 yards ; for the twelve months, 3,052,806 yards ; for the twelve months 1873, 5,954,827 yards ; for the twelve months 1872, 2,314,291 yards. Decrease for 1874 against 1873, 2,902,021 yards.

PRINTED COTTONS.—Export for the month ended 16th May 1874, 72,000 yards ; for the twelve months, 1,090,513 yards ; for the twelve months 1873, 3,049,364 yards ; for the twelve months 1872, 1,219,887 yards. Decrease for 1874 against 1873, 1,958,851 yards.

COTTON YARN.—Export for the month ended 16th May, 1874, 1,153,110 lbs. ; for the twelve months, 11,784,937 lbs. ; for the twelve months 1873, 14,335,492 lbs. ; for the twelve months 1872, 10,645,242 lbs. Decrease for 1874 against 1873, 2,550,555 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th May, 1874, 6,834,141 yards ; for the twelve months, 78,947,659 yards ; for the twelve months 1873, 63,223,987 yards ; for the twelve months 1872, 59,234,284 yards. Increase for 1874 against 1873, 15,723,672 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1874, 340,692 yards ; for the twelve months, 4,865,739 yards ; for the twelve months 1873, 5,038,247 yards ; for the twelve months 1872, 5,234,612 yards. Decrease for 1874 against 1873, 172,508 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1874, 460,021 yards ; for the twelve months, 2,955,570 yards ; for the twelve months 1873, 3,514,211 yards ; for the twelve months 1872, 4,208,332 yards. Decrease for 1874 against 1873, 558,641 yards.

COTTON YARN.—Export for the month ended 16th May, 1874, 212,870 lbs. ; for the twelve months, 1,904,039 lbs. ; for the twelve months 1873, 2,032,654 lbs. ; for the twelve months 1872, 1,752,960 lbs. Decrease for 1874 against 1873, 128,615 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th May, 1874, 2,425,173 yards ; for the twelve months, 25,544,542 yards ; for the twelve months, 1873, 21,355,896 yards ; for the twelve months, 1872, 19,368,129 yards. Increase for 1874 against 1873, 4,188,646 yards.

COLOURED COTTONS.—Export for the month ended 16th May 1874, 864,524 yards ; for the twelve months, 7,758,188 yards ; for the twelve months 1873, 11,916,094 yards ; for the twelve months 1872, 9,106,368 yards. Decrease for 1874 against 1873, 4,157,906 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1874, 716,320 yards ; for the twelve months, 5,332,924 yards ; for the twelve months 1873, 11,474,576 yards ; for the twelve months 1872, 9,941,979 yards. Decrease for 1874 against 1873, 6,141,652 yards.

COTTON YARN.—Export for the month ended 16th May, 1874, 52,900 lbs. ; for the twelve months, 546,739 lbs. ; for the twelve months 1873, 596,175 lbs. ; for the twelve months 1872, 584,760 lbs. Decrease for 1874 against 1873, 49,436 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th May, 1874, 2,666,253 yards ; for the twelve months, 22,052,517 yards ; for the twelve months 1873, 13,206,155 yards ; for the twelve months 1872, 8,318,597 yards. Increase for 1874 against 1873, 8,846,362 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1874, 1,564,602 yards ; for the twelve months, 14,657,267 yards ; for the twelve months 1873, 14,106,239 yards ; for the twelve months 1872 8,678,248 yards. Increase for 1874 against 1873, 551,028 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1874, 561,104 yards ; for the twelve months, 3,179,510 yards ; for the twelve months 1873, 1,510,757 yards ; for the twelve months 1872, 308,007 yards. Increase for 1874 against 1873, 1,668,753 yards.

COTTON YARN.—Export for the month ended 16th May, 1874, 139,918 lbs. ; for the twelve months, 914,998 lbs. ; for the twelve months 1873, 476,360 lbs. ; for the twelve months 1872, 455,661 lbs. Increase for 1874, against 1873, 436,638 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th May, 1874, 2,782,367 yards ; for the twelve months, 34,623,819 yards ; for the twelve months, 1873, 28,349,300 yards ; for the twelve months 1872, 26,962,481 yards. Increase for 1874 against 1873, 6,274,519 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1874, 687,655 yards ; for the twelve months, 2,893,987 yards ; for the twelve months 1873, 1,635,769 yards ; for the twelve months, 1872, 2,040,679 yards. Increase for 1874 against 1873, 1,258,218 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1874, 212,648 yards ; for the twelve months, 2,704,956 yards ; for the twelve months 1873, 4,364,416 yards ; for the twelve months, 1872, 3,183,086 yards. Decrease for 1874 against 1873, 1,659,460 yards.

COTTON YARN.—Export for the month ended 16th May, 1874, 50,350 lbs. ; for the twelve months, 299,914 lbs. ; for the twelve months 1873, 304,612 lbs. ; for the twelve months 1872, 175,437 lbs. Decrease for 1874 against 1873, 4,698 lbs.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	7⅞ to 8⅛
25	Bank of Egypt	All	48 to 50
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	94½ to 95½
20	City	10	14 to 15
100	Colonial	30	55 to 57
500fr.	Comptoir D'Escompte de Paris ...	All	500 fr.
Th.200	Deutsche	All	Th.164
£28½	Hong Kong and Shanghai	All	35 to 37
50	Imperial	15	17 to 18
50	London and County	20	59½ to 60½
50	London Joint-Stock	15	49 to 50
100	London and Westminster	20	71½ to 72½
25	Oriental	All	44 to 45
—	Union of London	15	45 to 46
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7½ to 7⅝
10	Eastern Telegraph	All	7⅝ to 7⅞
10	Great Northern	All	9⅝ to 10⅛
25	Indo-European	All	15½ to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	30 to 31
20	India-rub., Gutta-perc., & Teleg. Works	All	21 to 23
8	Reuter's	All	11½ to 11⅝
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	3½ to 4½
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅝ to 1⅞ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6½	26 to 27
25	Ocean Marine	5	8 to 9 pm.
20	Thames and Mersey	2	4 to 4½ pm.
20	Thetis Marine	5	5½ to 4½ dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine...	5	3½ to 4 pm.
	TEA COMPANIES.		
50	Assam	20	41 to 43
20	British Indian	All	7 to 8
20	Darjeeling	All	18 to 20
10	Eastern Assam	All	3 to 4
20	Iorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	11 to 12
10	Upper Assam	All	1½ to 2½
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 3½
20	Do.	5	2⅝ to 2½
50	Colonial	20	7 to 5 dis.
5	Credit Foncier of England	All	3⅛ to 3⅜
10	General Credit and Discount	7½	¼ to ⅛ dis.
21	Hong Kong Gas	All	— —
10	International Finance	5	2½ to 2 dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	570 fr.
£50	P. and O. Steam	All	58 to 60
50	Do. Do. 1867	10	par to 1 pm.
100	Royal Mail Steam...	60	83 to 84
402fr.	Suez Canal...	—	406.25 fr.
£98	Japan Loan, 9 per cent.	All	103 to 106
92½	Do. 7 per cent....	All	94 to 96

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 561.] LONDON, MONDAY, JUNE 1, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received May 29.
JAPAN—Yokohama	Feb. 20	April 9	April 14
Yedo			
Osaka and Hiogo	„ 6	Mar. 30	„ 2
Hakodadi			
Nagasaki	—	—	„ 6
CHINA—Peking	—	—	„ 4
Tien-tsin	—	—	„ 7
Chefoo	—	—	„ 4
New-chwang			
Hankow	„ 6	„ 28	„ 10
Kiu-kiang	—	—	„ 13
Chin-kiang	—	—	Mar. 27
Shanghai	„ 27	April 16	Apr. 17
Ningpo	—	—	„ 14
Foochow	—	—	„ 15
Formosa			
Amoy	—	—	„ 16
Swatow	—	—	„ 17
Hong Kong	Mar. 6	„ 13	„ 23
Canton	—	—	„ 21
Macao	—	—	„ 23
PHILIPPINES—Manila	Feb. 27	„ 8	„ 16
COCHIN-CHINA—Saigon	Mar. 13	„ 18	„ 27
SIAM — Bangkok	—	—	„ 24
BORNEO—Labuan	—	—	„ 22
Sarawak	—	—	„ 20
JAVA — Batavia	„ 20	„ 25	„ 26
Samarang	—	—	„ 21
Sourabaya	—	—	„ 23
MALACCA STRAITS—Singapore	„ 27	„ 29	May 1
Penang	—	—	—
CEYLON—Galle	Apr. 10	May 3	„ 12
Colombo	—	—	„ 9

THE MAILS, &c.,

The French mail, bringing advices as above, was delivered, *via* Marseilles, on Friday last, the 29th ult., three days early. The next inward (P. and O.) mail, with dates Yokohama, 15th; Shanghai, 19th; Hong Kong, 26th April; Singapore, 3rd May which is due, *via* Brindisi, on Monday next, the 8th inst., left Galle on the 13th ult. one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Anadyr*, arrived May 27.—From Yokohama: Mr. and Mrs. Florent. From Shanghai: Messrs. Parker, Davidson, Mills, Stone, Mrs. Simpson, Mrs. Gilpin. From Hong Kong: Messrs. Kruse, Sandelands, Rosario, Mr. and Mrs. Whyte, Mr. and Mrs. Assi, Mrs. Bailey. From Saigon: Messrs. Roberderau, Goudard, De Serravalle, Motet, Guirand, Spooner. From Manila: Messrs. Rodriguez, Gros, Espezo, Romano, Rosalez, Mdme. De Badolato. From Batavia: Messrs. Walter, Krught, Vruisendorp, Mr. and Mrs. Van Laurick. From Singapore: Messrs. Henderson, Sainz, Gargollo, Baerera, Domingo, Pereda, Ventoso, Mrs. Wakefield. From Galle: Mr. Karslake. From Aden: Mrs. Wright.

Per steamer *Hector* (Holt's line), arrived May 29.—Mr. and Mrs. Muirhead and two children, Mr. Duggan, Dr. and Mrs. Collins, four children, and two Chinese servants, Mrs. Wright, Mr. and Mrs. Louis and three children, Mr. Harvey, Mr. Bain, Mrs. Smith, Mrs. Masefield, Mr. Stevens and servant, Mrs. Hewick, Mr. Näf, Captain Punchard, Mr. Hervey, Mr. and Mrs. Coqui, three Misses Coqui, and three children, Dr. and Mrs. Belcher, four children, and one servant, Mr. and Mrs. Crane, Mr. Harrison, Mrs. Helyer and one child, Mr. Alemeida and one child.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malta*, from Brindisi, June 1.—To Yokohama: Mr. O. Eckels. To Ceylon: Mr. J. H. Alexander.

Per P. and O. steamer *Hindostan*, from Southampton, June 4.—To Yokohama: Mr. Clifford Bate. To Singapore. Mr. A. P. Talbot, Mr. N. P. Trevener. To Ceylon: Mr. and Mrs. G. W. Paterson and child, Major General Street, C.B., Mrs. Street, and two daughters, Mr. R. H. Sinclair.

Per P. and O. steamer *Sumatra*, from Venice, June 13.—To Ceylon: Mr. W. D. Wright. To Galle: Mr. J. R. Hedges, Mr. W. G. Laurie.

Per French steamer *Meikong*, June 7 (booked from London).—To Yokohama: Mr. C. J. Zael. To Singapore: Mr. Otto Koeb, Mr. and Mrs. Harper. To Batavia: Mr. Revins and family, Mr. Messkitz and lady. To Saigon: Nine Sisters of Mercy.

Per French steamer *Sindh*, June 21 (booked from London).—To Batavia: Mr. Courregolles, Mr. Filhoe, Mr. de la Grye, Mr. Hatt, Mr. Kerton, Mr. Hutt, Mr. Momirice.

Per French steamer *Anadyr*, July 5 (booked from London).—To Shanghai: Mr. Fleuriars, Mr. Blazez, Mr. Lapied. To Galle: Mr. Prime.

Per French steamer *Tigre*, July 19 (booked from London).—To Batavia: Mr. Andre, Mr. Angot.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

We take the following items of news from this port from the *Nagasaki Express*:—

An arbitration case between the Japanese Government and the trustee of the estate of Glover and Co., comprising various claims against the Takasima Colliery, in which the amount of $45,000 is involved, has been occupying the attention of the United States Consular Court at this port for several days past. The case, which is being heard before W. P. Mangum, Esq., sole arbitrator, commenced on the 25th March, and the Court has since that time been daily sitting to hear the evidence connected with the claims. It will probably occupy some eight or ten days more before the proceedings are concluded. Mr. Y. Ito, Commissioner of Mines at this port, represents the Government, and the case is defended by Mr. J. J. van der Pot, the trustee of the estate.

On the 29th March the Governor and Vice-Governor of Nagasaki, together with the whole of the officers of the Kencho of every rank, assembled together at the Temple Sofukiji to celebrate the restoration of peace in the Hizen ken. A telegram has been received by the Governor, stating that the chief rebel Yeto had been arrested at Chikoku. Fushiminomia, who was expected to arrive here, will not, we understand, come to this place. A residence had been prepared for him in Ima-machi, on the outside of which appeared the crest of the Mikado, but information has recently been received by the Governor of Nagasaki that he will proceed to Tokio from Hiogo.

A sailing boat, with a resident of Nagasaki on board, a few days ago capsized in the harbour, near the *Riojo-kan* and *Stonewall*, and we have much pleasure in testifying to the promptness and celerity with which three boats were sent to the rescue from the above-named vessels. They righted the boat, baled her out, and towed her to Namenohira, to the admiration of several old English salts who were eye-witnesses of the whole affair. It is only right that an act of humanity of this kind should be publicly noticed, and we think that the thanks of the foreigners are due to the captain or officer of the watch who so promptly rendered assistance to the European boat in distress.

The United States corvette *Lackawanna*, which left here last week on a cruise to search for any traces of the American steamer *Manchu*, returned again into port on the 1st April, after an unsuccessful trip. The *Lackawanna* left this port again on the 3rd April for Hong Kong, to which place she proceeds *en route* for the southern ports and India.

Good Friday was kept as the anniversary of the birth of H.M. Jenmutenno, the first Emperor of Japan, and the Custom-house and other Government offices were also closed, and a great number of the native inhabitants attended at Suwa temple to worship him. This Emperor was born at Huga province, in the island of Kushiu, and conquered the whole of the islands of this Empire excepting the middle part (Niphon), which was still in a state of confusion and darkness. He ultimately conquered the remaining parts of the country and took possession of them, accompanied by his son and brothers. He killed and captured the chiefs, and having gained a complete victory he removed the capital to Kashiwabara, in Yamato province, and was there crowned. These events occurred about 2,544 years ago.

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The amount of revenue collected at the Custom-house for the month of March was :—

Duty on Imports	Yen	2,850.13.0
„ Exports	„	6,494.77.4
Ships' Entrance & Clearance Fees	„	406.02.0
For Storage	„	288.78.4
Total	Yen	10,039.70.8

A preliminary meeting of several of the residents interested in aquatic sports was held this afternoon at the Nagasaki Club, for the purpose of introducing into public the subject of the approaching Spring regatta.

CHINA.

PEKING.

The correspondent of the *North China Daily News* writes as follows :—The *Peking Gazette* of the 1st April appoints Chung-shih, President of the Board of Punishments (brother of Chung-how) ; Paoukeun, President of the Hanlin yuen College (a member of the Tsungle yamun), and two other high officials, to re-examine to a certain degree the students of the province of Chihli who last year competed for and obtained the literary degree of Keujin, and who will this year compete for the degree of Tsinsze. His Majesty also appoints six censors to watch the proceedings. On the following day it was announced that the Board of War had memorialised his Majesty to appoint high officials to control the camels and horses going with the Court to the Western Tombs. His Majesty had, in consequence, appointed Chung-shih, President of the Board of Punishments, Cheng-lin, Vice-president of the Colonial-office and Right Lieut.-general of the capital, and two other officials, as the superintendents.

During the afternoon of the 1st April Le Hung-chang called upon Prince Kung and staid with him for about three hours. On the 2nd April Le Hung-chang had a second audience of his Majesty. Next day his Excellency again had an audience of the Emperor. I hear that Le will leave for the Tombs on the 7th April, three days before his Majesty starts for them. I must remind your readers that Le Hung-chang, besides being Governor-General of the province of Chihli, holds the post of Commissioner for Foreign Affairs for the northern ports of China, and in that position falls into contact with the Envoys for Foreign Powers coming to Tientsin, or *via* Tientsin for Peking.

The minds of the thinking portion of the Chinese inhabitants of Peking are at present principally occupied with the approaching examinations for Tsin-sze, and the visit of the Imperial Court to the Western Tombs, but mainly, I fancy, with the first event. From the extracts I have from time to time made from the *Peking Gazette*, of the arrangements made by the selection and appointment of high officials to carry out the examinations for Tsin-sze, we can judge of the importance in which these are held by the Emperor and his Privy Council, and of their endeavours to preserve this important national system in complete purity.

The weather during the last week has become mild, and we now see the peach trees in blossom, and the willows shooting out their leaves. Bats may be seen flying about every evening, and three evenings back I saw a flock of about two hundred wild swans flying straight north over my residence. All these signs denote that the cold weather in these regions has come to an end for the spring of 1874.

SHANGHAI.

The present mail brings advices from this port to the 17th April ; the French mail from London Feb. 27 arrived out on the 16th April. The following items of news are from the *North China Herald* :—

The annual meeting of friends and subscribers to the Chinese Hospital has been held at the house of the medical officer, Dr. Johnston. G. F. Seward, Esq., United States Consul-General, occupied the chair, and there was a good attendance. After going through the new building, the commodious and well-ventilated character of which was much admired, the gentlemen present proceeded to despatch the business upon which they were met. Dr. Johnston read a few extracts from his report, showing the results of the past year, and the whole was passed by acclamation, with a vote of thanks to Dr. Johnston, to Dr. Henderson for his co-operation, and to the Chinese Assistant Sung-foo. Mr. R. I. Fearon, the hon. treasurer, then presented the accounts, stating that the grant of Tls. 2,000 from the Municipal Council (the amount voted for the Lock Hospital or this alternative object at last ratepayers' meeting), and various handsome subscriptions had enabled them to meet the cost of the new building, and left a balance. The accounts were passed, and it was resolved that copies of them and of the report should be forwarded to various subscribers, with the thanks of the meeting for their generous donations to the funds. A long discussion followed, as to the advisability of looking to Chinese patrons or patients for some pecuniary support. The meeting generally was against making any rate of charge, even for patients who might be able and willing to pay, but expressed its opinion by resolution that in an entirely voluntary way "opportunities should be given patients to subscribe." The oft-discussed question of training native medical students was again brought up, and a variety of offered Mr. Seward was elected a trustee, in room of Mr. Dick, and Mr. Glover takes Mr. Gamwell's place on the committee. In answer to enquiries by the Chairman, Dr. Johnstone said the new building would be ready for use in about six weeks, and that it would accommodate seventy patients with greater advantages than the old one would thirty.

The steamer *Ping-on*, so long in dock, and so much in the newspapers, has made a trial trip to test the value of the extensive alterations that she has undergone. She is now under British colours, and commanded by Captain Mooney. The alterations consisted of adding forty feet to her length, doubling her sides diagonally with teak, changing her boiler for that of the late steamer *Chieftain*, adding a new screw and the like improvements, the particulars of which are best known to those who footed her bill of costs. The result of the trip fully justified the utility of these changes, which were projected by Mr. Mackie, her former owner, and reflect credit also on her contractors and on Mr. Wigdon, her skilful engineer. Messrs. Tucker, Roberts, and Blethen, with a number of experts, and also a squad of dead-heads, availed themselves of the opportunity to learn the results of the expensive experiment. On reaching Half-way Point, the patent log showed that she was making over nine knots, a rate of speed which was, maintained throughout the trip, even when she was going against the tide and a strong head wind. As her screw was but partially submerged, it was calculated that under the same consumption of coal (at the rate of eight tons a day) she could make another knot. Her revolutions were from seventy-three to eighty per minute ; she answered her helm admirably, and, in a word, proved a perfect success, surpassing the expectations of the most sanguine. On reaching the red buoy she anchored, being unable to extend her trip to the lightship in consequence of a dense fog that came rolling up the Yangtsze. On her return she went a short way above the Arsenal, and back to her anchorage in good time.

The annual meeting of subscribers to the library was held on the 13th April, Rev. Mr. Butcher in the chair. The accounts showed that the subscribers had fallen off by one-half, chiefly owing, it appeared, to the opening of the club library ; and that the income for the present year would fall Tls. 1,000 short of the expenses. After discussing this unfortunate position of affairs, the meeting passed a resolution to the effect that, to ascertain whether it were attributable to temporary depression or to a permanent falling off of interest on the part of the public, the committee be empowered to confer with the trustees of the Recreation Fund, with the view of obtaining the assistance necessary to carry on the institution for a further term. The new committee appointed were Rev. Mr. Butcher, Dr. Macgowan, Messrs. Medhurst, How, Cordier, FitzGerald, and Maclellan.

Shanghai is likely at last to have a Museum established on a permanent and popular basis. At the suggestion of the president, the North China branch of the Royal Asiatic Society took the matter in hand at its annual meeting in February last, and a meeting will be held at the library to give effect to the resolution then passed. We understand that the trustees of the recreation fund have undertaken to advance Tls. 1,500, at 5 per cent. per annum interest, to start the scheme, while the Asiatic Society provide the funds requisite for current expenditure. The Museum will, in fact, be a department of the Asiatic Society, which will, no doubt, thus gain a large accession of members, especially as the annual subscription is only $10. It is intended, we believe, to make the Museum as wide in scope as possible, but the Natural History section will probably prove the most attractive. The Asiatic Society have been fortunate in securing the services of a Chinese preparator educated by Pere David, and who thoroughly understands the skinning, stuffing, and setting up of specimens. It will add a fresh zeal to up-country expeditions to know that we have at hand the means of preserving and classifying any curiosities of natural history which fortune may bring in our way.

The Municipal elections continue to attract attention, and a number of amusing skits in the form of election addresses have been placarded over the Settlement.

HONG KONG.

We have failed to receive our usual advices from this port by the present mail.

STRAITS SETTLEMENTS.

SINGAPORE.

The advices by the present mail extend to the 1st May. The French mail from London March 27 arrived out on the 29th April. The following summary of news is from the *Straits Times* :—

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A private letter from Penang gives the particulars of the death of the Rev. A. S. Malet, chaplain of H.M.S. *Cadmus*, by falling or jumping overboard from the P. and O. steamer *Arcot*, shortly after leaving Singapore. It appears that shortly after the pilot left the steamer, and when off the Cyrene Shoal, a man was reported overboard. The engines were stopped immediately and a boat lowered, of which the chief officer took charge, and pulled back over the wake of the ship for about a mile and a half, and when returning cruised across her track at angles, without seeing anything of the unfortunate man. After the boat returned to the ship the steamer's engines were reversed, and she was backed slowly over her track, with several men aloft on the look-out, but nothing could be seen of him, and as no hope remained, she then signalled "Suicide" to the Singapore flagstaff, and proceeded on her voyage. The deceased was a passenger from Shanghai for Southampton, and had appeared during the voyage to be in a weak state of mind. It was thought by some on board the vessel that his watching the Malay boys diving beside the vessel had so possessed his mind that he had himself plunged overboard in imitation of them. It is, however, quite as probable, and more reasonable, to suppose that he had become giddy while looking over the rail into the water, and losing his balance had fallen overboard. As there is a strong under current where the accident occurred, it is not probable the body will ever be recovered.

On the 30th March we reported a murder and assault said to have been committed by Bugis at Pulo Dammar. Inspector Richards has since been engaged in working up the case, on the sight clue he obtained, with such good effect that two more of the murderers are now in custody, making three in all. The third prisoner was arrested at the Carimons; all three have been taken before the magistrate and remanded. The last prisoner has, we understand, turned Queen's evidence, and gives a circumstantial account of the murder, which is also admitted by the other two prisoners. According to his confession, six Bugis were concerned in the murder, going in two boats to attack the Chinamen, but only four of them took an active part in the assault, the other two looking after the sampans. There is reason to hope more of the murderers will yet be secured.

From Labuan we learn that the trial of a Malay named Bakar Ben Shahan, lately a clerk in the employment of the Oriental Coal Company, and of a Chinaman named Ah Fat, for being concerned in the robbery of a large sum of mony from the Company's offices at Coal Point, had terminated in the conviction of the former. It appears this robbery had been well planned by Bakar Ben Shahan and others, and that he had got a key of the iron safe in the offices made from a wax model of the original one so far back as 1871. The iron safe was opened by means of a false key in January last, and the money carried of within one hour. A large reward was offered for any information, but we believe none of the money has been recovered. From various circumstances suspicion was fixed on the prisoners, and two or three others in the employment of the company. In the preliminary investigation before the police magistrate the latter parties were released for want of evidence, and Bakar Ben Shahan and the Chinaman, who was said to have made the key of the safe, were committed for trial before the General Court. After a protracted trial the prisoner Bakar was convicted of being an accessory before the fact to the robbery, and was sentenced to five years' penal servitude, while the Chinaman was acquitted.

A Chinese bullock cart driver has been gored to death by his own bullock on the Bukit Timah-road. The animal was a young bull, which after considerable difficulty was secured by four Klings and taken to the pound, where it was made fast. It continued very fierce, and would allow no one to approach, becoming ungovernable at the sight of any of the police peons in uniform, for several days. It has, however, been calmed down by putting it on short commons, and has during the past two or three days permitted the brother of the deceased to come near.

During a shower, a Chinaman passing along under the trees opposite the Clarendon Hotel, holding a steel-ribbed umbrella over his head, was struck by lightning. The umbrella, which had evidently attracted the lightning, was shattered into a complete wreck, and the electric fluid, passing down, struck the Chinaman in the back between the shoulders, causing only a severe blister, while his hand and arm were benumbed from the shock inflicted through the stalk of the umbrella. He was taken at once to the hospital, but has since been discharged, having had a very narrow and lucky escape. Two other Chinese near him escaped unhurt; one fell to the ground apparently from fright, but on discovering he was uninjured, took to his heels with all speed and was soon lost sight of.

We are indebted to Mr. Condon, late passenger in the schooner *Kate*, for information as to the fate of that vessel. She was bound from the Caroline Islands to Singapore, when she was wrecked on the Louisa Shoal in the China Sea. The crew and passengers were all saved, but suffered great hardships, being for seven days in an open boat with only a small quantity of water and provisions. At length, however, they made the coast of Borneo, where a Chinese trader named Lim Teo treated them with much kindness, and sent them in one of his prows to Labuan where the loss of the vessel was reported to the proper authorities. We are requested, on behalf of the rescued men, to express publicly their gratitude to Captain Ross, of the steamer *Cleator*. This gentleman supplied them with funds, gave them a passage from Labuan to Singapore, and treated them with sympathy and kindness. Our informant has not furnished us with the date of the wreck.

The brig *Janet Stewart* has arrived here with horses from Swan River. Twenty-one horses were shipped at Fremantle on the 14th March. The vessel had a quick run of seven days to within three hundred miles of Anjer, when she encountered a tremendous gale, and was driven far out of her course. During the gale the horses suffered much, and seven of them died. The remaining fourteen, with one exception, arrived in good condition, and are to be sold by public auction.

Shortly after the steamer *Diomed* left Hong Kong two Europeans emerged from the coal-bunkers, reeking with perspiration and covered with coal-dust, until they were as black as negroes. They had, it seems, stowed themselves away unperceived in the bunkers, but had been literally roasted out of their hiding-place by the heat of the furnaces. They proved to be deserters from H.M.'s 80th Regiment at Hong Kong, and on the steamer's arrival here they were given in charge of the police, who handed them over to the military authorities.

As the steamer *United Service* was leaving the Tanjong Pagar Wharf for China she fouled the British ship *Janet Ferguson*, her davits catching in the ship's mizzen rigging, carrying away the steamer's quarter-davits and boat, and bringing down the ship's mizzen topgallantmast, but luckily doing no other damage. The steamer proceeded at once on her voyage.

The cricket match between the Singapore Cricket Club and members of the Garrison, played at the Garrison Cricket Ground on the 18th and 25th April, resulted in a victory for the S.C.C., who won by 137 runs.

H.M.S. *Growler* put into Labuan on the 2nd April, and left for Hong Kong on the 4th. H.M.S. *Midge* arrived on the 16th April, and departed on the 19th for the same destination.

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	TEA. From Foochow.	TEA. From Amoy.	TEA. From Canton, Macao, &c.	TEA. Total lbs.	SILK. Total Bales and Cases.
From June 1, 1873, to April 15, 1874	71796383	51751292	361183	15973087	139966925	46270
From June 1, 1872, to April 15, 1873	75861712	51669463	104023	21293226	148928423	58031

Shipments since last report, and included in above total:—

March	12 per Hector (str.)	From Shanghai, &c.	...	297,363	44
April	2 ... Sindh (str.)	... Shanghai	...	9,336	
—	2 ... Zambesi (str.)	... Shanghai, &c.	...	—	526
—	9 ... Sindh (str.)	... Canton	...	—	677

TO THE CONTINENT.

		Bales.
From June 1, 1873, to April 15, 1874	8338418	26465
Do. do. 1872, to April 15, 1873	—	24890

Shipments since last report, and included in above total:—

April	2 per Zambesi (str.)	From Shanghai, &c.	...	—	316
—	9 ... Sindh (str.)	... Do.	...	—	538

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1873, to April 15, 1874	45523978	5724
Do. do. 1872, to April 15, 1873	60521293	9189

Shipments since last report, and included in above total:—

March	7 per Alaska (str.)	From Yokohama	...	546,662	17
—	27 ... Costa Rica (str.)	... Shanghai	...	—	12
April	2 ... Hector (str.)	... Do.	...	50,604	
—	4 ... Vasco de Gama (str.)	... Canton	...	26,180	35

TO AUSTRALIA.

From June 1, 1873, to April 15, 1874	...14,806,899
Do. do. 1872, to April 15, 1873	...16,547,518

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,339
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,362	57,963
1862 to 1863	121,273,580	73,887			

* Including the Continent.

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EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokoh ama, 6 m.s.....	4s. 3⅝d.	4s. 4d.	4s. 4⅛d.
Shan ghai ,, ...	5s. 11⅛d. to 5s. 11⅛d.	6s. 0d.	6s. 0d. to 6s. 0⅛d.
Cant on ,, ...	4s. 4⅛d.	4s. 4⅛d.	4s. 4⅛d.
Hong Kong ,, ...			
Maca o ,, ...			
Singa pore ,, ...	4s. 4⅛d.	4s. 4⅛d.	4s. 4⅛d.
Man ila ,, ...	4s. 0⅛d. to 4s. 1d.	4s. 1d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	222
,, Hong Kong	27⅛ to 28 dis.	—
Bar silver	Tls. 111.3.0	9 prem.
Mexican dollars	,, 74.0.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 38 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 39 per cent. discount.
China Traders' Insurance Company, $800 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 15½ per cent. premium.
Hong Kong Fire Insurance Company, $305 prem.
Union Insurance Society (new shares) $50 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, $94 dis.
Shanghai Steam Navigation Company, 15 per cent. prem.

BANK AND MISCELLANEOUS SHARES.

Shares.	———	Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	7⅞ to 8¼
25	Bank of Egypt	All	48 to 50
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	25½ to 25⅝
20	City	10	14 to 15
100	Colonial	30	55 to 57
500fr.	Comptoir D'Escompte de Paris	All	570 fr.
Th.900	Deutsche	All	Th.162
£28½	Hong Kong and Shanghai	All	35 to 37
50	Imperial	15	17 to 18
50	London and County	20	59½ to 60½
50	London Joint-Stock	15	49 to 50
100	London and Westminster	20	72½ to 73½
25	Oriental	All	44 to 45
- -	Union of London	15	45 to 46
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7½ to 7⅝
10	Eastern Telegraph	All	7½ to 7⅝
10	Great Northern	All	9⅝ to 10½
25	Indo-European	All	15½ to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	30½ to 30⅝
20	India-rub., Gutta-perc., & Teleg. Works	All	21 to 23
8	Reuter's	All	11½ to 11⅝
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	3½ to 4½
20	Globe Marine	4	1½ to 0⅛ dis.
50	Home and Colonial Marine	5	2½ to 1½ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅝ to 1⅝ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6½	26 to 27
25	Ocean Marine	5	8 to 9 pm.
20	Thames and Mersey	2	4 to 4½ pm.
20	Thetis Marine	5	5½ to 4½ dis.
20	Trident Marine	5	
50	Union Marine, Liverpool	5	
	Universal Marine...	5	3½ to 4 pm.
	TEA COMPANIES.		
50	Assam	20	41 to 43
20	British Indian	All	7 to 8
20	Darjeeling	All	18 to 20
10	Eastern Assam	All	3 to 4
20	Jorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	11 to 12
10	Upper Assam	All	1⅝ to 2½
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 3½ dis.
20	Do.	5	2⅝ to 2½ dis.
50	Colonial	20	7 to 5 dis.
5	Credit Foncier of England	All	3⅛ to 3⅜
10	General Credit and Discount	7½	½ to ⅝ dis.
21	Hong Kong Gas	All	— —
10	International Finance	5	2½ to 2 dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	570 fr.
£50	P. and O. Steam	All	55 to 57
50	Do. Do. 1867	10	1 dis. to 1 pm
100	Royal Mail Steam...	60	79 to 81
402fr.	Suez Canal...	—	420 fr.
£98	Japan Loan, 9 per cent.	All	106 to 108
92½	Do. 7 per cent....	All	95 to 97

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Business since the 22nd ult. has been of a very inanimate character, and the transactions that have taken place very limited in extent in both Goods and Yarns. Producers have not shown any disposition to reduce prices, and last quoted rates have been firmly maintained. After the 26th ult. business was suspended till to-day.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	13	14	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	5s. 9d.	6s. 4½d.	7s. 0d.	7s. 7½d.	8s. 0d.	8s. 6d.	8s. 7½d.	9s. 1½d.
	5s. 10½d.	6s. 7½d.	7s. 1½d.	7s. 9d.	8s. 1½d.	8s. 7½d.	9s. 6d.	—

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	34
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 9d.	10s. 0d.	11s. 3d.	11s. 6d.	10s. 4½d.	12s. 3d.	6s. 7½d.	7s. 7½d.
	—	10s. 1½d.	—	—	—	—	6s. 9d.	7s. 9d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 7½d.	8s. 7½d.	10s. 3d.	12s. 6d.	10s. 4½d.	11s. 9d.	13s. 1½d.	14s. 6d.
	7s. 9d.	9s. 3d.	10s. 9d.	—	—	12s. 3d.	13s. 3d.	14s. 9d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×12
Price	5s. 4½d.	5s. 0d.	6s. 3d.	6s. 6d.	7s. 0d.	8s. 0d.	8s. 3d.
	5s. 6d.	5s. 6d.	6s. 6d.	7s. 0d.	7s. 7½d.	8s. 7½d.	8s. 10½d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 0	—
Maddapollams	3 3 to	3 4
Long Cloths	9 1½	—
White Spot Shirtings (nominal)	10 7½	—
,, Brocade do.	10 9	—
,, Damasks do.	18 9	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11⅝ to	1 0⅝
,, do. Nos. 28-32	1 0⅝ to	1 2
,, do. No. 40 (mock)... ...	1 1 to	1 2½
,, (Mule Twist), No. 40	1 0⅝ to	1 2½
,, do. No. 30	0 11½ to	1 1

NEW YORK MARKET REPORT.

COFFEE.—The Brazil Coffee market has continued dull, and quotations have been little more than nominal. There is some inquiry for mild Coffees, as stocks are low. Quotations are as follows :—Java (Government bags) 22c. to 25c. ; Java (mats) 23c. to 25½c.; Singapore, 19½c. to 21c.; Ceylon, Native, 18½c. to 21c.

CORDAGE.—The prices are as follows :—Manila Cordage, sizes above 12-thread, 17c. ; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 18c. ; do. 12-thread, ⅜ in. diam., 17½c.; do. Hay Rope, 17½c.; do. Cordage, Bolt Rope Yarns, 19c. ; do. 6-thread and 9-thread, 20c. ; Tarred Manila, 16½c. ; Fine Tarred Manila Lath Yarn, 18c.

HEMP.—Manila is dull, the quotation being 9½c. to 10c. gold. There is but little business doing.

INDIGO.—The market is steady, prices remaining unaltered. We note sales of 14 to 15 cases Manila at from 70c. to 80c., and 6 chests Madras at 85c. to 90c. currency.

RICE.—With the exception of the usual inquiry for home use, there is nothing to note in this market.

SUGAR.—The Raw Sugar market is very dull, the continued large receipts, combined with a heavy stock, causing lower prices. Refined Sugar is also tending downward.

SPICES.—Prices, to a great extent, are nominal and business is generally inactive; quotations are as follows :—Nutmegs $1.10 to $1.15c. ; Mace, $1.18c. to 1.26; China Cassia, 25c. ; Batavia ditto, 25c. (gold).

TIN.—Straits Tin is quoted 24c. and Banca 26½c. (gold).

TEA.—The market is very quiet, and prices for all descriptions are a shade lower. Japan has been in request and sales foot up fully 3,000 half-chests at a slight reduction in prices from previous sales. Green is weaker ; some good grades, we understand, are selling at less than first cost ; holders, however, are not pressing goods, and we hear of several who have withdrawn their stocks from the market. Oolong is weak, and the inquiry for all kinds is light. The sales besides the above are 1,350 half-chests Green and 1,500 ditto Oolong. By auction, 1,000 half-chests sold at 25½ to 55 cents for Gunpowder; 24 to 45 for Imperial ; 25½ for Hyson; 25 to 50 for Young Hyson ditto; 18 for Twankay; and 50 to 51 for Japan, cash.

LATEST TELEGRAMS.

THE HANKOW TEA MARKET.

SHANGHAI, MAY 27.—The steamer Agamemnon was to leave Hankow yesterday with the first shipment of new season's tea.

SHANGHAI, MAY 29.—According to the latest advices from Hankow, no steamer has yet left. Ningchows have declined 5 taels.

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SUNDRIES PER "MARY WHITRIDGE," FROM NEW YORK FOR SHANGHAI.—MAY 7, 1874.

JNO. CASWELL and Co.
1000 bales domestics 600,000 yds.
WETMORE, CRYDER, and Co.
402 tons coal
SCRIBNER, ARMSTRONG, and Co.
2 bxs. books
CHAS. PRATT and Co.
500 cs. oil 5,000 gals.
HAGEMEYER and BRUNN.
2 cs. rifles and cartridges
2 brls. blacking
1 cs. round blue
E. and J. BURKE.
25 cs. whisky
ARKELL, TUFTS and Co.
50 cs. turpentine 480 gals.
97 pkgs. stoveware 4,700 lbs.
ORDER.
17 pkgs. stoves.
200 brls. cement
75 cs. oil 750 gals.
147 pkgs. glassware
74 do. stoves and fixtures
36 bdls. shovels
31 cs. locks
34 do. clocks
20 do. bitters
1 do. ducks
9 do. mucilage
18 do. syrup
13 do. burners
1 do. brooms
220 kegs nails 22,000 lbs.
7 cs. chairs
8 cks. lanterns
11 bls. rubber goods
12 pkgs. stoves
18 cs. scales
12 pks. shovels
3 cs. plumbs and levels
12 do. clocks
1 do. locks, &c.
42 pkgs. mantles
13 do. grates and fixtures
SALTER and LIVERMORE.
1 cs. two mirrors
1 do. china and glassware
1 do. furniture
1 do. books
28 pkgs. stoves
2 bdls. iron
1 cs. tacks

SALTER & LIVERMORE—*continued.*
1 cabinet organ
30 cs. canned goods
2 do. books
2 do. stoves
21 pkgs. do.
4 cs. sarsaparilla
3 do. crackers
4 do. hardware
1 do. mucilage
15 cs. bitters
7 do. tinned stoves
2 brls. turpentine
2 do. rosin
1 keg sal-soda
1 hhd. blocks
2 cs. books and prints
4 crates oars
3 bxs. stoves
1 cs. medicinal books
1 do. sundries
5 pkgs. ship chandlery
160 oars
20 bls. oakum 1,000 lbs.
1 do. cotton wick
1 do. builders' hardware
2 do. personal effects
7 pkgs. missionary goods
1 cs. plated ware
1 do. furniture
67 bxs. sewing machines
15 do. maple sugar
11 iron safes
3 pkgs. missionary goods
6500 cs. oil 65,000 gals.
61 do. slates 616 doz.
150 bls. oakum 7,500 lbs.
100 brls. tar
100 do. pitch
100 hhds. egg coal 2,260 tons
15 brls. butter
5 cs. varnish
50 bls. oakum 2,500 lbs.
2 cs. brooms
70 bxs. soap
15 cs. candles
1 box brushes
101 pkgs. canned goods
10 bls. duck cotton 3,994 yds.
200 oars
5 brls. cotton twine 451 lbs.

SUNDRIES PER "CHATTANOOGA," FROM NEW YORK, FOR NAGASAKI AND YOKOHAMA.—APRIL 25, 1874.

J. C. ELDRIDGE.
300 brls. beef 60,000 lbs.
600 do. pork 120,000 lbs.
625 bxs. pres'd. meat 35,000 lbs.
50 kegs dried apples 5,000 lbs.
231 do. pickles 20,007 lbs.
56 brls. butter 5,040 lbs.
400 do. beans 10,000 lbs.
96 do. molasses 3,025 gals.
99 do. vinegar 3,023 gals.
345 bxs. tomatoes 20,010 lbs.
42 do. onions 5,040 lbs.
5 cs. knives and razors
4 do. tinware
10 bxs. shoe brushes
334 do. candles 10,020 lbs.
17 bdls. iron 1,050 lbs.
19 bars iron 1,175 lbs.
30 plates iron 750 lbs.
6 bdls. steel 500 lbs.
11 kegs rivets
20 do. paint 400 lbs.
12 fire-hose
12 picking bars
6 slice bars
6 devil's claws
6 bdls. steam-pipe
1 boiler
6 smoke-pipes
3 wheels
1 box steam-pump
12 steam sypron pumps
4 anvils
85 bxs. machinery
2 hydraulic jacks
2 propellers

J. C. ELDRIDGE—*continued.*
4 steel shafts
6 sheets brass 1,180 lbs.
1 bale rubber
12 kegs nails 360 lbs.
2 flasks mercury
6 baggage trucks
13 bls. cotton packing 2,000 lbs.
7 do. hemp 1,500 lbs.
10 do. cotton-waste 1,500 lbs.
FAIRBANKS and Co.
30 bxs. scales 4,844 lbs.
KOMITSKYE and HEGENFELD.
24 cs. cordial
G. W. LAKE.
2500 cs. oil 25,000 gals.
200 stoves and parts 24,000 lbs.
21 bxs. machinery, 6 do. castings } 4,240 lbs.
SATARO ISE.
3 pkgs. books 180 gals.
H. KOOP and Co.
5000 cs. oil 50,000 gals.
ARKELL, TUFTS, and Co.
640 bdls. stove fittings, 24 do. tin kettles, 13 cs. stove-castings } 35,900lbs
2 bxs. type, 1 do. hand-presses } 450lbs.
J. D. B. PAINE.
100 cs. spirits turpentine 500 gls.
50 do. chalk 13,500 lbs.
100 do. slates 15,000 lbs.
17 pkgs. glassware
7 cs. machinery, 1 iron wheel } 6,720 lbs.

THE SUEZ CANAL.—The correspondence between Sir D. Lange and the Board of Trade and Admiralty respecting the closing of the Suez Canal has been issued as a parliamentary paper. The letters from the Board of Trade and the Admiralty simply acknowledge the receipt of Sir D. Lange's communications, which were published at the time they were forwarded.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Liverpool, April 16, Ulysses (str.); May 27, Nestor (str.).

At HONG KONG and CANTON.—From London, May 22, Glenlyon (str.), Japan (str.).

At MANILA.—From Liverpool, April 3, Emiliano (str.); from Newcastle, 10, Noemi.

At SINGAPORE.—From Sunderland, April 28, Caldew, Pauline.

At BATAVIA.—From Glasgow, April 24, County of Sutherland; from Holland, 19, Industrie.

DEPARTURES.

From MANILA.—For London, March 31, Whinfell; for Channel, f.o., April 4, James Vinicombe; for New York, 8, Belted Will; 4, Merom.

From SAIGON.—For Falmouth, March 31, Wilhelm; April 1, Ella; 4, Charity.

From BATAVIA.—For Channel, f.o., April 6, Tennyson; for Holland, 17, Grondwet; 24, Jonge Jan; for New York, 24, Cato; 25, Tamerlane.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		To
Apr. 13	...	Kate Carnie	...	London	...	Hong Kong
„ —	...	Charlotte Ann	...	Blyth	...	Singapore
„ —	...	Hans	...	Hamburg	...	Amoor
„ 14	...	Trait d'Union	...	Samarang	...	Falmouth
„ —	...	Lydia	...	Shields	...	Hong Kong
„ 15	...	Cleta	...	London	...	Anjer
„ —	...	Noach I.	...	Batavia	...	Rotterdam
„ 16	...	Niagara	...	Sydney	...	Sourabaya
„ —	...	Nile	...	Fremantle	...	Singapore
„ 18	...	Industrie	...	Rotterdam	...	Batavia
„ 19	...	Tennison	...	Batavia	...	Channel
„ —	...	Windermere	...	Liverpool	...	Singapore
„ —	...	Thomas Wood	...	Sunderland	...	Do.

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Off Deal, from Ceylon, Otter; May 28, from Colombo, Evelyn; from Hong Kong, Paradies; from Shanghai, &c., Hector (str.); 27, at Liverpool, from Rangoon, Eurynome; 28, Einar Thambarskelver; from Singapore, Inheritance; from Manila, Banian; 24, at Antwerp, from Batavia, Prins V. Orange (str.); at San Francisco, from Manila, Cashmere; at New York, from Batavia, Henry Buck; 29, at London, from Ceylon, Avona; 29, at London, from Manila, Annie M. Smull; from Colombo, Verona; 26, off Dungeness, from Samarang, for Amsterdam, Amazon; 29, at Falmouth, from Rangoon, Eleanore; from Saigon, Pallas; from Akyab, Saga; 28, at Liverpool, from Ilo Ilo, Mola; at New York, from Passaroeang, Cyclone.

DEPARTURES.—May 27, from Shields, for Galle, British Constitution; 23, from Marseilles, for Hong Kong, Tanias (str.); 28, from London, for Penang, Hope; for Shanghai, Lucerne; for Singapore, China, &c., Glamis Castle (str.); from Liverpool, for Anjer, Southern Cross; 29, from London, for Colombo, Craigforth (str.).

STEAMERS PASSED THE SUEZ CANAL.—Leon, from Liverpool, for Singapore and Manila; Good Hope, from London, for Colombo; Olympia, from Hamburg, for Shanghai.

MISCELLANEOUS.—At Port Said, May 22, Hampton (str.), from Helvoet, for Java.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

JACKSON—At 119, Adelaide-road, London, the wife of T. Jackson, of the Hong Kong and Shanghai Bank, Yokohama, of twin daughters.

PAUNCEFOTE—On the 14th May, at Colombo, the wife of Bernard Pauncefote, jun., of a son.

SYMONS—On the 26th May, at Nyanza House, Southampton, the wife of Alfred Symons, Commander P. and O. Company's Service, of a daughter.

DEATHS.

BAKER—On the 14th April, at Yokohama, Richard Beckwith Baker, Manager of the Chartered Mercantile Bank of India, London, and China.

CHESTER—On the 21st May, at Leamington, Anne, widow of George Chester, late of the Bengal Civil Service, in her 87th year.

FORBES—On the 25th May, at Mistley Abbey, Manningtree, George Forbes, late Chief Cashier of the Bank of England, in his 48th year,

GORTON—On the 19th May, at Rosemount-terrace, Belfast, James Gorton, late of Seedly, aged 66.

THIRKELL—On the 22nd May, at Yokohama, Thomas Thirkell, of Shirley Lodge South Norwood, and 76, Wood-street, Cheapside, aged 55.

YOUNG—On the 22nd May, at his residence, Albany, near Dublin, General Frederick Young, of the late E.I.C.S., and formerly colonel commanding the Goorkah Regiment, aged 87 years.

THE Messageries Maritimes steamer *Anadyr*, with the present inward mail, arrived at Marseilles on the 27th ult. at 7 P.M. She brings sixty-six passengers and a general cargo, including 703 bales of silk, 13,284 packages of tea, 3,923 packages of cocoa fibre, 366 packages of plumbago, and 851 sundries for London, which part of her cargo will be forwarded to its destination per Company's steamer *Euphrate*, due in London on or about 9th June.

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THE P. AND O. COMPANY'S REPORT.

The following is the report of the Board of Directors to be laid before the proprietors of the P. and O. Company at the sixty-seventh half-yearly meeting on the 4th inst.:—

The directors beg leave to submit to you their report for the first six months of the financial year, which commenced on the 1st of October last, the half-yearly meetings being held, in conformity with the provisions of the deed of settlement, for receiving such a report, and, when the operations of the period admit of it, for declaring a dividend in anticipation of the result of the twelve months' working, the accounts for which are submitted at the annual meetings held in December.

A tabular statement, showing the number, tonnage, horse power, and stations of the company's fleet, is prefixed to this report. The alterations to be noted in the list since the last report are as follows :—The *Teheran* has been completed and despatched on her first voyage to India. Her sister ship, the *Thibet*, will be launched shortly. Of the two remaining paddle-wheel vessels, the *Delta* and *Massilia*, the former disappears from the list, having been sold to the Japanese Government. The *Candia*, recently employed in connection with the Ashantee Expedition, has been paid off, and being no longer suited to the company's requirements, has been advertised for sale by public auction. The directors are glad to state that no accident of importance has occurred to any of the company's vessels. Two sister vessels, of 2,600 tons and 450-horse power, built by Mr. J. Laing, of Sunderland, and engined by Messrs. R. and W. Hawthorn, of Newcastle-on-Tyne, have been purchased by the company, the first vessel having just left the builders' hands, and the second not being completed. The first steamer, named the *Khiva*, is now returning from Calcutta, and the second, named the *Kashgar*, will be despatched to India within the next three weeks. These vessels were originally intended for a mail service of another company, between London, Antwerp, and South America, and possess all the requisites for this company's work.

The *Sumatra* and *Mongolia* have resumed their places on the active list. The *Geelong*, *Malacca*, *Sunda*, *Surat*, and *Poonah* are in the builders' hands. The first three vessels will shortly be completed, after which the *Avoca* and *Bangalore* will be laid up to receive new machinery, and to be otherwise improved. A contract has been made for new boilers to be supplied to the *China*. The *Deccan's* engines were recently disabled by the breaking of the forward cylinder, and the directors considered it better, instead of repairing the damaged machinery, to make arrangements for supplying her at once with compound engines, by which her consumption of coal will be materially reduced, while her carrying capacity will be increased.

As stated in the last report, the directors have been in negotiation with Her Majesty's Government for permission to run the company's steamers with the heavy portion of the mails through the Suez Canal, in the same manner as similar services have been performed for the last four years by the French, Italian and Austrian packets. The company have based their proposals to the Government upon a general improvement of the mail services, and an acceleration of the mails to an extent varying from twenty-four to forty hours. These negotiations have not yet been closed, but in the meantime the Company's steamers have passed regularly through the Canal. The passages have been performed most successfully, and the improvement in transit thus effected has been thoroughly appreciated alike by shippers and passengers.

The result of the company's operations, in so far as it can be estimated, does not appear quite so favourable as at the corresponding period of last year, and the directors can only, therefore, recommend an interim dividend at the rate of 5 per cent. per annum. The revenue of the company has been fully maintained, but with an increase of working expenditure, more especially in the Suez Canal and Egyptian Transit dues, owing to the extent to which the company have been compelled to use the Canal to meet the requirements of traffic. The warrants for the dividend for the half-year will be payable on and after the 24th inst.

THE FLOGGING OF A BRITISH VICE-CONSUL.

The American newspapers received this week contain details of the brutal outrage on the British Vice-Consul at Guatemala and of the summary punishment of his persecutor. The *World* of the 13th inst., in a special despatch dated the 2nd May, says :—"Immense excitement has followed the arrival of the Pacific Mail steamship *Arizona* at this port, with news that Mr. John Magee, British Vice-Consul at San José de Guatemala, had received 200 lashes, and that his brutal treatment had been avenged by the assassination of his persecutor. General Barrios, President of Guatemala, has promptly disavowed the outrage, and no doubt will meekly pay such indemnity as Great Britain shall determine. The circumstances of this outrage are as follows :—

"Mr. John Magee, British Vice-Consul at San José de Guatemala, who is personally one of the most popular officials on the coast, had incurred the enmity of Colonel Gonzales, the Commandant at that port. Mr. Magee held a semi-official Government position, which placed him out of the Commandant's jurisdiction, and this increased the dislike of the latter. On the 24th of April the steamship *Arizona* arrived at San José, and, providentially, this was the day that Colonel Gonzales had fixed upon for venting his wrath on Mr. Magee. Early in the morning he summoned the Vice-Consul before him, and when the latter excused himself on the ground of lameness, sent a file of soldiers with orders to bring Mr. Magee 'dead or alive.' Accordingly the sufferer was brought in on a cart, insulted, struck in the face with the butt of a pistol, imprisoned, and ordered to receive 400 lashes. At four P.M. the surgeon of the port protested that it would end in the victim's death. The Consular Agent of the United States, Mr. James, presented a written protest, under his official seal. Gonzales brutally replied that he would not only administer the punishmeut, but would shoot him at four o'clock the next morning, and afterwards put to death every foreigner in San José. Mr. Magee was brought out from his dungeon, thrown upon the ground, and a soldier sat upon his head, while four others sat upon his hands and feet. After his coat and vest had been stripped off 200 lashes were administered by four soldiers, the Commandant sitting by and keeping tally. At this point Mr. Magee became insensible, and the rest of the flogging was put off until the following day. Then the Commandant drank whisky, plundered the British Cousul's office and the houses of other foreigners, and all night long kept a drunken orgie with his soldiers. Occasionally he went to where Mr. Magee was confined, and putting a pistol to his head asked his victim how he would like to die, and if it were not best to put him out of his misery. Colonel Gonzales had seized the telegraph, but during the excitement Mr. Moncrieffe, the agent of the Pacific Mail Steamship Company, managed to make his escape, and telegraphed to the capital for aid and protection. General Solano was despatched at once with 100 soldiers, and at 8 A.M. was near San Jose. Mr. Magee in the meantime was made ready for punishment, but, hearing that aid was near, suggested to the Commandant to make his escape to the *Arizona*, promising him a letter to insure his protection. The Consular Agent also promised to go with him. Gonzales eagerly accepted this offer, but as soon as the letter was written tried to persuade his men to shoot Mr. Magee. They refused, and he made his escape in a small boat with three men, and accompanied by Mr. James. In the meantime all had been excitement on board the *Arizona*. The passengers wanted to go on shore and protect Mr. Magee with such arms as they had. They would have gone to their death if they had ventured. There were ten field-pieces on the wharf also that covered the *Arizona* as she lay at anchor. Fortunately, Captain Morse, who was in command, was able to restrain the excitement in a measure, and would allow no one to go on shore. When news came that the Commandant was about to seek refuge in the *Arizona*, everybody's feelings were wrought up to the highest point of tension. Captain Morse laid his plans admirably. His officers and men were armed and surrounded the gangway. It was the intention to seize Gonzales, tell him that the ship's authorities could not be answerable for his life unless he released Mr. Magee, and then to send on shore for that gentleman. Then, protection would have been afforded to all parties. Fate ordained otherwise. The boat that held Gonzales neared the ship's side. The gangways were crowded with passengers, many of whom were ladies. Mr. James stepped on deck, the Commandant followed, cool and wary, and had got halfway up the plank, when a shot was fired from the guards, wounding him. He stepped back into the boat and seized an oar, two other shots followed, and one was returned from the boat. Then the boat pushed off to shore, and when it touched, the wounded man rose and walked into the town, which he was made prisoner by General Solano. Mr. Magee was considerably bruised, but not seriously hurt. Fortunately for him, the soldiers did not make their blows as heavy as the Commandant desired. He was able to be on board the *Arizona* before she started, and was cheerful, though suffering acutely."

Guatemala advices of later date affirm that Gonzales is to be flogged and shot.

OUTRAGE BY ARABS UPON ENGLISHMEN.

An outrage on two Englishmen by Arabs is reported. On the 25th of November last Mr. Charles Hamilton was visiting Zagazig to do a little shopping, and looking at the ruins of Tel Basta, the ancient Phe-Bushti of Scripture, and while he was quietly riding on his donkey, accompanied only by the donkey-boy, about four miles from Zagazig, near a village called Sherwenda Nahurme, suddenly he heard the donkey-boy cry out, "Kabea-kelp!" which means in English "Large dog, or wolf," and Mr. Hamilton saw a large animal, wounded and bleeding, passing through the dhoum, or Indian corn. Directly afterwards he heard an English voice calling in his native tongue for help, as if the person were in great distress. Mr. Hamilton immediately turned in the direction of the voice, and at a few yards distance he saw a number of Arabs beating a Mr. Clark in a most fearful manner. He went to try and help the victim, as he imagined he had gained some influence from his many years' travel in foreign and barbaric countries; but before he could make many steps to his assistance Mr. Hamilton was knocked down with a gunstock, beaten almost to death, and bound back to back with Mr. Clark, and they then were dragged along, being beaten with a large nabob, a stick of considerable size which the Arabs use in husbandry. To use the words of their own Government doctor, whom he saw, "Any other than a strong Englishman must have died under such savage treatment." All the Europeans who saw Mr. Hamilton declared him to be the most beaten and shattered man they had ever seen alive. Mr. Clark was also dreadfully beaten, but, being a slighter-made man, he escaped with less damage from the blows. Mr. Clark and Mr. Hamilton were released and their lives spared by the timely intervention of a French gentleman and a Greek. This happened on Mr. Hamilton's going through Egypt on his return from Abyssinia, where he had been into the Boghas country, the new possessions of the Viceroy of Karen.

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Legal.

COURT OF QUEEN'S BENCH.

IONIDES V. PENDER.

This was an action on policies of insurance, which raised a highly important question as to insurance of profits expected from a commercial adventure and the effect of over-valuation of the profits on goods insured. The action was on three valued policies of insurance on goods commission on goods, &c., shipped on board a vessel called the *Da Capo*. The case was tried at Guildhall, before Mr. Justice Hannen and a special jury, when the jury found a verdict for the defendant. A rule *nisi* for a new trial was afterwards obtained on behalf of the plaintiff, on the grounds of misdirection by the learned judge, and that the verdict was against the weight of evidence, and the question now argued was whether the rule should be made absolute and a new trial granted. The insurance in question was effected on goods, profits, and commission, for a voyage from Hamburg to Wladiostock, on behalf of two persons named Wernike and Dieckmann, the latter having chartered the ship. A large number of insurances were effected on their behalf with various underwriters and insurance companies, and in the result, spirits, cigars, haberdashery, and other goods of various sorts were insured for about £16,000, the cost price of which, with 25 per cent. added for profit, had been between £11,000 and £12,000. The ship and freight were also insured, but it was not suggested that there was over-insurance on ship or freight. The ship sailed on the 2nd of May, 1871, and after meeting with variable weather, foundered from some unexplained cause, on the morning of the 18th of May, about 200 miles from Madeira. The weather on that and the preceding day was fine, and the crew rowed in their boats to a barque called the *Ocean Belle*, which was a few miles distant from the *Da Capo*. The captain stated that he had felt a shock, and it was suggested that the ship had struck against a submerged piece of wreck. It appeared, however, that no one else on board had felt the shock; and evidence was given by the defendants that a space had been left in the hold, by which it was easy for any one desiring to do so to get at the bottom of the ship. The plaintiff explained the alleged over-insurance by evidence that Wladiostock was a new port at which, if the ship had safely arrived, there would have been practically a monopoly for the sale of the goods, and that the spirits especially were highly valued because a duty was about to be imposed, which these spirits were shipped early enough to escape. The defence raised at the trial by the underwriters was that the ship had not been lost by perils of the sea, but had been fraudulently cast away by the captain in collusion with the assured, the goods having been over-insured, and further that the policies were avoided by the concealment from the underwriters by the assured of material facts, such facts being that the goods on board the *Da Capo* were to an excessive amount over-valued and over-insured. In answer to questions put to them by Mr. Justice Hannen the jury found (1) that the vessel was not lost by perils insured against; (2) that there was not sufficient evidence for them to say whether she was made away with by barratry of the master or by collusion between the master and owner or charterer, or at all; and (3) that whether fraudulent or not there was a concealment by the assured from the underwriters of facts material to be known by them; and finally they said that they wished to find a verdict for the defendant. On these findings the verdict was entered for the defendant, and the question now argued was whether the verdict was to be set aside. It will be seen that there were two important questions,—first, what was the effect of the jury's finding as to the cause of the loss; secondly, was there a concealment which avoided the policies? The evidence was extremely voluminous, and in the course of the argument it was suggested by the Court that the arguments should be confined to the question of concealment which, if decided in favour of the underwriters, would conclude the case. It was argued on behalf of the plaintiff that on the evidence given at the trial the jury ought not to have found that the over-valuation and over-insurance were excessive, or that there was any concealment from the underwriters; but, further, that even assuming these facts against the assured, still, in the absence of fraud, which had not been found by the jury, concealment of the fact that the subject matter of insurance was over-valued and over-insured was a concealment merely of a collateral matter, and not of a fact material to the risk, and therefore did not avoid the policies. On the other hand, it was contended on behalf of the defendant that the verdict of the jury was right upon the evidence, and that where in a valuation for insurance a margin is allowed by the assured for profits greatly exceeding that which an underwriter might reasonably suppose had been done, that was a fact which ought to be communicated to the underwriter, as affecting the risk by giving it a speculative character, and at the same time diminishing the inducement to the assured to exert himself for the safety of the goods, and holding out a temptation to dishonesty.

The case was argued before Justices Archibald, Blackburn and Lush, and Justice Blackburn delivered the judgment of the Court. My brother Hannen's direction, he said, may perhaps have been too favourable to the assured, as it made the question of excessive valuation depend on whether the valuation was so high as to amount to a wager; but the plaintiffs cannot object to it, and we think that the evidence was sufficient to justify the jury in finding that the valuation of the spirits, at least, was excessive, according to the definition thus given, so that the finding cannot be considered as against the evidence. The finding that the excessive valuation was concealed from the underwriters was impugned on the ground that the statement in the German valuation amounted to a disclosure that the valuation was excessive. As to this, however, the learned Judge assumed that the defendant's representative had knowledge that the valuation was for profits, however high. But he asked the jury to consider whether that was a disclosure that there was an excessive valuation in the sense in which he had explained it—that is, on an estimate of profits formed with the knowledge that it had no real foundation. The jury must be taken to have found that it was not such a disclosure; and we cannot say they were wrong. The finding of the jury that the concealment was material was impeached, both on the ground that it was against evidence, and that of misdirection; as it was contended that the judge ought to have told the jury that the fact of an excessive valuation was not one which the assured was bound to disclose. It is well understood that a concealment of a material fact in a case of insurance, though without any fraudulent intent, vitiates the policy. But is the obligation of disclosure limited to facts that are material to the risks considered in their own nature; or does it extend to all that may be deemed material by the insurer, and would be likely to influence his decision? It is certain that a knowingly false representation of a matter which, though extraneous to the risks, may affect the judgment of the underwriter will vitiate the policy, and there is a decision of the House of Lords to that effect. But Duer (an eminent author on insurance) lays it down as the most reasonable opinion that those facts only need be disclosed which are material to the risks in their own nature; and it was argued before us that the nature of the risk—*i.e.*, the strength and seaworthiness of the ship, and the probability of encountering storms on the voyage, and so forth—were not in the least affected by the amouut at which the goods were valued, which no doubt is true. The underwriter is not liable for any loss occasioned by fraud of the assured, and it was argued, therefore, that the objection which an underwriter might have to take a risk on account of the temptation which the assured might have to make away with the venture ought not to be taken into account. Whether or not Duer would have gone so far as this is not clear; but if he would, the Courts of America have refused to follow him, as appears from a case in the Court of New York, which was cited. It is to be observed that the excessive valuation not only may lead to suspicion of foul play, but that it has a direct tendency to make the assured less careful in selecting the ship and captain and to diminish the efforts which, in case of disaster, he ought to make to prevent or diminish the loss; and it cannot, therefore, be properly called altogether extraneous to the risks. But we would hardly base our judgment on so special a ground. We agree that it would be too much to put on the assured the duty of disclosing everything which might influence the underwriter's mind. Business could hardly be carried on if this was required. But the rule laid down in "Parson on Insurance," that all should be disclosed which would affect the mind of a rational underwriter governing himself by the principles and calculations on which underwriters in practice act, seems to us a sound one; and there is nothing in Duer contrary to it. Applying it to the present case, there was distinct and uncontradicted evidence that underwriters do, in practice, act on the principle that it is material to take into consideration whether the over-valuation is so great as to make the risk speculative. It appears to us a rational principle. We think, therefore, that the Judge could not have done otherwise than leave the question to the jury, and that their finding on it was not against the evidence. We desired the counsel to confine themselves to the plea of concealment, leaving it for further discussion whether that would dispose of the case; and we leave it to counsel on both sides to consider the effect of our judgment upon it.

[This, probably, has reference to the course the parties may think proper to take with reference to an appeal, for which purpose they might desire to argue all the points. But we believe that, as the matter stands, the effect of the decision is actually that the verdict stands for the defendant, subject to appeal.]

Naval and Military.

Major-General H. Renny, C.S.I., Colonel F. E. Drewe, and Lieut.-Colonel J. H. F. H. Hudson are to return home from Ceylon. Captain W. P. Mortimer, the present Deputy-Assistant-Adjutant and Quartermaster-General, will succeed Colonel Drewe as Brigade Major.

Two changes in the commands of vessels on the China station are gazetted. Commander the Hon. E. S. Dawson (1869) is appointed to the Dwarf, vice Commander Bax; and Commander R. H. Harris (1870) to the Elk, vice Commander Barnett.

It is reported on good authority that Vice-Admiral Chads has been selected as the successor of Vice-Admiral Shadwell in the command of the China squadron.

Her Majesty's ships Narcissus and Endymion have been ashore at Palermo. On the 9th inst., two days after leaving Malta, the Topaze, while under steam, deliberately—so runs the letter—ran into the Narcissus, carrying away all her starboard boats and side gear. On the next day the Narcissus and Endymion touched the shore, and had a narrow escape. It was expected on board that in consequence these ships would go to Malta to be docked, but their subsequent arrival at Cagliari, reported by telegraph, shows that they did not go to Malta, but proceeded on their voyage home.

The terms of the report of the Officers' Memorial Commission have, i is said, been settled. Their recommendations, it is believed, will be to the effect that officers who entered the Army before the abolition of purchase shall receive £450, the value of an ensign's commission, and that they shall have the power of disposing by will of the balance of the value their commissions would have been worth under the old system.

The receipts of the Royal Naval Scripture Readers' Society have never, since the commencement of the operations of the society, been so great as this year. On the China and Japan station, we learn, there is hardly a ship in which there is not one or more earnest supporters of the cause, and in one ship there are no less than twenty.

The Rinaldo, from the China station, left Malta harbour on the 14th inst. for Gibraltar and England, to be paid out of commission, but subsequently put back, having carried away her mainyard in the neighbourhood of the Island of Linosa.

Lieut. A. E. McMurdo is appointed to the Dwarf, Lieut. E. P. Hocker to the Avon, Lieut. C. H. Herring to the Curlew, and Lieut. A. O. H. P. Lowe to the Thistle, on the China Station.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, JUNE 1, 1874.

THE REPORTED MASSACRE OF CHRISTIANS AT TONGQUIN.

WE notice in some of our French cotemporaries rather startling accounts of an outbreak and massacre got up against the villages of native Christians in the northern provinces of Cochin-China. If we may accept the versions forwarded from the scenes of the persecution by the Roman Catholic missionaries it is the literati (*lettrés*), the semi-official, semi-religious students connected with the Government colleges, who have planned the attacks upon their Roman Catholic fellow-countrymen, and who have headed the rabble in their expeditions of bloodshed and pillage. This seems probable enough, if we may believe, what has certainly been a "thing not generally known," that in Tongquin as in China, an influential wide-spread sect or class of literati really exists. For ourselves, we had hitherto supposed the institution to be exclusively Chinese. Be that as it may, in the face of the various, detailed, and authentic particulars which have already appeared in print, we cannot deny that there must have lately been some very deplorable disturbances in more than one of the provinces of Tongquin, and that the native Christians have been the special objects of the popular fury. Thus Monsigneur CROC has sent word from Cochin-China that, "as a conse-"quence of the French expedition to Tongquin, the "*lettrés* rushed upon the Christians with a fury truly "diabolical. In our Mission we number 80,000 con-"verts, and in the space of a few days 10,000 of these "were burned, drowned, or beheaded. . . . I have myself "no hope of escaping death." From another source we learn that in many places a crucifix was laid across the street, and any Christian who refused to outrage his own conscience by leaping over it was pitilessly cut down. Several Roman Catholic villages were sacked, and in them not even the women or the children escaped the sword. In one passage we read that "so many villages have been "burnt down that 25,000 Christians find themselves, *in* "*the month of February*, without a house for shelter, with-"out rice to eat, and with the prospect of having escaped "death by violence only to perish of starvation." The material losses thus incurred have been estimated to exceed a quarter of a million in English money. Fourteen priests' houses, five convents, seventy churches have been destroyed by incendiaries, and a general massacre was anticipated. The persecuted Christians were flying to the caves and forests in the mountains, and to rocky fastnesses along an ironbound coast; and even in these places of refuge CUN and MAI, two of the *lettrés*, who had been condemned to death for similar outrages in 1868, and afterwards respited, were gathering together a company of evildoers that they might hunt down and massacre "the followers of a perverse religion, the allies of France." Intelligence a fortnight later in date only confirms the previous melancholy tidings. Missionaries who had to fly for their lives from the scenes of their labours reached Saigon on the 27th of March, and implored the French Admiral to intervene. They described how the outbreak began with the murder of two Roman Catholic servants on the 25th of February, how three villages were burnt the same day, and their inhabitants put to the sword, how slot-hounds were used to hunt down the fugitives who sought shelter in the jungle, and how those who were caught among the rocky defiles along the sea shore were burnt at the stake. "In several places an "entire family was seized; father, mother, and children "were then bound together with bamboos, and in this con-"dition set adrift on a raft in the river." Even miracles were not unknown, for "out of the multitude of corpses "thus lashed together in groups of six or eight, and floating "in the current of the main stream, not one, to the as-"tonishment of all the world, exhaled any disagreeablet "stench."

It is not necessary to give further details, but if the published particulars are only substantially correct, there took place in the dominion of Tongquin during the latter part of February and the beginning of March a concerted massacre of the Christian communities which raged unchecked throughout every province of the Empire, and which swept off thousands of the innocent and the helpless by the most cruel deaths which a savage populace could devise. This, at least, is the version supplied by the Roman Catholic journals; but though we have now reached the close of May there has, as yet, been no confirmation of the story published from French official sources. We shall hardly be charged with an ill-advised incredulity if we predict that should the real facts ever come to light it will be found that a great deal of the sensational descriptions of which we have just supplied some samples are based on the exaggerated tales of terrified refugees, enlarged still further by the excitement, distress, and alarm natural to those poor priests whose flocks were being persecuted, and whose own lives were not secure. There are *three* sides to this story. There is the version of the sufferers, that is already before us; there is the account which the Cochin-Chinese officials may have to supply; and, finally, there is the French official statement. Neither of the two last has yet been made known, and public judgment cannot fairly be pronounced until all the facts are disclosed. It is to be noted that in spite of the violence of the outbreak not a single French priest is described as having been injured; and though some priests' houses and churches were burnt, these may have been in the custody of native priests for anything we yet know to the contrary. The miraculous events to which we have already referred will not strengthen the general belief in the narrative. As to the barbarous details described, these are by no means unlikely to have occurred, for Asiatics, however gentle and mild in their ordinary moods, are ungovernably cruel, delighting in the most revolting refinements of barbarity and torture when once their passions have been aroused. On the other hand, if all this violence and bloodshed—the result of long previous organisation, and continuing unchecked for many days—really occurred as eye-witnesses profess to describe it, we wonder at the calm business-like diplomatic negotiations which were all the time being carried on between the French officials and ambassadors from Cochin-China. A solemn treaty was ratified at Saigon on the 15th March, and a clause was specially introduced into it providing that an indemnity of 1,000,000 piastres should be paid by Tongquin to Spain, but not a word is said about the much more serious damages due to the burnt out Christian communities in Cochin-China; and yet was there no French gunboat cruising off the Songkoi and neighbouring coasts which might have carried the news of the outbreak of February to the Admiral at Saigon? Another strange circumstance is the apathy of the Tongquinese officials. Surely TU-DUC and the governors who rule over his provinces are not so mad as to think that the French will let such outrages as these go unpunished. If they meant to resist France they would levy war against her openly, but after having sent an embassy to Saigon to agree upon a treaty, they know well enough that to permit *at that conjuncture* an outrage upon the native Christians would only make France exact harder conditions than before. Amid these strangely contradictory considerations a suspension of opinion seems the wisest course. If there be truth in the tale further particulars cannot long be delayed; but this much we may safely say, that should the French want the support of public opinion before actually annexing Tongquin, they are most likely to obtain it by getting up a thrilling story of the massacre and torture of missionaries and their flocks; while, on the other hand, if there be any question more than another which gives rise to irritating squabbles between European officials and native potentates, it is that which turns so frequently upon the claims of the Roman

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Catholic missionary to exclusive control over his own community. Extra-territorial rights are essential for the protection of Europeans in Asiatic States, but when the French priest, as is too common, claims the same extra-territorial privileges for each of his converts—the born subjects of the ruler of the country—he lays a trap to catch a "persecution," and very often he succeeds.

LORD STANLEY of ALDERLEY'S remarks on present-taking in the Straits elicited the satisfactory announcement from Lord CARNARVON that the Indian rule on that subject was to be forthwith restored in the Colony. As regards Sir HARRY ORD, the charge was not denied; the defence was, that the colonial prohibition extended only to receiving presents from the inhabitants of the Colony, and that Sir H. ORD'S presents had come from independent princes—a dagger from the King of SIAM, and "one or two" arms from Rajahs, all of no pecuniary value. If this be the whole truth, and "two or three" worthless weapons are the only presents ever received in the Straits by Sir H. ORD or his family he has been much maligned, and the Straits people must have lively imaginations. Certainly, never was so much smoke produced by so little fire. We confess, however, that we miss everything like an assurance that the dagger which was thought worthy of a printed description for home use, and the "one or two" other arms complete the cabinet of presents. The man who is charged with horse-stealing would hardly be thought to meet the accusation completely in confessing that he took the bridle. Some people would say it looked like an admission that he had taken the horse and saddle also.

M. DESPREZ, Political Director, and M. MEURAND, Director of Consulates at the French Foreign-office, have been *instructed* by M. le Duc DECAZES to negotiate for the new commercial treaty between France and the Birman Empire. The "Pourparlers," with H.E. GLINMAHAMENTHA SAY, chief of the Embassy now in Paris, will begin at the end of the present week.

H.E. SAMESHIMA, Japanese Minister in Paris, has, we hear, been raised to the rank of Envoy Extraordinary and Minister Plenipotentiary, and will probably present his credentials to the PRESIDENT this week.

BARON VON RICHTHOFEN ON RAILWAY COMMUNICATION WITH CHINA.

At the sitting of the Geographical Society at Berlin on the 11th of April a highly interesting paper "On the most Favourable Route for a Railway between China and Europe" was read to the meeting by Baron von Richthofen, and created such a favourable sensation that it was unanimously agreed to have it reprinted from the Transactions of the Society and published as a separate pamphlet for the general information of the public.

He commenced his remarks by pointing out that as soon as the Atlantic and Pacific had been united by the great trans-continental railway in America it was natural to foresee that public attention would soon be turned towards a similar undertaking for connecting Europe with Asia, the more so as if it was deemed feasible and expedient to open up a communication between the eastern and western coasts of a country containing scarcely more than forty million inhabitants to save the long and tedious voyage round Cape Horn or the inconvenience of a transhipment of goods by the shorter route of the Isthmus of Panama, how much more important to the commerce of the world and the welfare of all nations as well as the progress of civilisation by placing the four hundred millions of the East in direct communication with the three hundred million inhabitants of the West. In the present advanced state of science engineering difficulties could all be easily surmounted, and the whole subject was reduced to a question of pounds, shillings, and pence. With regard to the best route to select opinions differed, and there are two projects in the field, both of which have their supporters. The first of these, which may be termed the Russo-German, proposes Nijni-Novgorod as the starting point, because it is the most advanced station towards the East, and already in railway connection with the rest of Europe, taking advantage of the line approved of by the Russian Government and about to be immediately commenced and carried through the defiles of the Ural mountains to Tjumen on the Eastern side of that chain and a good distance into the flat steppes of Siberia. When this extension is completed one-half of the distance between Calais and Peking will be accomplished. It is then proposed to continue the railway in the same direction through Omsk, Tomsk, and Irkutzk to the Chinese frontier at Kiachta, and thence through Mongolia to Kalgan, which may be called the gate for entering China proper, and so on to Peking. Tempting as this line may appear at first sight, it is not without its drawbacks. It is true that the country to be passed over is generally level, with the exception of the mountainous regions in the vicinity of Irkutzk and from Lake Baikal to Kiachta; but on the other hand there are some formidable rivers in Siberia to be bridged over and embankments made to ensure the line being built on a sufficiently high level, so as to prevent the traffic from being interrupted by the frequent inundations. Another objection to the proposed route is to be found in the paucity of towns of any importance, the long distances of unbroken steppe to be passed, the absence of a dense and industrious population, the possibility of the interruption of the traffic by the inclemency of the weather during the winter, which may be said to last one half of the year, and the important item of the geological formation of the country affording not the slightest chance of ever discovering coal, which implies the necessity of bringing that indispensable generator of motive power from a great distance and at an enormous addition to the prime cost of the article; and finally, in fixing on Peking as the termination of the line it may ensure the traffic of goods from Europe to China, but it could have but little effect on the exports of native produce, unless extended down to the tea and silk producing districts, and in fact to the coast and shipping ports generally. The second proposed route, which may be called the English project, takes India with its population of some 250 millions as the central point from which the railway should radiate in two directions,—to the North-east and China, and the North-west and Europe, both of which would involve an enormous outlay and the surmounting of unknown engineering difficulties from the mountainous nature of the country, hitherto but very imperfectly and only partially explored. It will soon be known if the plan of making a railway to India, either by way of Asia Minor and Persia or the route recommended by M. de Lesseps through the valley of the Amu-Darya and Peshawar is practicable, with the scientific and geographical knowledge we possess at present; but the Baron considers the Eastern branch scheme to be quite out of the question, and may be at once dismissed as impossible of realisation. The most advanced Eastern terminus of the Indian railway is Dacca, situate in the Delta of the Bramaputra, from which it is no doubt possible to extend the line either to Sudya or to Ava and Bhamo. But in both cases the railway would run into a *cul-de-sac;* for the nearest place in the level part of China which it must be the object to reach is I-tchang-fu on the Yang-tsze river, and the distance from that place either to Bhamo or to Sudya is as great as from Berlin to Constantinople, whilst one can only form an idea of the mountainous character of the intervening country by imagining a succession of the wildest parts of the Alps filling up the space between the two last-mentioned capitals.

Having disposed of these two lines to his own satisfaction as totally impracticable, the Baron comes forward with a project of his own, in favour of which it must be confessed there is a great deal to be said. To a person taking his stand in China and looking towards the West, the most natural direction for a railway would be, he says, the ancient trade route from Si-ngan-fu through Hami to Kuldja. The first-named place is the capital of the Province of Honan, and is situated on the Hwang-ho, commanding easy access to all parts of the immense alluvial plain between that river and the Yang-tsze, extending to the great modern emporium of Shanghai, and including most of the Treaty ports on that part of the sea-board. Taking, then, Si-ngan-fu as the point of departure, the road lying to the north of the Kwen-lun range of mountains, the traveller first comes to Lan-tschou-fu (according to the German orthography), the capital of the Province of Kan-Su, a distance of 1,470 li, or 370 miles; thence to Su-tschou, 1,450 li; from Su-tschou to Hami, 1,560 li; from Hami to Barkul, 330 li; and from thence to Kuldja, 3,210 li; total distance 8,020 li. As 250 li go to an Equatorial degree of longitude, the above would be 1,921 English geographical miles. This is the Chinese gate to the extensive high-level plateau of Central Asia. Whilst the Chinese never attempted to make conquests in the North or South for the increase of their territory, it has been their policy for more than two thousand years to guard this gate with the greatest jealousy, and prevent any one entering it without their special permission. With regard to the nature of the country it does not appear to offer any great difficulties, as all accounts agree in the statement that the native traders perform the journey seldom on camels, but mostly in wheeled vehicles, which can be hired at a very moderate charge. Thus a two-wheel cart drawn by two mules and capable of accommodating two persons and the driver, besides 700 lbs. of luggage or goods, or 1,100 lbs. of merchandise without passengers, may be hired at Si-ngan-fu for Tls. 64, or about £22, and perform the whole journey to Kuldja with great regularity in eighty days, including stoppages. The most difficult part of the road is probably the section between Si-ngan-fu and Lan-tschou-fu, where a high chain of mountains has to be crossed; but it may be inferred from the great distances between the halting stations and the mode of transit employed that the gradients are not severely steep, particularly on the western slopes. It would certainly be possible, and even easily accomplished, to construct a railway from Hami to Yarkand parallel to the course of the Tarim or Erguo, which loses itself in the waters of Lake Lop; but that again would only be a *cul-de-sac*, as the continuation of the railway would be stopped from further progress by the insurmountable intervention of the Belur Tagh, the Hindoo Kush, and other offshoots of the Himalaya proper, whilst to the south the Kwenlun range effectually blocks up any exit from that quarter into India. The only practicable extension of the railway to Europe would thus be to go on to Kuldja, as above indicated, from which the Altyn Imel Tau might be crossed in two directions, either by following down the course of the Ili, or by the pass of the Tschugutschak, which is used by the natives as the key of communication to the west. In both cases the railway would descend to the comparatively level country of the Khirgese Kaizaken, through which flows the Yrtish in a northerly direction to Semipalatinsk and Omsk, at which latter place it would fall into the Russian Siberian railway system. The advantages to be gained by adopting his proposed route the Baron considers obvious. In the first place, the railway would follow the shortest and most direct road between Europe and China, and enter the latter by the only practicable opening from the west, and which has always been used by the traders in Central Asia. The access from the plains in the eastern provinces of China is not difficult, by all accounts, though it must contain a certain quantity of clefts and fissures from the nature of the formation, which is soft and porous, being what the German geologists call Loess. There are no large rivers to be bridged over, with the

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exception of the Hewang-ho, and nowhere would the line be exposed to floods and inundations, whilst the climate, though perhaps raw and cold in the mountainous regions, is of such a temperate character that there is no fear of snow falls interrupting the traffic. With regard to density of population, the proposed line of route is not much better off than the greater part of East Siberia; but it has this advantage over it, that it contains many important trading stations, and is crossed in all directions by roads, over which the produce of China—especially brick-tea and silk—is conveyed to the various countries of Central Asia. Thus from Lan-tschou-fu a road diverges to Si-ning-fu, by which China produce is conveyed to Kokonor and Thibet, and another to Ning-hia-fu, leading to the Ordos country and parts of Mongolia. Putting aside the lesser stations of Liang-tschou-fu, Kan-tschou, and Su-tschou, Hami and Turfan would be important places,—the former for the trade with Yarkand, and the latter for the traffic to Uliassutai, Kobdo, and a number of other centres of commerce to the north of the Tien-shan mountains. But what gives the greatest importance to the proposed route and recommends it to most especial consideration is the geological element and its unlimited coal-seams. The Baron, who in the course of his researches and travels in China has traversed it in all directions, was deeply impressed with the extent and richness of the coalfields to be found in the provinces of Shansi, Shensi, and Kansu, and asserts that none others in any part of the world can for a moment be compared to them. Every province north of the Kwen-lun mountains contains an inexhaustible supply of this fuel, and the quality is most excellent. From thence to Hami, and from Barkul along the northern foot of the Tien-shan as far as Kuldja, coal is everywhere found cropping out on the surface, and is extensively and generally used as fuel, whilst it does not exist on the south side of that range, the inhabitants being obliged to content themselves with dried grass and the stunted trees that grow on the slopes of the mountains. As in China the conveyance of coal is seldom or never to a greater distance than twenty or thirty miles from the pit's mouth—for with the rude and imperfect means of land transit at their disposal to send the article to a greater distance would not cover the expense—these unbounded coalfields would not only provide the railway itself with the requisite supply for the use of their own locomotives, but could not fail in time to open up a new branch of trade and industry by carrying coal to other districts, and thus tending further to develop the resources of the country and introducing a hitherto unknown article of consumption into their home markets. The Baron was credibly informed in China—and from his own personal observations he believes it to be perfectly true—that nowhere is there a break in the coal formation of more than a hundred miles all along the proposed line, thus affording an inexhaustible and practically uninterrupted supply of fuel for every station, from the eastern slopes of Shansi to the extreme western point at Kuldja on the river Ili—that is to say, embracing no less than thirty degrees of longitude.

In proposing and arguing in favour of the railway from the Eastern part of China to Si-ngan-fu and thence to Hami and Kuldja, as the natural and sole practicable route, Herr von Richthofen considers his mission accomplished and the geographical part of the question concluded; he therefore modestly disclaims any intention of offering any suggestions as to the further course of the railway, only insisting on the expediency, and even necessity, of the line from the East forming a junction at Kuldja with that which he advocates as the Chinese portion.

We may here remark as a proof of the interest taken in the project of railway communication with China by the public in Russia, that the Baron's plan has already been translated into Russ and extensively circulated by the principal organs of the press at St. Petersburg and Moscow; and we cannot but consider it a significant sign of the intentions of the Czar and his Government that a fresh expedition has just been organised to examine closely into the Baron's project. This expedition is under the command of Captain Sossnowsky, of the Imperial Engineers, who has with him a topographic draughtsman, a photographer, and an escort of Cossacks. They travel first to Irkutzk, Kiachta, and Peking, and from thence to Si-ngan-fu and Hankow, afterwards passing up the river Han to Mienhien and thence to Kuldja, surveying the pass in the mountains mentioned above, and the valley of the Yrtish from Semipalatinsk to Omsk. We may therefore expect some important scientific results combined with a practical view of the projected railway from the personal observations of an officer of high repute for intelligence, zeal, experience, and scientific attainments. Visionary and premature as any project for such a gigantic scheme may appear at the present day, it is doubtless only a question of time, and its execution depends chiefly on earlier or later development of the circumstances of China and accommodating themselves to the modern improvements of civilisation and progress as practised in the West. Many people may think that it is as yet far too early to discuss such an important question as Baron Richthofen's project when we know the strong Conservative opinions of the Chinese and their objections to any innovations. It is quite true that in this respect they differ vastly in their national character from their neighbours the Japanese, who rush headlong into the manners and customs of the foreigners, in many cases without the display of any judgment or the power of distinguishing the good from the bad. But on the other hand it must be borne in mind that when an extraneous idea has once taken root in China there is no retrogression, and it remains a fixture there for ever; so that the introduction of any novelty, if militating against their national customs and prejudices, must of necessity be gradual and slow. The native merchants in the seaport towns have already learned to appreciate the importance and convenience of the electric telegraph, and only last year the Chinese Government gave a signal proof of their recognition of the benefits to be derived from steam navigation, not only by a State Document, but by the practical support they granted in the formation of a Chinese Steam Company. So it will in all probability be with railways; *ce n'est que le premier pas qui coûte*, and judging of the future by the experience of the past we may expect some day, when their prejudices are once fairly overcome, to see the country covered with a network of railways, for which it is so pre-eminently adapted, and containing, as it does, an inexhaustible supply of easily attainable fuel of excellent quality, and cheaper than in any part of Europe. It is impossible to predict when that period may arrive; it may be deferred for years, or it may happen to-morrow. Every improvement that has been introduced into China of late years has been forced on the inhabitants, but their practical good sense teaches them to appreciate to its full extent the pecuniary advantage they derive from them. We, therefore, consider ourselves justified in anticipating the same from the introduction of railways in China, and when once the ice is broken, and the prejudices are removed, we may confidently expect that the opening of the first railway will be the signal for creating a spirit of enterprise second to none that we have witnessed in Europe; for strategical, political, and commercial considerations would all combine to make the construction of a railway from Si-ngan-fu to Hami and Kaldja, to form a junction with the Russian system at the latter place, one of the most important problems for the solution of Chinese statesmen, and there would be no insurmountable difficulties for the execution of this great work, though perhaps many people may at first be startled by the magnitude of this gigantic undertaking.

STUDENT INTERPRETERS IN CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—From your articles on the State of the Consular Service, and from that on the same subject in the *Pall Mall Gazette*, it would be inferred that the length of residence of Student Interpreters in Peking is limited to two years. But I have before me a Foreign-office List of January, 1872, from which it appears that there were then fourteen students at Peking, and of these five had been there over four years, four had been there two years and ten months, three had been there one year and nine months, one had been there one year and six months, and one had been there six months. I have not a List of later date by me, but I do not think that things have much improved since 1872. Were the residence of students strictly limited to two years I am sure that they would not find the time hang on their hands, as eight or ten hours a day is not too much to give to the study for that period. But after that it is not necessary to give so long a time, and the "hope deferred" of promotion no doubt makes the heart too sick and weary to pursue any study with earnestness and pleasure. I do not presume to take upon myself to say who is responsible for this, but I am sure that many of the bad habits and the listlessness which you state to exist in the Consular Service are traceable to the long period of enforced idleness at Peking. Other causes there are which make those who can do so glad to leave the service, and which dishearten those who remain; and of these the principle of reducing the pay of the higher posts, as they become vacant, and thus removing all stimulus to exertion is the most active.—I am, &c.,

A CHINA RESIDENT.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MAY 26.

The Prussian Chambers were closed last week without any flourish of trumpets, but in a sober and business-like manner, by the President of each House reading the Royal commission and proposing three cheers for the King, who is not at Berlin, but on the Rhine. But there are other indications of the approach of the dead season, and the only cloud on the political horizon is the unsettled state of France and the dangers resulting from it. But if the French are mad enough to provoke war a second time they will find the German army equal to the occasion, and even better prepared for offensive or defensive hostilities than was the case in 1870, for though the German press is prohibited from publishing any details on the subject, I am enabled to state on high authority that great activity prevails not only in the War-office at Berlin, but in all the provincial headquarters. It does great credit to the new Minister for the War Department that as soon as the late squabble about the numerical force of the peace establishment was finally settled, he did not let the grass grow under his feet, but issued his orders the very next day, not only for the new organisation of the peace establishment, but also with reference to the reserve forces and the Landwehr. A great improvement in the arming of the infantry has to be recorded; the old Zundnadel-Gewehr or needle gun, which has done good service for more than thirty years, and particularly in the revolutionary war of 1848, the two wars with Denmark, the short campaign of 1866—called the seven days' war—in Bohemia, and the memorable war with France in 1870, is now superseded by an invention made by an artillery officer of the name of Mauser, and named after him. As soon as a batch is got ready it is distributed to the different regiments, that the men may accustom themselves to the new weapon, which is described as being greatly superior in its effects to the needle gun as an arm of precision and for rapidity of firing as well as sim-

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plicity of construction and ease of loading. I am to-day enabled to announce that the whole of the needle guns have been sold to the Chinese Government, and will be delivered up and shipped off in the same proportion as the Arsenals are able to furnish the German army with the new Mauser gun. At the same time the Government has concluded a contract with Herr von Carsten-Lichterfelde, who undertakes the purchase of old ordnance and other artillery stores for nine million reichsmarks, subject to the approval of Government as to the re-sale on his part.

The negotiations for greater postal facilities between Germany and British India, alluded to in my last letter as having been opened at Berlin, have been concluded in the most satisfactory manner, and a convention was signed on the 9th inst. by the German Postmaster-General, and Mr. Monteath on the part of the Indian Government, and after due ratification on both sides is to come into operation on the 1st January next. The postage for a single letter from any part of Germany to any part of India will be reduced to six groschens if prepaid, and eight groschens unpaid.

Captain Baron von Schleinitz, of the German navy, hitherto employed in a civil department of the Admiralty, is appointed to the command of the screw corvette *Gazelle*, now fitting out at Kiel for the expedition to the South Sea to observe the transit of Venus. Kerguelen Island is the spot fixed on for the erection of the Observatory. The corvette is under orders to leave Kiel on the 1st of July, and after the performance of this service she will proceed to China, where she is to remain on that station for some time. The captain has already left Berlin to commission the *Gazelle* and superintend her being got ready for sea. When Captain Cook discovered Kerguelen Land, not being aware that it had been previously seen and named by the Dutch navigator whose name it now bears, he called it the Island of Desolation. As it is not inhabited and lies half way between the Cape of Good Hope and Australia, the corvette will have to remain there whilst the observatory is being erected and taken down, and supply the members of the expedition with food and other necessaries during the interval. The German Parliament has fully recognised the importance of the expedition, and made no difficulty about voting the sum of 152,000 reichsmarks to defray the expenses. The scientific members are Dr. Boerger, the director of the Observatory at Wilhelmshaven; the astronomer, Dr. Weineck, a Hungarian by birth; the zoologist, Dr. Studer, of Bern; the photographer Bobzin, and the mechanician Krille, both natives of Mecklenburg. It may be highly interesting and important from a scientific point of view, but from Capt. Cook's description of the island it will be anything but a party of pleasure for the members.

Nothing has yet been decided with regard to the successor of Dr. Roesing as Consul-General at New York. Dr. von der Leyen, who was proposed and warmly recommended by Bremen, and Dr. A. Klauhold, the nominee of Hamburg, have both resigned their pretensions to the appointment, finding but a cool reception at Berlin. It therefore appears that the Foreign-office intend to break through the rule hitherto observed, of deferring to the wishes of Hamburg and Bremen in filling up vacancies in the more important Consulates. The only candidate now in the field is Dr. Schumacher, of Bremen, now Consul-General and Minister Resident at Bogota, in Columbia, who appears to have had enough of his banishment in the wilds of Central America, and though without the support of his native city, is trying by other influence to obtain the vacant appointment. As Dr. Roesing returns nominally with leave of absence for three months, and therefore need not officially tender his resignation till its expiration. it is not probable that anything will be finally settled till late in the summer.

Your readers at Singapore will no doubt be pleased to learn that the former German Consul at that port, Herr Othmar von Mohl, son of the celebrated Professor of State and International Law, and for a long time representative of the Grand Duchy of Baden in the former German Confederation at Frankfort, is now definitively appointed to be the Cabinet Secretary of Her Majesty the Empress of Germany, which office he filled hitherto provisionally. It will be remembered that this gentleman went out last summer as Consul at Singapore, but in consequence of the sudden and unexpected death of Dr. Brandis, the Cabinet Councillor of the Empress, he was recalled to Europe to undertake the duties of that office provisionally, and—as far as I remember—before he had been officially installed in the Consulate. Previous to his appointment at Singapore, Herr von Mohl had been employed for some time in the Consulate-General at New York.

The German corvette *Nymphe*, just returned from the China station, in passing through the Great Belt on her way to Kiel, got on shore, but was assisted off, and arrived at her destination without having suffered any damage. At the time the accident happened the vessel was in charge of a Danish pilot, so that no blame attaches to the captain or the officer of the watch.

At a special general meeting of the shareholders in the Makler Bank of Hamburg, held in this city last week, it was unanimously resolved to reduce the working capital by one-half, in consequence of which the directors give notice of their readiness to redeem such shares, with 40 per cent. paid up, as may be offered them to that amount, at the rate of 96 per cent., with interest at 5 per cent. per annum. The capital will thus be reduced to 1,000,000 thalers. They further give notice, conformably with the provisions contained in Art. 243 of the German Commercial Code, to all creditors of the bank to send in their outstanding claims for immediate settlement.

Herr Heinrich Barkhausen, Acting Consul for the German Empire at Rangoon, is definitively appointed to be Consul at that port, by patent dated May 11.

COMMERCIAL.

This being holiday time, business is almost totally neglected, and there is but little to report to-day. In the course of last week, however, there was more animation in the Rice market, the prices being low. There is no alteration in the value of Teas, but a fair amount of business was done at former rates, the sales by importers consisting of 1,124/4 chests and 3,474/8 do. of Congou, and 253 packages of Souchong. Cassia Lignea is dull and lower, the quotation being 60 marks to 61 marks; Flores held at 113 marks to 114 marks. A further fall took place in Pepper, when Singapore was offered at 55 marks, Penang at 51 marks to 52 marks, and White at 82 marks to 85 marks; but since then a better feeling prevails, and prices have somewhat recovered, the official quotation now being—Singapore, 57 marks to 58 marks; Penang, 52 marks to 53 marks; and White, 85 marks to 90 marks. Star Annis is in more demand and higher, as the market is almost denuded of the article. Of Oil of Star Annis 20 chests have been sold, the price being in favour of the purchasers. Galanga Root is looking up, and 200 packages ex Formosa have been taken on speculation. About 6,000 centners of Spelter (Schlesischer Verein) have changed hands at 21 marks 80 pf., in loco, which has strengthened the market, and none is now to be had under 22 marks.

SHIPPING.

ARRIVAL.—Cesar Godeffroy, from Apia.

SAILED.—Andreas, to Bangkok; Psyche, to Singapore; San Francisco and Tellus, to South Sea Islands; Johannes, to Macassar; Progress, to Yokohama.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MAY 27.

The May fêtes have at last come to an end, the Orange fever has passed away, public affairs have resumed their usual course, and the King has sought at his beautiful country seat *Het Loo* a rest from the fatigues of the festival. The fête here was, it must be acknowledged, most splendid, and was indeed the *couronnement de l'édifice*. A day favoured by the finest spring weather made a happy contrast to that which prevailed at the Hague, where we had what our German neighbours call *fatalt Himden wetter*. It was arranged that the King should only stay one day in this town, leaving at midnight for Flushing, in order to meet the Czar, on his return from England. Early in the morning the special train arrived from the Hague, and the Royal family was received by the authorities and a large number of ladies. The fête began with a rowing and a sailing match, and in the meanwhile a historical and allegoric procession was organised. After the first stone had been laid by the King for the bridge over the Maese, a grand banquet took place, and in the evening there were fireworks and a general illumination. The whole proceedings were a great success, and midnight had passed before the King left the town, although her Majesty had returned to the Hague in the afternoon. Of course the King also conferred several "decorations" on the municipal authorities, amongst others upon Mr. Tels, the editor of the *Nieuwe Rotterdamsche Courant*. It creates some surprise here that the East India Army received, in comparison with the home army, so very few marks of Royal distinction; in fact, the first named was almost forgotten. On the proposition of the Minister of the Colonial Department the Generals Van Swieten and Verspyck were promoted respectively to the knighthood of the "Grand Cross" and to the commandership of the "William" Order, but the commander of the fleet stationed in the Atchin waters was quite unnoticed. Captain J. Van Gogh arrived in June, 1873, in the Atchin waters, and commanded from that time the blockading squadron, which numbered in October and November nineteen men-of-war. The general opinion is that he well deserved some mark of the Royal approbation. Last Saturday the official paper, *De Staats Courant*, announced the resignation of Major-General Verspyck, who retires at his own request. He has been promoted to the rank of lieutenant-general.

As a practical proof that the government of his present Majesty, William III., has been a prosperous one, I may state that at the time of his accession to the throne our National Debt amounted to f.1,230,000,000, or about f.400 per inhabitant, and that during the last twenty-five years a sum of f.290,000,000 has been paid off, so that the annual interest has decreased from f.36,000,000 to f.27,000,000. The population being in the meanwhile augmented, the debt is only now f. 270 per inhabitant. Let me add that during the period named 1,000 kilometres of railway line have been constructed on account of the State without adding to the debt. I need not say that this enormous financial success is mainly due to the "squeezing" system introduced in Java, and that it is the Javanese who have made our nation a rich one, or literally a less poor one.

I hear that the members of the Second Chamber will re-assemble on the 2nd of June. They should have met this week, but a delay became necessary because the newly appointed Minister of the Naval Department is not yet ready with his Budget (he will have a very hard task to fulfil), whilst the Minister of the Home Department is still busy with his Bill to subsidise private railway undertakings. The last month of the session is not likely to be very fruitful in legislation. Nothing is heard about the Liberal programme, which some time ago was so pompously announced as a basis for the re-union of the Liberal party.

I sincerely regret to record the death of Dr. W. Bosch, ex-inspector of the medical service in Java. He was seventy-six years old, and died at Arnhem. For several years he was one of the warmest opponents of the culture system, and he founded the Society for the Welfare of the Javanese. He was a *coeur d'or*, a good man in the best sense of the word, willing to sacrifice all he possessed for his convictions. His death is a great loss, and the Javanese will miss a sincere friend.

It creates much surprise that the Government still continues to enlist recruits in Switzerland for the East India army, notwithstanding that our agents are prosecuted by law in that country.

The Japanese Ambassador at St. Petersburg, Enomotto, who, accompanied by two secretaries, has paid a visit of some days' duration to the Hague, returned the day before yesterday to Russia.

Mr. E. Henkensfeldt Slagheg, Dutch Consul at Shanghai and the Yangtsze Ports, has been removed from that post at his own request.

In my last letter I told you that the monetary gift presented by the nation to the King amounted only to the small sum of £15,000. Since it has become known to what purpose it will be applied many subscribers have doubled and trebled their original gift.

The Dutch Trading Company has chartered the following vessels to convey produce from India to Amsterdam:—

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	Captain.	Lasts.	Freight.
Antoinette ...	J. H. Hoven ...	260	f.82.30
Wilhelmina & Clara	A. A. H. v. Herwerden	260	82.34
Pauline Cont. Eleonore	P. H. Bloem ...	260	82.35
Telanak	J. R. Lusink ...	260	82.82
Noordzee-kanaal	L. Bron ...	260	83.48
Thorbecke ...	H. J. Klasen ...	260	83.48
	To SCHIEDAM :		
Ada	J. G. Wiebenga ...	260	84.40

PRODUCE MARKETS.

COFFEE.—The market is firm, and some demand prevails for consumption, so that higher prices have been paid for good ordinary Java. About 2,500 baskets Java and Macassar, of private importation, have changed hands.

TEA is firm, but there are no transactions to report.

SUGAR is very dull. Only 3,700 mats have found buyers at nominally f.2¾ under November value, but buyers are not inclined to operate at the price.

RICE.—In the course of this week 1,074 bales Revins table were sold at f.13, and some other lots will shortly be brought into the market. The news from the rice harbours is very satisfactory to holders.

SPICES.—Only very small parcels have found buyers. The quotations are :—Nutmegs, No. 1, 205c. to 210c. ; No. 2, 195c. to 200c. ; No. 3, 170c. to 175c. ; No. 4, 120c. to 125c. Mace, D, 235c. to 240c. ; E, 225c. to 230c. Cloves, No. 1, 101c. ; No. 2, 100c.

JAVA TOBACCO.—A few small parcels were offered for sale by public tender and sold at very firm prices. In a few days 3,034 bales will be brought into the market.

CASSIA LIGNEA.—The greater part of a lot of 4,000 chests has been sold at 37c.

ARRACK.—Holders ask too high prices, which checks general business ; the article, however, is firm, and the stock not large.

JAVA INDIGO has met with a lively demand, so that about 120 chests have changed hands. The parcels, ex Holland, will soon be brought into the market.

GUM DAMAR.—About 800 chests have been sold at very high prices. The stock is nearly exhausted.

MOTHER-O'-PEARL SHELLS.—2,000 kilo. Ceram have been sold by public auction.

RATTANS.—The market is dull, and ordinary qualities are almost unsaleable. 500 piculs, ex Maddaloni, have found buyers.

TIN.—The transactions are of no importance. Banca is quoted at f.60, and a small lot Billiton has changed hands at f.56.

SHIPPING.

ARRIVALS.—May 22, at Texel, from Sourabaya, Antoinette ; 24, at Texel, from Batavia, Prins van Oranje (str.); at Hellevoet, from Batavia, Wyberton (str.).

DEPARTURES.—May 21, from Maassluis, for Batavia, Maassluis ; 23, from Texel, for Batavia, Borneo (str.).

PASSENGERS INWARD.—From Java, per Prins van Oranje : Messrs. W. van Someren Greve and family, F. J. van Hemert, E. Valk, R. A. Sythoff and family, H. D. Canne and family, K. L. Indorf, W. Iskander, Radhen Mas Soerono, Mas Ardi Sasmita, Si Bannas, Mrs. Coenen-Lautenslager, Mrs. C. Clignett and family, Zaalberg and family, Guichare, Mondriaan and family, Van Sandick, W. Croll, Van der Voort, Koen, A. M. van Schaick, P. F. Kraal, A. Salmon, S. Westerbaan, Muurling.

Monetary and Commercial.

The favourable statements published with reference to the revenue of Japan have influenced purchases of Japenese Loans, which have consequently advanced. The Nine per Cent. Loan closes at 106 to 108, the Seven per Cents. at 95 to 97.

Messrs. Oppenheim, Nephew, and Co. have contracted for the remaining half of the Seven per Cent. Egyptian Loan of £32,000,000 introduced in 1873, the first half (£16,000,000) having been entirely absorbed. Under their arrangements with the Khedive the firm had the option of deferring their decision as to taking the remainder until October, but, looking at the benefit to be derived by the Egyptian Government from being put at once in possession of the means of paying off its outstanding floating liabilities a prompt arrangement has been resolved upon. The issue is not likely to cause any financial inconvenience on this side, about £7,500,000 sterling having been already advanced to the Khedive, and the balance being required only for the redemption of Treasury bonds.

Messrs. Baring Brothers invite applications for £400,000 in Six per Cent. Bonds of the Eastern Railroad Company of Massachusetts, at the price of 92½ per cent., bearing interest from 1st March last, and repayable in nineteen years, for which a sinking fund of 1 per cent. per annum will be employed in the purchase of the bonds when below par. £150,000 of this issue is to be applied to the payment of bonds to a like amount maturing this summer, and the remaining £250,000 to the purchase of freight grounds in Boston.

Messrs. M'Calmont, Brothers, and Co. have invited subscriptions for £400,000 Six per Cent. bonds of the Northern Central Railway Company, bearing interest from the 1st of July next, at the price of 87½. The line is one of 142 miles through portions of the States of Maryland and Pennsylvania.

The Bank of New Zealand have notified by telegram a dividend of 10 per cent. and a bonus of 2½ per cent. per annum for the half-year ended the 31st of March, being at the same rate as for the previous half-year.

At the annual meeting of the Queen Insurance Company, at Liverpool, a dividend and bonus of 10 per cent. was declared, making 15 per cent. for the year ; £41,938 was appropriated to reserve, thus raised to £130,000; and £13,719 was carried forward.

An adjudication of bankruptcy has been made against Messrs. Jahn Mohl and Co., merchants, of 90, Great Tower-street. The liabilities amount to about £12,000. A meeting of creditors has been recently held under a petition for liquidation by arrangement, when a statement of their affairs, prepared by Messrs. Johnstone, Cooper, Wintle, and Co., was submitted. No resolution was, however, come to, and the present bankruptcy proceedings follow.

At a meeting of the creditors of Messrs. Foster and Hinings, woolstaplers, of Bradford, the accounts showed liabilities of £31,890, and assets £1,667, and it was resolved to liquidate by arrangement.

An official notification states that the Board of Trade have received from the Secretary of State for Foreign Affairs a copy of a Decree of the Spanish Government, dated the 29th March, approving the decisions of the Civil Governor of the Philippine Islands with regard to the adoption of the Customs' Regulations of 1870, and the remission, under certain conditions, of the payment of duties on Spanish merchandise taken to those Islands by way of Suez, notwithstanding that it may have been transhipped in transit under a foreign flag. A copy of a Customs' Tariff, to come into operation in the Philippine Islands six months after the publication of the Decree, may be seen on application at the Statistical and Commercial Department of the Board of Trade.

An action has been tried in the Supreme Consular Court of Constantinople, brought by "The Chartered Mercantile Bank of India, London, and China, against Joseph Joshua." The following is a summary of the case :—

The defendant, who formerly carried on business at Singapore under the style of "Joshua and Brother," subsequently resided at Damascus, and is at present in England. While in Singapore he banked with the plaintiffs. Business was carried on after his departure under the same style, Raphael, the defendant's brother, continuing as one of the managers, and in course of time "Joshua and Brother" had over-drawn its account with the bank to the amount of £90,000. Proceedings were taken against the defendant as a partner. The defendant had raised various preliminary objections, which protracted the litigation, and which were decided against him, and he failed also in an attempt to cast off his liability to the jurisdiction of a British Court by setting up that he was an Ottoman subject. The case now came into court on the substantial issue as to the debt, to which the defendant pleaded that he was the sole person who constituted the firm of Joshua and Brother, and that he never had any partner whatsoever, and consequently was not interested in the so called firm after his departure from Singapore. Considerable evidence on this point was taken before a commission at Singapore, and affidavits had also since been made *pro et con.* This evidence was carefully and succinctly reviewed by the judge, who decided that it was overwhelmingly in favour of the existence of a partnership, which the defendant had not renounced, and for the debts of which he was, therefore, liable. Judgment was accordingly given for the amount claimed with interest and costs.

The price of Bar Silver has slightly receded, and the quotation is 58 9-16d. per ounce standard. Mexican Dollars have been disposed of at previous rates for China.

ARTICLES OF IMPORT.

The improved tone noticed in our report of a fortnight since has become more decided, and although business has been interrupted by the Whitsun Holidays, the total transactions are extensive. Sugar, Coffee, Black and White Pepper, and Manila Hemp all exhibit a slight advance in value. Tin, after further receding, has not only recovered, but further advanced. Gambier and Cutch are very firm. Most other articles of importance have been very quiet, and Rice has again declined.

TEA.

Owing to the Whitsuntide Holidays little or no business has been done during the week, and there is consequently no alteration in the market.

Messrs. James Goddard and Co.'s Circular says :—A telegram arrived on the 23rd inst. of the opening of the market at Hankow on the 19th, of one chop of tea at a highter price than last season. Later telegrams make settlements about 35,000 packages in four days, and that some district teas are of very fine quality, and that the Russians have been buyers at 8 to 10 per cent. over the prices of last year. In our estimate of the 23rd February we gave the probable stocks as likely to be on hand on the 1st July at 55,000,000 lbs. ; they will not, however, be reduced below 60,000,000 lbs. ; this difference arises from the decreased deliveries. Imports, deliveries, and stocks in London, from 1st January to 30th April :—

Imports.		Deliveries.		Stocks.	
1873	1874	1873	1874	1873	1874
51,568,818	39,013,193	54,888,720	52,690,486	86,150,800	75,448,270

SILK.

The market continues dull and depressed ; there is still no inquiry, and little or nothing is doing in any class of Asiatic Silk. The accounts of the European crops are so far favourable. Deliveries are poor, being, from 1st to 27th inst., China 1,939, Canton 517, Japan 527, and Bengal 166 ; total, 3,149 bales.

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COFFEE.

An impetus has been given to the market by the favourable result of the Dutch sale, an advance equivalent to 6s. to 7s. per cwt. above valuations being established; and all qualities sold with competition at a further advance. Plantation Ceylon has met a better demand than any other description, the public sales having gone off with spirit at rising prices, closing 4s. higher for grey and common to 6s. for fine coloury, of which a larger supply has been offered; and the closing quotation of middling is 106s. to 109s. 6d. Native has also met a better demand, and prices have advanced fully 4s. per cwt., good ordinary selling at the close at 86s. Closing prices are, Plantation, triage 83s. to 95s., small 100s. to 104s. 6d., low middling 105s. to 106s., middling coloury 106s. 6d. to 109s. 6d., good middling to fine middling bright coloury 110s. to 114s., good to fine bold ditto 115s. to 118s., peaberry 107s. 6d. to 114s., native good ordinary pale 86s. No transactions in other East Indian kinds are reported.

The Dutch Trading Company's periodical sale was held on the 27th inst. in Rotterdam. 79,472 bags Java, &c., were offered, which went off with spirit at 3¼c. to 4c. above valuations, good ordinary selling at 54½c. to 55½c., against 53½c. to 54c. at the April sales.

SUGAR.

The improved demand noticed last week has continued, the market has been strengthened, and prices for all kinds have advanced. *Penang:* There has been a strong demand for brown date sort, partly on speculative account, and large sales have been made at rising prices, resulting in a total advance of 1s. per cwt. Better qualities are not much inquired for. Sales of 850 bags soft middling brown to good yellow at 18s. 6d. to 21s.; 2,500 baskets date sort at 15s. to 15s. 3d.; 15,000 bags ditto, commencing at 14s. 9d., and rising to 15s. 6d. *Manila:* Transactions have been upon an extended scale, a good portion consisting of common brown, at an advance of 6d. per cwt., good ditto being 9d. dearer. The sales have amounted to about 2,000 tons, comprising 3,500 bags unclayed Taal at 15s. 6d., 18,000 bags unclayed Ilo Ilo at 16s., 50,000 bags (about 1,000 tons) low sun-dried Ilo Ilo, per Jupiter, at 16s. 6d., 50 tons good ditto at 19s., 6,500 bags common clayed at 17s. 9d., and 3,500 bags fair clayed at 18s. 6d. *China* and *Siam:* No sales.

CAMPHOR.—The market for both China and Japan has continued dull, and prices have declined; about 300 to 400 cases and tubs are reported sold; Japan at 79s. to 80s.; China 75s. per cwt.

COCOANUT OIL.—Transactions have been unimportant; Cochin has been sold at £38 10s. to £39, and Ceylon at £34 15s. to £35. At the public sales of 464 casks Ceylon offered 12 casks good sold at £34 15s., the remainder being withdrawn or bought in at £34 15s. to £35, hogsheads £35 10s.

COIR GOODS.—The quantities of Yarn offered by auction have been small, and the whole found buyers, the greater part consisting of good and fine qualities, which sold readily at dearer rates. Rope has sold steadily.

CHINA PRESERVES.—Of 40 casks Ginger offered 20 casks sold at 5¾d.

CUTCH.—There has been but little enquiry, but stocks have been and still are firmly held; sales are reported in floating parcels, choice marks at 23s. per cwt.

COPRA is firm and in demand.

COLOMBO ROOT has been in steady demand, but large supply; 9 bags fair quality, but rather wormy, sold at 12s. 6d. per cwt.

CUBEBS are quiet but steady.

DRAGON'S-BLOOD.—Market quiet, and prices easier; of 28 cases offered, the bulk sold at £6 10s. to £7 5s. for good to very good bright Lump; a single case of superior realised £12 15s.

EBONY.—Ceylon continues firm, and is wanted; an offer of ten tons realised £19 for good quality, being a slight advance.

ESSENTIAL OILS.—*Anniseed* has been dull; of 35 cases at auction, part sold at 8s. 7d., and transactions of small extent since at the same figure; afloat little done. *Cassia* continues very dull; 3 cases sold at 4s. 4d. to 4s. 5d. *Nutmeg* quiet; of 10 cases, 2 sold at 8d. per. oz. *Cinnamon:* Scarce; 1 case leaf realised 2¾d. *Citronelle:* Quiet; 75 cases sold at 1¾d., the previous value. Arrivals. *Lemongrass* quiet and cheaper; 95 cases sold at 2⅜d. to 2½d., being nearly ¼d. lower. Arrivals and large stocks.

GALLS.—But small business has been done in China; privately some 500 cases have changed hands, chiefly for export, at 50s., closing for a few cases at 52s.; of 520 cases brought to auction only a few sea damaged sold at 47s. per cwt.

GALANGAL ROOT.—No transactions reported.

GUTTA-PERCHA continues dull; of 439 bags and baskets brought forward only a few were placed at 11¼d. to 11½d. for good reboiled. Large stock and arrivals.

GUMS.—*Benjamin:* Siam steady; 9 cases sold at £26 to £27 10s. for fine Almondy, free, and partly run, and £15 block and £9 drossy. Sumatra steady, and of 290 cases, one-fourth sold at £7 to £7 5s. for fair 2nds, and 65s. to 68s. 6d. good brown 3rds Palembang. *Copal* again lower, 546 bags offered, and the bulk sold at 9s. 6d. to 10s. 6d. per cwt. for drossy, coated, and dusty hard. *Damar* quiet, but generally firmly held; of 318 cases, a small proportion was disposed of at 48s. to 48s. 6d. for good Singapore, a little specky. *Gamboge* quiet; 6 cases sold at £9 to £12 5s. for ordinary to fine, partly run.

GAMBIER.—The market has been firm, but business has been restricted on the spot at 25s., with retail sales up to 25s. 6d.; afloat 25s. 1½d. Of 1,382 packages at auction, a few sold at 32s. to 32s. 6d. per cwt. for good pressed cubes.

HEMP.—Business was done in Manila early in the fortnight on the basis of £32 10s. to £33 for fair current, being settlements of sales made some time since for forward delivery. Subsequently the market has been firmer, and although only about 500 bales have been sold privately, there has been more demand at the public sales, and one-half of a moderate quantity offered was sold at a recovery of about 10s. per ton. Of 816 bales offered 400 bales sold at and after the sales; mixed quality below fair at £33, fair current at £34, good (Boluzan) at £35 per ton.

INDIA-RUBBER.—All kinds are dull; large sales of Borneo privately at 1s. 3d.; 6 cases at auction sold at 1s. 2d. to 1s. 3½d. for foul to good.

ISINGLASS.—The auctions of the month included of Penang, Manila, &c., 75 cases, and nearly all found buyers at barely previous high rates for fine, but prices of other qualities, except Purse, which went cheaper, were generally maintained. Rates obtained were as follows:—Pipe, good and fine pale, 4s. 6d. to 4s. 9d.; middling, 3s. to 3s. 5d.; ordinary, 2s. 4d. to 2s. 9d.; low dark, 1s. 7d. Leaf, fair small to good bold pale, 3s. 1d. to 4s. 4d.; skinny and poor, 1s. Purse (lower) good, 1s. 6d. to 1s. 7d. Pickings, low, 4d.

JAPAN WAX.—The market has continued quiet; small sales of fine large saucers have been effected privately at 57s. 6d. Of 122 cases at auction a few sold at the same figure, prices being again lower; the stock here is still large, and there are few buyers.

MUSK has been in rather better request; 22 caddies Tonquin offered and sold at 38s. to 39s. per oz. for good selected pods, and 17s. 6d. to 18s. 6d. rough part false packed; 3 tins Cabardine retired; 6 caddies fine Yunan realised 36s. to 36s. 6d.; of 25 tins grain, about half sold at previous value, good 48s. 6d. to 49s. 6d.; middling 42s. 6d.; inferior 30s. to 38s.

PLUMBAGO.—Ceylon has been very dull, and is again lower. Of 1,463 barrels offered about one-fourth only sold, lump, fair to fine, at 16s. to 20s.; chips, middling to good, 9s. 6d. to 12s.; dust, fair to fine, 8s. 6d. to 10s. per cwt.

RATTANS unchanged; 11,508 bundles sold at auction at 3s. 2d. to 6s. per 100 canes.

RHUBARB.—*China* has been steady but quiet; of 57 cases offered, a few sold at 1s. 8d. for fair trimmed sun-dried middling colour; 1s. 3d. darker, and 8d. inferior.

SOY.—Scarcely any business has been done; 200 casks China and 96 cases Japan offered were retired.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 19	Amazon	Olson	Samarang	Off the Lizard
13	Buenaventura (s.)	Echevarria	Manila	Cadiz
19	Venti Settembre	Ghisoli	Singapore	Marseilles
22	Francisca	Guinferro	Java	Greenock
22	Queen Victoria	Quin	Do.	Do.
22	Antoinette	Bailloux	Sourabaya	Texel
	Corea	Carr	Yokohama	New York
9	Marie	Alssena	Singapore	Boston
25	Alice Otto (s.)	Houghton	Bassein	Liverpool
28	Desdemona	Delandes	Colombo, &c.	London
28	Eastern Star	Lankester	Probolingo	Falmouth
26	City of Shanghai	Swan	Bassein	Do.
26	James Paton	Cutter	Japan	Do
23	Wyberton (s.)	Smith	Batavia	Helvoet
8	Helena Anna	Baer	Do.	San Francisco
26	Henrietta E. Susanna	Meyboom	Java, for Rotterdam	Off the Lizard
26	Zaritza	Shantze	Rangoon	Falmouth
26	Burnside	Pendergrace	Kobe	Do.
26	Coldinghame	Bice	Rangoon	Do.
26	Nuova Angiolina	Penco	Maulmain	Do.
26	Selika (s.)	Minne	Rangoon	Do.
26	Victoria Cross	Burns	Do.	Liverpool
	Gentoo	Linnell	Hong Kong	San Francisco
16	Game Cock	—	Manila	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 23	Falcon	Shiell	Hong Kong	London
18	Johannes	Gahrs	Macassar	Hamburg
19	Rock City	Leathbridge	Batavia	Glasgow
	Liberaal	Wierix	Do.	Nieuwe Diep
23	Borneo (s.)	—	Do.	Texel
21	Maassluis	Kuchler	Newcastle & Batavia	Hook of Holland.
22	Progress	Molkenbuhr	Yokohama	Hamburg
14	Bonita	Crichton	Anjer (?)	New York

(*See Shipping Postscript and Correspondents' Letters.*

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
May 20	Amboto	London	Singapore, &c.
20	Vanessa	Akyab	Malta

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Galley of Lorne. For Singapore, Hong Kong, and Shanghai: Glengyle. For Colombo, &c.: Craigforth, Paraguay, Eldorado.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel, Penrith, Carnarvonshire, Black Prince. For Shanghai: Mikado, Guinevere. For Hong Kong: Hopewell, Lord Macaulay, Beemah, Chinaman, Windhover. For Penang: Excelsior, Glenisla. For Singapore: Dewa Gungadhur, Solent, Western Chief. For Colombo: Mirella, Electra, George Shotten. For Batavia and Sourabaya: Eme. For Sourabaya: Canaan. For Bangkok: Lyra. For Chefoo: Bridgetown.

At LIVERPOOL.—For Yokohama and Hiogo: Charles Albert (str.) For Penang, Singapore, Hong Kong, and Shanghai: Priam (str.), Patroclus (str.). For Singapore: L. J. Enthoven. For Galle: Deerfoot. For Ceylon, &c.: Alexandra. For Anjer: Southern Cross. For Batavia and Sourabaya: Yanikale.

At GLASGOW.—For Singapore: Ringdove. For Batavia, Samarang, and Sourabaya (via Nieuwe Diep): Prinses Amalia (str.). For Penang, Singapore, Batavia, Samarang, Sourabaya, Macassar, and Manila: Eastern Isles (str.).

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SPOKEN.

THURSO, Batavia to Liverpool, April 24, 14 N., 33 W.
DIPTON, Batavia to Rotterdam, May 2, 30 N., 42 W.
AURORA AUSTRALIS, London to Singapore, May 9, 29 N., 22 W.
ANNA (Germ. barq.), Ilo Ilo to Sandy Hook, May 6, 49 N., 31 W.

FREIGHTS AND CHARTERS.

Outward freights to the Eastern ports are well maintained at the undermentioned quotations, but owing to the holidays there has not been much business done. There is good enquiry for tonnage homewards from Java and Manila.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 45s. meast. To Hong Kong: 50s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Shanghai: 40s. weight, 25s. meast. To Hong Kong: 40s. weight, 25s. to 27s. 6d. meast. To Singapore: 30s. weight, 22s. 6d. meast. To Penang: 30s. weight, 25s. meast. To Colombo: 27s. 6d. weight or meast. To Sourabaya: 25s. weight, 30s. meast. To Bangkok: — weight; — meast. To Chefoo: —weight: — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £29, f.c. To Penang: £31, f.c. To Colombo: £30. To Galle: £28. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 42s. 6d To Shanghai: 42s. 6d. To Hong Kong: (small) 34s. To Singapore 28s. To Galle: 29s. To Colombo: 30s. To Manila: 25s. to 30s.

From Birkenhead, per ton.—To Singapore: 24s. to 25s. To Hong Kong: 25s. To Galle: 26s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

MISCELLANEOUS.

At ST. HELENA.—April 16, Star of the South, Smith, from Zebu, and sailed for New York; California, Deinum, from Banjoewangie, and sailed, 18, for Amsterdam; 17, Grenada, Wayman, from Java, and sailed for Queenstown; 20, Florence, Houston, from Banjoewangie, and sailed, 21, for Rotterdam; 21, Ranovola, Bertie, from Ilo Ilo, and sailed for Falmouth; 23, Graafstroom, Le Clercq, from Padang, and sailed or New York; Palestine, Grigg, from Shanghai, and sailed for Montreal.

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Any balance that may remain after paying for the proposed Portrait is to be expended in a Piece of Plate for presentation to Mr. W. H. Read.

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Glenfinlas	100 A1	2,120	330	June 30
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Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The s.s. VANCOUVER, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama and Hong Kong on the 20th June; the s.s. VASCO DA GAMA, 3,000 tons, on the 15th July, for the same ports.

Through tickets from Liverpool to Japan and China may be obtained, together with full information, on application to MALCOLM, HUDSON and Co., 5, Crosby-square, E.C., shipping agents in London to the C.T.P.S.S. Company.

With quick despatch.

FOR HONG KONG DIRECT, the well known and favourite China clipper BEEMAH, A1 12 years, 887 tons register, South West India Docks; A. W. BLACKSTONE, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.

FOR HONG KONG DIRECT, the well-known and favourite China clipper LORD MACAULAY, A1 14 years, 846 tons register, South West India Docks; R. B. MONKMAN, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

With quick despatch. Having the greater portion of her cargo engaged.

FOR BATAVIA AND SOURABAYA, the well-known and favourite China clipper EME, A1 17 years, 774 tons register; South West India Docks; A. W. SPROULE, Commander. All cargo to be marked with port of destination.

For Freight or Passage apply to W. ARNOLD and Co., 53, Gracechurch-street, E.C.; or to ROBERTSON and Co., 5, Newman's court, Cornhill, London, E.C.

Steam via the Suez Canal. To sail on the 10th June.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer GALLEY OF LORNE, 100 A1, 1,390 tons register, 240-horse power nominal; W. H. BURGOYNE, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR CHINA AND JAPAN.—The undermentioned high-classed SHIPS will be despatched as follows:—

Ports.	Ship.	Class.	Tns.	Dck.	Last shipping day.
Shanghai ...	Mikado	A1 16 yr.	643	E.I.	With des
Chefoo	Bridgetown ..	A1 13 yr.	314	E.I.	With des
Yoko. & Higo.	Denbighshire	A1 15 yr.	483	E.I.	With des
Do.	Carnarvonsh.	A1 14 yr.	388	E.I.	To follow
Do.	Black Prince	A1 17 yr.	750	E.I.	To follow
Do.	Glamorganshi	A1 14 yr.	472	E.I.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

STEAM TO YOKOHAMA, PENANG, SINGAPORE, and HIOGO.—The magnificent steamship MURIEL, A1 18 years, 880 tons; to sail June 10; will load in the Victoria (London) Docks.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

FOR YOKOHAMA AND HIOGO, JAPAN.

Ship.	Tons.	Class.	Dock.	To sail.
Laurel.....	638	A1 14 yr.	E.I.D.	June 3
Whiteadder	915	A1 12 yr.	E.I.D.	To follow

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

With quick despatch,

FOR SHANGHAI DIRECT, the splendid composite clipper ship MIKADO, A1 16 years, 643 tons register, J. ILBERY, Commander; loads in the East India Docks. This magnificent clipper is celebrated for her very rapid passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Western Chief ..	750	Wright Bros. & Co.	June 2
Glengyle, s.s. ...	1,676	McGregor, Gow, & Co ...	June 10
Dewa Gungadhur ...	595	Wright Bros. & Co.	June 15
Glenfinlas, s.s. ...	2,120	McGregor, Gow, & Co.	June —
LIVERPOOL.			
Patroclus, s.s. ...	1,607	Alfred Holt ...	June 11

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 1, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 562.] LONDON, MONDAY, JUNE 8, 1874. [Price 9d.—Subscription, £2 2s. per annum. Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received June 8.
JAPAN—Yokohama	Mar. 6	April 22	April 25*
Yedo			
Osaka and Hiogo	Feb. 20	„ 15	„ 17*
Hakodadi			
Nagasaki	—	—	„ 15
CHINA—Peking	—	—	„ 8
Tien-tsin	—	—	„ 11
Chefoo	—	—	„ 13
New-chwang			
Hankow	—	—	„ 15
Kiu-kiang	—	—	„ 13
Chin-kiang	—	—	Mar. 27
Shanghai	„ 27	„ 16	Apr. 19
Ningpo	—	—	„ 17
Foochow	—	—	„ 16
Formosa			
Amoy	—	—	„ 23
Swatow	—	—	„ 18
Hong Kong	Mar. 13	„ 23	„ 25
Canton	—	—	„ 23
Macao	—	—	„ 24
PHILIPPINES—Manila	Feb. 27	„ 8	„ 18
COCHIN-CHINA—Saigon	Mar. 13	„ 18	„ 27
SIAM — Bangkok	—	—	„ 26
BORNEO—Labuan	—	—	„ 22
Sarawak	—	—	„ 20
JAVA — Batavia	„ 20	„ 25	„ 27
Samarang	—	—	„ 21
Sourabaya	—	—	„ 23
MALACCA STRAITS—Singapore	„ 27	„ 29	May 3
Penang	Apr. 3	May 2	„ 4
CEYLON—Galle	„ 17	„ 10	„ 13
Colombo	—	—	„ 10

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.,

The P. and O. mail, with the advices from China and the Straits Settlements, and the Pacific mail, with the Japan advices, were delivered, *via* Brindisi and *via* San Francisco, this morning, their due date. The next inward (French) mail, with dates Yokohama, 22nd; Shanghai, 26th April; Hong Kong, 2nd; Singapore, 11th May, which is due, *via* Marseilles, on Monday next, the 15th inst., left Suez on the 4th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived June 5.—None. To Venice—From Shanghai: Mr. Carani.

To Southampton, per P. and O. steamer *Hydaspes*, expected to arrive June 15.—From Shanghai: Mr. R. Sylverston. From Hong Kong: Mrs. Johnson and child, and two servants, Dr. Manson, Mrs. Aitker, four children, and servant, Mr. Guttrell, Maj.-Gen. Whitfield. From Yokohama: Capt. Leet, R.N., Lieut. Roupell, R.N.

Per China Trans-Pacific Company's steamer *Vasco de Gama*, arrived at San Francisco, May 1.—From Hong Kong for San Francisco: Capt. and Mrs. Woodworth, N. T. James, 626 Chinese steerage. For Liverpool: Mr. G. J. Perkis, Mr. Holding. For Portland, Maine: Mr. N. B. Downs. For New York: Mr. A. Neilson. From Yokohama for San Francisco: Mr. B. L. Doblhoff, Mr. John S. Swire, Mr. D. E. Spencer, Mr. Roesch, Mr. W. B. Walter, Mr. Julius Blaas. For Liverpool: Mrs. J. L. E. Palm, Mr. F. Hellyer.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, June 7 (booked from London).—To Yokohama: Mr. C. J. Zael. To Shanghai: Mr. Poulin. To Singapore: Mr. Otto Koeb, Mr. and Mrs. Harper. To Batavia: Mr. Revins and family, Mr. Messkitz and lady. To Saigon: Mr. Fabrani, Mr. Pretet, Mr. Rangousse, nine Sisters of Mercy. To Galle: Dr. Wesley.

Per French steamer *Sindh*, June 21 (booked from London).—To Shanghai: Mr. Maertens. To Batavia: Mr. Courregolles, Mr. Filhoe, Mr. de la Grye, Mr. Hatt, Mr. Kerton. To Singapore: Mr. Morrison.

Per French steamer *Anadyr*, July 5 (booked from London).—To Yokohama: Mr and Mrs. Gorlachs. To Shanghai: Mr. Fleuriars, Mr. Blazez, Mr. Lapied, Mr. Huet, Mr. Monnier. To Galle: Mr. Prime. To Saigon: Ten Missionaries.

Per French steamer *Tigre*, July 19 (booked from London).—To Batavia: Mr. Andre, Mr. Angot. To Singapore: Four Missionaries.

Per French steamer *Amazone*, Aug. 2 (booked from London).—To Hong Kong: Five Missionaries. To Shanghai: Five Missionaries.

Per French steamer *Ara*, Aug. 16 (booked from London).—To Shanghai: Ten Missionaries.

Per P. and O. steamer *Hindostan*, from Southampton, June 4.—To Yokohama: Mr Clifford Bate. To Singapore. Mr. A. P. Talbot, Mr. N. P. Trevener. To Ceylon: Mr. and Mrs. G. W. Paterson and child, Major General Street, C.B., Mrs. Street, and two daughters, Mr R. H. Sinclair, Lieut. Grant.

Per P. and O. steamer *Sumatra*, from Venice, June 12.—To Ceylon: Mr. W. D. Wright. To Galle: Mr. J. B. Hedges, Mr. W. G. Laurie.

Per China Trans-Pacific Company's steamer *Vasco de Gama*, from San Francisco, May 15.—For Yokohama: Messrs. H. C. L'Hote, E. Popp, A. Faga, S. Seike. For Hong Kong: 905 Chinese steerage passengers.

Per steamer *Glamis Castle*, from London, May 29.—To Singapore: Mrs. Purvis. To Hong Kong: Mr. Parlance. To Shanghai: Mr. and Mrs. Percival and daughter.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 15th April; and by the Pacific mail we have ten days' later news, viz., to the 25th April; the P. and O. mail from London Feb. 20 arrived out on the 8th April, the following French mail of Feb. 27 was received on the 19th April, and the P. and O. mail of 6th March arrived out on the 22nd April. The *Japan Herald* supplies the following items of intelligence:—

We mentioned in our last issue that it was the intention of the Japanese Government to send an expedition to punish the cannibals of Formosa. Great preparations were made: all the available steamers were taken up for the conveyance of troops and stores, and many of them had already taken their departure for Nagasaki, where the expedition was to rendezvous, when suddenly, on receiving information that China was sending troops to Formosa, the Government issued orders countermanding the whole affair. The consequence of this sudden change of front has been a Ministerial crisis, several of the Ministers having sent in their resignations. This sudden decision in favour of peace will tend to make the Government still more unpopular, as the *samourai* will resent this backing down of Japan just as their hopes of a war had been excited.

To add to the causes which embitter the war party, the Government have beheaded Yeto Shimpei, the leader of the late insurrection. This unfortunate man (one of the most liberal-minded officials in Japan, lately occupying the position of Minister of Justice), was captured in disguise, and (so far as we know, without a formal trial,) put to death, with several of his companions. As Yeto was a man of great influence in the country, and one of the recognised heads of the war party, his execution has caused a great sensation; and we may be sure that should the opportunity offer, it will be bitterly avenged.

Before the abandonment of the Formosan expedition had been determined on, General Le Gendre, Lieut.-Commander Cassell, U.S.N., Lieutenant Wasson, U.S. Engineers, and Captain Brown, attached to the expedition were presented to the Mikado.

The U.S.S. *Hartford* is lying here, awaiting the arrival of the new Admiral, who is expected by next mail. The *Tuscarora* arrived here from Honolulu on the 22nd April. The *Saco* will leave for Chefoo on the arrival of the *Lackawanna*, which is expected in a few days.

The time of the sporting portion of the community is fully occupied. In the course of next month the Races, the meeting

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of the Amateur Athletic Association, the Regatta, and the Rifle Match with the Hong Kong and Shanghai Clubs will all take place, and training for these various events is actively going on.

The death of Mr. R. B. Baker, late manager of the Chartered Mercantile Bank at this port, has caused an expression of general regret, the deceased being much respected.

An official enquiry has been made into the loss of the M. M. s. s. *Nil*, but the proceedings have not been published.

Mr. Hannen, the Acting Assistant Judge here, has been replaced by Mr. Goodwin, from Shanghai.

Plans of a scheme for improving the harbour of Yokohama have been prepared, and are now before the Government.

The Empress, in imitation of European custom, gave a garden party on the 9th April.

CHINA.

—o—

PEKING.

The correspondent of the *North China Daily News* writes as follows :—

The negotiations of the Peruvian Minister have been delayed, owing to alterations in the arrangements with regard to L' Hung Chang's return to Tientsin. As the Emperor is about to make his pilgrimage to the Se-ting, or family mausoleum, the attendance of his Excellency is required. The Emperor will be accompanied by the two Empresses Dowager. He will start on this "expensive" journey on the 10th of April, and return on the 17th. The idea of a railway seems as obnoxious to his Majesty as ever.

There is so little going on usually in the Capital, or at any rate so little reaches foreign ears, that one is driven to the *Peking Gazette* in search of anything worth narrating. And truly some of the edicts which appear there are quaint. Take for instance the *Gazette* of the 23rd. The Board of Ceremonies has addressed the Throne, advising that his Majesty appoint Princes and high officers to search the persons and bedding (!) of the students, on their entering the Examination Hall to compete for the literary degree of Tsin-sze. The Emperor has, therefore, appointed twenty-two persons, including Princes and high officials, to perform this task. Amongst the latter I notice even the names of Tung-seun and Ching-ling, two chiefs of the Tsung-le Yamun ; and Tih-chun, chief of the Record Office in the Kwo-tsze-kwan, who was formerly superintendent of the Imperial Arsenal at Tientsin. Fancy Princes of the Blood and Chiefs of the Foreign Office—Prince Arthur and Mr. Hammond—appointed inspectors of bedding.

SHANGHAI.

The present mail brings advices from this port to the 19th April ; no later mail from London had arrived out. The following items of news are from the *North China Herald* :—

The annual meeting of subscribers to the library was held on the 13th April. The accounts showed that the subscribers had fallen off by one-half, chiefly owing, it appeared, to the opening of the club library ; and that the income for the present year would fall Tls. 1,000 short of the expenses. After discussing this unfortunate position of affairs, the meeting passed a resolution to the effect that, to ascertain whether it were attributable to temporary depression or to a permanent falling off of interest on the part of the public, the committee be empowered to confer with the trustees of the Recreation Fund, with the view of obtaining the assistance necessary to carry on the institution for a further term. The new committee appointed were Rev. Mr. Butcher, Dr. Macgowan, Messrs. Medhurst, How, Cordier, Fitz-Gerald, and Maclellan.

A meeting has been held at the Asiatic Society's rooms, to discuss the project we have so often advocated, of forming a museum in connection with that institution. A resolution was passed cordially approving the project, and the following gentlemen were appointed a committee to carry it out :—Messrs. Medhurst, Aymeri, Kingsmill, Taintor, Cordier, Keswick, Hawtrey, Fitzgerald, Pryer, Groom, and Drs. Henderson and Gottburg. We understand that the trustees of the recreation fund have undertaken to advance Tls. 1,500 at 5 per cent. per annum interest, to start the scheme, while the Asiatic Society provide the funds requisite for current expenses.

The annual meeting of the friends and subscribers to the Chinese Hospital has been held at the house of the medical officer, Dr. Johnston. G. F. Seward, Esq., U.S. Consul General, occupied the chair, and there was a good attendance. Mr. R. I. Fearon, the hon. treasurer, presented the accounts, stating that the grant of Tls. 2,000 from the Municipal Council (the amount voted for the Lock Hospital or this alternative object, at last ratepayers' meeting), and various handsome subscriptions had enabled them to meet the cost of the new building, and left a balance. Mr. Johnston said the new building would be ready for use in about six weeks, and that it would accommodate seventy patients with greater advantages than the old one would thirty.

A meeting of shareholders in the North China Insurance Company has been held. The profits of the year permitted a dividend of Tls. 80 per share among shareholders generally, the division of Tls. 48,000 among contributing shareholders, and the carrying Tls. 112,000 to reserve for future division among contributing shareholders.—Messrs. Lavers, Wood, J. T. Brand, Maitland, Hart and Grant were elected directors, and Messrs. R. Miller and P. Maclean auditors.

The following is the result of the Municipal Election :—Purdon 106, Wood 97, Lemarchand 93, Carmichael 90, Heyden 88, Webb 85, Mackenzie 83, Cowie 76, Kidner 73, Little 70, Wilson 67, Tate 42, Evans 31. Messrs. Purdon, Wood, Lemarchand, Carmichael, Heyden, Webb, Mackenzie, Cowie, and Kidner, therefore constitute the Municipal Council for the ensuing year. The total number of votes cast was 116—about half the number of registered voters.

There seems to be a little tempest raging at Chinkiang about the opium trade. The local dealers have issued a circular—purporting to emanate from the foreign hongs—restricting the trade in opium to certain privileged persons, under penalty of utter mercantile extinction. H.B.M. Consul has of course protested against the combination as illegal, and called on the authorities to suppress the false document. We have little sympathy with the opium trade ; but such proceedings as those of the Chinkiang dealers must be quashed, on principle. Mr. Medurst, we believe, purposes going to Chinkiang to settle the matter.

The crews for "club eights" and "fours" in the forthcoming regatta, to take place about the second week in May, have been fixed. An interesting feature in the regatta will be the revival of "hong fours." It is hoped that some new men will put in an appearance in the sculling races.

The Volunteer Artillery have had their annual target practice at Woosung. Gunner Meller made the best average practice, and therefore won the Visitors' Cup, Driver Pollock ranking second, and Gunner Bean third. At a meeting of No. 1 company of the Volunteer Corps, Mr. James Hart was unanimously elected captain. It was resolved to appoint the commissioned officers, a sergeant, and two privates to be a committee to look after the interests of the company ; and Capt. Hart, Lieut. Sim, Sergt. Grundy, and Privates Morris and Maclean were elected members.

Entries for the Spring Rifle Meeting have closed. The meeting promises, we believe, to be the best that has yet been had, the entries being far more numerous than they have been on any previous occasion. The highest previous number on record is fifty, in 1870. The entries for last year's autumn meeting were forty-six, whereas for this meeting they number between eighty and ninety.

We are informed that the amateurs of H.M.S. *Cadmus* have handed over $426.49 to the fund for the admission of sick poor to the General Hospital, this being the proceeds of the performance given at the Lyceum.

Madame Arabella Goddard's concerts have drawn good houses, and in all respects went off very well. Madame Goddard's masterly interpretation of Beethoven and Thalberg was a valuable lesson to those who were fortunate enough to have attended.

A large fire occurred in the French Concession on the morning of the 10th April. Some 200 Chinese houses were burned down.

On the 10th April a large fishing-boat was wrecked near Gutzlaff, and five Chinese landed on the island in a destitute condition. The Customs' steamer *Kuahsing* has left, with provisions, and to bring the men to Shanghai.

The steamer *Ping-on*, so long in dock, and so much in the newspapers, has made a trial trip, to test the value of the extensive alterations that she has undergone. She is now under British colours, and commanded by Captain Mooney. The alterations consisted of adding forty feet to her length, doubling her sides diagonally with teak, changing her boiler for that of the late steamer *Chieftain*, adding a new screw and the like improvements. The result of the trip fully justified the utility of these changes. She made over nine knots, a rate of speed which was maintained throughout the trip, even when she was going against the tide and a strong head wind. As her screw was but partially submerged, it was calculated that under the same consumption of coal (at the rate of eight tons per day), she could make another knot.

Mr. G. F. Seward, the U.S. Consul, has dismissed the petition, with costs, in the case between David Hean and Others, trustees of the estate of Lindsay and Co., and W. J. Blydenburgh and Others, lately trading at Shanghai and elsewhere, under the style or firm of Smith, Archer and Co.

In the Supreme Court Sir E. Hornby has reserved judgment in the suit brought by C. H. Nelson, the late master of the ship *Alhambra*, against Messrs. Russell and Co., as agents for owners, for wages, &c. It will probably be remembered that Captain Nelson was dismissed by the mortgagees of the vessel, and it is to test the legality of this dismissal that the action has been brought. The same result has been arrived at in the case of Cheap Jack and Co. *v.* Russell and Co., in which the plaintiffs sued for necessaries supplied and money advanced for the ship *Alhambra*.

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HONG KONG.

Our advices by the present mail extend to the 25th April; the French mail from London of March 13 was received on the 23rd April. We take the following items of news from the *China Mail*:—

The enterprise evinced by the management of the Hong Kong, Canton, and Macao Steam-boat Company in placing the *Feiwan* to run between the city and Kowloong deserves a word of recognition. That the new venture will, if economically worked, be successful, may be almost safely calculated, and it is satisfactory to find it in such good hands. Hong Kong has proved no exception to the rule that facilities for rapid transit increase traffic.

The gunboat *Growler*, recently arrived, is in a deplorable condition as regards a "relief;" her foremast is out, and all her rigging, &c., is to undergo a thorough over-haul, consequently she can be of no use on service for some months. Instead of sending out either a new or a recently repaired vessel, the Government had the *Growler* re-commissioned at Malta.

The Macao coolie trade is to be resumed under new regulations. The dealers say that all the difficulties of the new system have been overcome but two. The first is, the space of three cubic metres per coolie, which they consider too much for a man, as coolie, on board, but it is a matter that can be arranged; the other and last difficulty of the new regulation, that is, that the Governor will send a person in his confidence, the day previous to the departure of any vessel leaving with coolies, to examine them, and that those unwilling to go will be landed, is still considered insurmosntable, as no fortune-teller can yet give a satisfactory answer to the parties who are anxious to know who will be the lucky or unlucky person appointed by the Governor to discharge this important post.

At a meeting to consider what mark of respect would best express the sentiments of esteem entertained towards H. E. Major-General Whitfield, Lieutenant-Gouernor of this Colony, by the community, it was decided that as the state of his health will probably prevent him from being present at a public dinner, it will be better to frame a public address to be handed to his Excellency before his departure.

We are pleased to note the energy with which the Surveyor General, Mr. Price, is improving the various streets of the colony, as the money thus spent is better utilised than in making the proposed new road. That this new road would be a useful one we admit, but, at present, the colony has not the funds wherewith to make it. Great improvements are being made towards Wanci, where the hill has been considerably cut down, and from that Point, the Queen's-road, along toward Talpingshan, has been put in a thorough state of repair. We hear, also, that the native dwellings near Mount Shadwell are under orders to be whitewashed and kept externally clean. Duddell-street, so long neglected, has assumed an even appearance, and various other by streets, Zetland-street for instance, have been put to rights. We hope Mr. Price will continue this most useful work.

It is rumoured amongst the Chinese that the Viceroy of Canton has no intention of putting down the Wai Sing Lottery, in spite of the strict nature of the Imperial edict on the subject. As yet his Excellency has not issued any proclamation, and tickets, it is said, are commenced to be sold for the coming examination for the Tsin-sz degree. The Chinese say the Viceroy cannot very well abolish it now, because the license fee has been already paid to the end of the year. The action of the Viceroy confirms the general opinion amongst European residents that the Central Government is powerless against the Provincial authorities.

We have hitherto refrained from alluding to the numerous military desertions which take place in Hong Kong, having no wish to direct undue attention to the matter; but desertion from the ranks of the 80th Regiment having become so common—nearly in fact an every day occurrence—the fact calls for remark. What chiefly concerns us is the organised system which evidently is at work in our midst for assisting soldiers to desert—not so much their reasons for deserting, or anything more especially regarding the internal economy of the regiment itself. It is an unpleasent fact, however, that the present regiment has exhibited an unparalleled amount of desertion and misdemeanour as compared with any other of Her Majesty's regiments recently stationed here. Scarcely a day passes wtthout our Police Intelligence recording that a private of the 80th regiment has been tried for desertion, or some grave or petty misdemeanour.

The general belief accorded by the Chinese to the rumour that the Viceroy at Canton has signified his willingness to see a line of telegraph carried from Kowloong to that city, has a significance quite independent of the truth or falsity of the statement. We have been unable to ascertain whence the report itself originated. All we know is that it exists, and that it does not seem so violently improbable to many of the natives, as to be either ridiculous or deserving of hostile comment. Such being the case, we are justified in assuming that the thin edge of the wedge has at length been inserted in the time-honoured prejudices of the Cantonese. We do not, of course, for a moment suppose that this more liberal feeling has as yet spread to the country parts over which such a line as that talked of would pass. Fung-shuey would probably present as great obstacles now as ever to the immediate completion of such a project. But whereas the general sentiment of the higher officials and mercantile classes was, until lately, ranged on the side of obstruction, it is cheering to note that one formidable element of hostility is giving way. It will not take long to convert the mandarins generally, if it be once understood that the direct representative of the Imperial Government favours such a scheme; and with their conversion to a common-sense view of such matters, much of the opposition of village *tepos* and headmen will cease also. These once gained over, the rest will be easy.

The new Ordinance consolidating the local emigration is still under discussion in committee.

A rumour has got about that the *Florencia*, a Peruvian steamer, intended to evade the local laws by taking in Chinese coolies outside the limits. The papers were at first refused to the vessel by the harbour authorities and the Colonial Secretary, but were subsequently given to it. The rumour proved to be without foundation, as a Chinese gunboat, which went out and overhauled the vessel, found only twenty passengers, who had been regularly shipped on board. The owner has protested against the treatment he has received, and threatens to bring the whole matter to the notice of the Peruvian Government.

STRAITS SETTLEMENTS.

SINGAPORE.

Our advices by the present mail extend to the 3rd May. No later mail from London had arrived out. The following summary of news is from the *Straits Times*:—

The interval since the departure of the last mail has been short, owing to a change in the date of sailing of the homeward mail steamers from Hong Kong, they leaving that port on Saturdays during the prevalence of the south-west monsoon, and consequently falling due here on Saturdays and leaving on Sundays. As this will last about six months, the merchants have determined on observing Wednesday as a half-holiday, in part compensation for the loss of Saturday afternoon and Sunday relaxation. We trust that next year some arrangement of the mail steamer's time-table will be made, whereby the undue share of Sunday labour now falling to our lot may be obviated.

Judgment has been given by the Chief Justice sitting in Admiralty jurisdiction in the suit of the owners of the Siamese barque *Advance* against the German steamship *Egeria* for damages sustained in collision in August last, the Chief Justice holding that the sailing vessel was altogether to blame for the collision, and giving judgment for the defendant.

Notwithstanding the doubts entertained as to the feasibility of its erection, the screw-pile iron lighthouse on the North Sands, in Malacca Straits, has been successfully put up; the lantern is now being fixed, and will be exhibited on and after the 15th, when the vessel now doing duty as a lightship will be removed. The light will be a revolving one, showing at intervals of one minute, and visible fifteen miles. This will be supplemented by a lighthouse on Pulo Pisang, between Malacca and the Raffles light, when the Straits of Malacca will be well lighted, and their navigation made much easier than at present. And when, in addition to these, the proposed new light shall be shown to enable vessels to readily enter Penang harbour by night, and the harbour lights at the three Settlements improved, the facilities for making any of our ports at night will leave little to be desired.

Madame Arabella Goddard, the eminent pianist, arrived here by the last French mail steamer from China, and intends giving one or two performances in Singapore. It is rare that this part of the world is favoured with visits from such talented artists, and Madame Goddard's entertainments will be an agreeable relief from the ordinary dull routine of our every-day life.

The arrivals of steamers *via* the Suez Canal have been the *Achilles* on the 25th ult. from Liverpool, *Montgomeryshire* on the 27th, *Glenearn* on the 28th, and *Vancouver* on the 29th, from London. The only departure homeward has been the *Diomed* on the 29th for London.

The subscription lists in circulation for the relief of the sufferers by the Bengal famine were closed on the 30th ultimo. The sum collected amounted to $8,900, the greater portion of which has been already remitted to the Central Committee at Calcutta by this mail. Considering the small population of the place, and the very limited portion of the community from whom the contributions have been drawn, this is a very respectable sum, and is largely in excess of the amount anticipated when the matter was first taken in hand.

Cholera still prevails to a considerable extent in various parts of Java, and during the past few days there were several deaths among natives here, said to have been due to the same cause. We are glad to state, however, that no fresh cases have been reported since, and there appears to be no ground for alarm, or to suppose that the disease will revisit us in epidemic form this year.

The *Government Gazette* announces that the appointments of Lieut. Ellis and Capt. Fox as Master Attendants at Singapore and Penang have been confirmed by the Secretary of State. Captain Bradbery, late of the Colonial steamer *Pluto*, has been appointed Deputy Harbour Master at Singapore.

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The mortality from disease among the troops of the Atchin expedition must have been very great, if we may form an opinion from the deaths among two shiploads on their return. The Dutch steamer *Koningin Sophia* arrived from Atchin, having troops on board, and towing the Dutch barque *Nancy*, with some 350 of the convict corps on board. There were, we hear, five deaths from fever on board the steamer, and no less than twenty on board the barque during the passage from Atchin to Singapore.

A meeting of the Legislative Council was held on the 29th April, when, after some formal business, the Acting Colonial Secretary introduced a Bill to amend the Courts Amendment Ordinance No. 4 of 1874. The Hon. R. Little objected to the Bill, on account of the insufficient notice. The Treasurer moved the following resolution, which was seconded by the Hon. W. R. Scott:—"That Mr. G. Philippo, Senior Puisne Judge of the Straits Settlements, be allowed to draw half salary from the date of his embarkation and full salary from the date of his arrival in the colony, and that the same rule be applicable to Mr. Ford when he arrives."

PENANG.

The *Penang Gazette* has the following upon the subject of the proposed new lighthouses:—We have consulted several captains of steamers which are continually trading in these waters, and the generality of them seem to think that as far as Penang is concerned the proposed light in the South channel ought to be placed on Pulo Remo, so as to act as a guide to vessels in making the island at night, and all agree in urging that another light on Muka Head, to serve the same purpose for vessels coming from the northward as the one on Pulo Remo for vessels from the southward, is essential. It is asserted that the configuration of the land about the entrances to Penang is most difficult to make out during the monsoons, owing to the mists which hang about the higher parts of it, and consequently lights, to be of use, should indicate the entrance to the North and South channels. As regards a harbour light, it is conceded that the present one is perfectly useless, and that a proper light is necessary.

The same paper, remarking upon a circumstance which occurred at the last municipal meeting, says:—The filthy state of an open drain about half a mile long, stretching from the head of the road to the "Manse" to Prangin river, described by the secretary in his report upon it "as a long-standing public nuisance," was complained about by four or five individuals whose lot compels them to live near it. The secretary recommended what in his opinion would be a great improvement, at a cost of $2,400. The President endorsed the report, and wrote a minute coolly suggesting that the parties seeking relief should be asked to contribute towards the expense of whatever plan was adopted for the abatement of the nuisance. Such a suggestion made in the face of the heavy assessment imposed on house property, of the largely augmented resources obtained by the Water-rate Ordinance, of the large annual municipal income of about $120,000, and last, though not least, of the fact that the commissioners, on the motion of the President, have voted $5,000 for a public clock, would be treated by any ratepayer having the slightest acquaintance with the obligations of the commissioners as a gross piece of impertinence.

The want of consideration shown to the public as well as to their own servants by Government is admirably illustrated by the postponement of the ensuing Criminal Sessions. The original precept was dated the 8th April, and by it the Sheriff summoned the jurors and witnesses to attend at the Supreme Court on Thursday, the 7th May. The summonses were all out, when all of a sudden an order came from Singapore postponing the Sessions till Saturday, the 9th; the consequence is that fresh summonses have had to be issued and served.

Dr. Jackson, the newly-appointed Assistant Colonial Surgeon for Province Wellesley, has arrived here in the *Nizam*.

We understand that a strong feeling of dissatisfaction exists amongst not only the Bar but also the public at the appointment of Mr. W. E. Maxwell as Acting Judge of Penang.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been a fortnight of utter stagnation, and nearly all goods were quoted lower; a moderate business had been done in Grey Shirtings and Cotton Yarn, at lower prices; the only demand being for T-Cloths and Turkey Reds, of which there were no stocks. Metals were without change.

HIOGO-OSAKA.—Business, which showed more signs of life at date of last report, had again relapsed into its former state of inactivity, without material change in prices. The Formosan difficulty had not led to any inquiry for manufactures used for warlike requirements. Cottons.—Yarns: Nos. 16-24 had been in inquiry, but closed dull; Nos. 28-32 neglected and weak. Grey Shirtings: Demand for 7 lbs. goods had ceased, and prices for these, as well as 8¼ lbs., had suffered a decline. Turkey Red Cambrics, light weights, and Victoria Lawns continued in favour, and prices had been maintained throughout the month. Worsted and Woollens: Plain Black Orleans had been taken to some extent, but prices were not so well supported at the close. Figured Orleans were quoted lower. For Mousselines, Plain and Figured, there was no change on former quotations to report, but Printed had been inquired for at a slight advance. Iron: Nail Rods rather weaker, in the absence of any demand worth noticing.

SHANGHAI.—The market generally had remained quiet, and with the exception of a brisk demand of short duration for common chops of 8.4 lbs. Grey Shirtings, intended for shipment to the North, there was no new feature of importance to notice. Cottons.—Best makes of 8¼ lbs. Grey Shirtings had fairly maintained former values, but the enquiry for them had only been limited. Common qualities again showed a decline. T-Cloths: Mexican 8 lbs. had been in fair request, Mexican 6 lbs. were almost unsaleable; in other qualities only a small business had been transacted. Drills: A sale of 10,000 pieces of English 15 lbs. was reported at Tls. 2.1.5. Other descriptions of Plain Cottons remained unchanged. Fancy Cottons were in little or no request. Woollens continued very quiet. Camlets had met with some attention, but prices had ruled irregularly. Metals were nominally without alteration, but in the absence of demand, former values were scarcely maintained.

HONG KONG.—The market had been generally quiet, many of the native dealers being absent from the Colony, attending the usual ancestral worship.

CANTON.—Lead had continued to decline in value, a small sale being reported at $7.60 for L.B., but since it had partially recovered, and closing quotations for same brand were $8 to $8.20. Sales about 300 piculs. Quicksilver had been sold at Hong Kong at $193.

SINGAPORE.—Business had been on a moderate scale, and for some descriptions of Grey Staples prices were weaker.

PENANG.—The market had been very quiet—the requirements of dealers being evidently satisfied. Transactions had been limited, and prices generally at the close were rather easier.

EXPORTS.

—o—

TEA.

YOKOHAMA.—The market continued dull and inactive; settlements since last report amounting to only 1,000 piculs of all grades, and arrivals to 1,300 piculs; the operations called for no special comment. The usual "garden musters" of New Crop had been shown; first arrivals of small lots were looked for early in May.

HIOGO-OSAKA.—Since the date of the last report purchases had been made to the extent of 1,500 piculs, at rates last quoted. Small lots of new Teas were looked for during the first week in May, and accounts of the quality of the new crop were satisfactory.

CANTON.—Messrs. Deacon and Co.'s Circular says:—Shipments of New Teas have gone forward freely, but as they have all been under contract, nothing reliable can be given about prices, and the quantities are only ascertained after departure of the steamers. The crop is generally acknowledged to be superior to last season's, and teamen have clearly shown their belief in this, by the high prices they have paid for the raw leaf in the country. Shipments of new seasons Teas per steamers to the 19th April are as follows:—Peiho, 8,411 lbs.; Mooltan, 46,420 lbs.; Meikong, 68,579 lbs.; Zambesi, 22,311 lbs.; Hector, 89,998 lbs.; Sindh, 168,464 lbs.; Avoca, 157,334 lbs.; Diomed, 280,371 lbs. Total to date, 841,888 lbs.

SILK.

YOKOHAMA.—There was little change to report, transactions had been in the hands of a few buyers, and settlements since the 6th April were estimated at about 500 bales. Oshus had continued in fair request, but hanks were somewhat easier, and Sodais were freely offered at a decline of fully $20 per picul. Arrivals had been on a limited scale, and stocks were further reduced.

CANTON.—Owing to the inferior quality of the old Silk in stock, the staple had attracted very little attention during the fortnight. Settlements had amounted to 78 bales for Europe, at rates last quoted. These purchases had nearly exhausted the yield of last year, and what remained consisted of mixed lots scarcely worthy of notice. The season 1873-74 may therefore be considered virtually closed. The prospects of the new crop were good, and musters were expected in time for the next English mail. There had been nothing doing in Re-reels, and there was no demand for the mixed lots offering. Stocks estimated at 50 bales Loongkongs, 70 bales Tsatlee-reels, 50 bales Kowkongs, 50 bales Cumchucks, Lacklows, &c., and 150 bales of inferior descriptions.

SHANGHAI.—Much greater activity had been discernible on this market, the business transacted being principally in Tsatlee from Tls. 280 and upwards, Hangchows at Tls. 270 to 275, and Re-reels from Tls. 320 to 350, while the only sales of chops reported were Blue Elephant at Tls. 342½, and Nos. 2, 3, and 4 Gold Lion at Tls. 370, 350, and 330. Prices generally had ruled about Tls. 5 lower, but the absence of many descriptions of produce, and an irregular market, make it impossible to give reliable figures. Settlements for the fortnight, Chinas, 1,100 bales. Total settlements since 1st June, 1873, 56,500 bales; 1871-72, 49,500 bales. Comparative unsold Stock on this market on the 17th April, 1874, 600 bales; 1873, 300 bales; 1872, 100 bales.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4¼d. to 4s. 4¼d.	4s. 4¼d.	4s. 4¼d.
Shanghai ,, ...	5s. 11¼d. to 5s. 11¼d.	6s. 0d.	6s. 0¼d. to 6s. 0¼d.
Canton ,, ...	4s. 4¾d.	4s. 4¼d.	4s. 4¾d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 4¼d.	4s. 4¼d.	4s. 4¾d.
Manila ,, ...	4s. 0¾d. to 4s. 1d.	4s. 1d. to 4s. 1¼d.	

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MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	222
,, Hong Kong	27⅛ to 28 dis.	—
Bar silver	Tls. 111.3.0	9 prem.
Mexican dollars	,, 74.0.7	2 to 3 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 37 per cent. premium.
Hong Kong Gas Company, $70 per share.
Hong Kong and Whampoa Dock, 39 per cent. discount.
China Traders' Insurance Company, $800 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 15 per cent. premium.
Hong Kong Fire Insurance Company, $305 prem.
Union Insurance Society (new shares) $50 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 15 per cent. prem.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	141 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	116 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	66exd.	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500exd	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.410 ...	trien.
North China Steamer Company	100 ...	100 ...	30 ...	..
Union S.N. Company	100 ...	100 ...	60 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	710 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.100exd	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	132 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, April 25, Crocus (str.).

At HIOGO.—From London, March 30, Yorkshire (str.); April 4, Cawdor Castle (str.).

At SHANGHAI.—From London, April 7, Crocus, (str.); 8, Glenfalloch (str.); 12, Cassandra (str.); from London, &c., May 20, Ascalon, Sarpedon (str.); 30, Glenlyon, Agamemnon (str.); 31, Glenartney (str.); June 1, Nankin (str.), Japan (str.), Sir Lancelot, Gustave-Adolph; 2, Hong Kong (str.), Glenfalloch (str.); 5, Annie Mabel, Bellona (str.).

At HONG KONG and CANTON.—From London, April 20, Schihatchoff (str.); 21, Hong Kong (str.); 22, Gordon Castle (str.), Russia (str.), from London, &c., May 29, Japan (str.), Naomi, Bellona (str.), Deerhound; June 1, Deucalion (str.).

At SINGAPORE.—From London, April 27, Montgomeryshire (str.); 29, Glenearn (str.); 29, Vancouver (str.), Min; from Liverpool, 25, Achilles (str.); May 1, Windermere; from Glasgow, 23, Janet Ferguson; from Sunderland, 25, Loochoo; from Shields, 29, Equator; from Cardiff, Brisbane; 24, Castine.

At PENANG.—From London, April 25, Glenearn (str.); 27, Vancouver (str.).

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—For London, April 2, Schiller; for Europe, 7, Fiery Cross.

From SHANGHAI.—For London, April 12, Diomed (str.).

From HONG KONG and CANTON.—For London, April 19, Diomed (str.); for Callao, 20, Florencia.

From SINGAPORE.—For London, April 25, Monte Allegro; 27, Fire Queen; 29, Diomed (str.); for Liverpool, 27, Kedron; for Havre, May 1, Isabelle.

From PENANG.—For London, May 2, Diomed (str.).

VESSELS LOADING.

At HIOGO.—For London, Dorothy, Walton.

At NAGASAKI.—For London, Eastern Chief.

At SHANGHAI.—For London, Ulysses (str.).

At HONG KONG and CANTON.—For Europe, none.

At SINGAPORE.—For London, Blackwall, Rover of the Seas, Brisbane; for Liverpool, Loochoo, Caldew, Windermere; for Glasgow, Pauline; for Hamburg, L. Campodonico; for New York, Codan, Catharina; for Boston, Nydia.

At PENANG.—None.

FREIGHTS AND CHARTERS.

At HIOGO.—To London, per sailing vessel, £3 12s. 6d. to £3 15s. per ton.

At SHANGHAI.—To London, £3 10s. per ton of 40 ft.

At HONG KONG AND CANTON.—There is no vessel on the berth either for Europe or United States; £3 15s. per ton is the rate of freight quoted for steamers to London.

At SINGAPORE.—To London, per sailing vessel, £3 2s. 6d. to £3 15s. dead weight and light cargo.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Apr. 13 ...	Kate Carnie ...	London ...	Hong Kong
,, — ...	Charlotte Ann ...	Blyth ...	Singapore
,, — ...	Hans ...	Hamburg ...	Amoor
,, 14 ...	Trait d'Union ...	Samarang ...	Falmouth
,, — ...	Lydia ...	Shields ...	Hong Kong
,, 15 ...	Cleta ...	London ...	Anjer
,, 19 ...	Tennyson ...	Batavia ...	Channel
,, — ...	Thomas Wood ...	Sunderland ...	Singapore
,, 20 ...	Hannah Mary ...	Do. ...	Do.
,, 21 ...	Duke ...	Shields ...	Anjer, f.o.
,, — ...	Calderari ...	Hong Kong ...	London
,, — ...	Swiftsure ...	Cardiff ...	Hong Kong
,, 22 ...	Wilhelm ...	Saigon ...	Falmouth
,, — ...	W. Jenning ...	Cardiff ...	Singapore
,, — ...	Indiana ...	Plymouth ...	Amoor River
,, — ...	N. Hastings ...	New York ...	Anjer, f.o.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JUNE 5.—The P. and O. Company's steamer Sumatra arrived at 1, and the mail left at 2 this afternoon, for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JUNE 2.—The P. and O. Company's steamer Hydaspes left at 9 A.M. to-day with the heavy India, China, and Australian mails, and may be expected at Southampton about the 15th inst. Specie, £681,433.

NEXT INWARD MAIL.—SUEZ, JUNE 4.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan left here to-day for Marseilles, where she may be expected on or about the 12th inst.

INWARD MAIL DUE JUNE 29.—GALLE, JUNE 2.—The Messageries Maritimes steamer *Tigre*, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF MAY 29.—SUEZ, JUNE 5.—The P. and O. Company's steamers Delhi and Bangalore left at 8 A.M. for Bombay and Calcutta respectively.

OUTWARD MAIL OF MAY 8.—GALLE, MAY 31.—The Messageries Maritimes steamer Peiho, from Marseilles on the 10th of May, left here to-day for Singapore.

LATEST TELEGRAMS.

THE ATCHIN WAR.

THE HAGUE, JUNE 1.—According to an official telegram dated Buitenzorg, May 31, advices have been received from Atchin, announcing that the enemy has attacked Kotaradja, Penajong, and Maraksa, but was repulsed with considerable loss, and retired to various points in an easterly direction. The health of the troops is not good.

KASHGAR AND CHINA.

("TIMES" CORRESPONDENT'S TELEGRAM.)

BERLIN, JUNE 1.—Chinese troops have been stationed for some time past north and south of the Bogdo Ridge, threatening to invade Kuldsha and Kashgar. These territories, formerly the westernmost provinces of China, achieved independence during the revolutionary troubles of the last ten years. Kuldsha was subsequently occupied by the Russians, but Kashgar remains independent. In view of the common danger threatening the new masters of the region, Russia is now preparing to concert measures of defence with the Ameer of Kashgar. The Chinese forces on the Kuldsha and Kashgar confines are armed with European rifles.

THE JAPANESE EXPEDITION TO FORMOSA.

NAGASAKI, MAY 30.—The Japanese Government has despatched an expedition to punish the savages on the eastern shore of the island of Formosa who had maltreated some shipwrecked Japanese sailors. An insignificant engagement is reported to have taken place. Apprehensions were entertained of a difficulty arising between the Japanese and Chinese Governments on this account, but they appear to be unfounded.

NEW SEASON'S TEAS.

Telegrams from Hankow report the sailing of the steamers *Agamemnon**, *Glenartney*, *Hong Kong*, *Glenfalloch*, *Cawdor Castle*, and *Gordon Castle*. Freights £5 to £5 10s. Quotations 50 to 55 taels, for fine Ningchows, but declining. Exchanges: Bank bills six m.s., at Shanghai 6s. 0¾d., at Hong Kong 4s. 4¾d. The Foochow market not yet opened.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 7, at London, from Colombo, Alnwick Castle; 5, at Falmouth, from Maulmain, John Ritson; from Java, Imatra; at Liverpool, from Cheribon, Afferione II; from Batavia, Alardus; at Queenstown, from Java, Grenada; 2, at Cuxhaven, from Rangoon, Fortuna; 3, at Texel, from Banjoewangie, President van Rijckevorsel; at New York, from Batavia, Graafstroom; 5, at Queenstown, from Maulmain, Francisco; 6, at London; from Penang, Velocity; off Beachy Head, from Sourabaya, Arracan; at Liverpool, from Rangoon, Prince Regent; May 25, at San Francisco, from Hong Kong, Gentoo; 26, from Manila, Cashmere; from Hong Kong, Midnight; at New York, from Zebu, Star of the South; at London, from Colombo, Avona; June 7, at Queenstown, from Maulmain, Kenyon, Peter Jayn-son; at Deal, from Batavia, Ontario; off Deal, from Singapore, Naomi.

DEPARTURES.—June 3, from Cardiff for Java, Hendrina; 1, from [illegible]

* This steamer was [illegible] leaving Hankow, but was got off without damage after discharging part of cargo.

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sea, for Yokohama, Argonaut; 5, from Liverpool, for Galle, Deerfoot; 3, from Dublin, for Galle, Georges; 4, from Glasgow, for Java, Success; 8, from London, for Shanghai, Mikado; 6, for Japan, Charles Albert (str.); from Rotterdam, for Batavia, Ada; 5, from Cardiff, for Macassar, Mina; 5, for Singapore, Kennermerland; for Java, Oriana; 4, from Liverpool, for Singapore, L. J. Enthovan.

STEAMERS PASSED THE SUEZ CANAL.—Java, from Java, for Nieuwe Diep.

MISCELLANEOUS.—At Port Said, June 3, Joseph Dodds (str.), from London, for Woosung. — Lisbon, May 27.—The Vice-Admiral May, Huizer, proceeded yesterday for Batavia, after repairing. The Admiralty have invited tenders for the conveyance of 186 tons of stores to Trincomalee; at Table Bay, May 6, Island Belle, and sailed for Batavia; at Algoa Bay, May 7, Avon, Rennie, and sailed for Galle.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

COATE—On the 16th April, at Shanghai, the wife of T. Acraman Coate, of a daughter

HARRISSON—On the 24th April, at Dunearn, Singapore, Mrs. George Harrisson, of a son.

HAMPSHIRE—On the 19th April, at Singapore, the wife of Dr. F. K. Hampshire, of a daughter.

MEATES—On the 30th May, at The Rounds, Wimbledon-common, Mrs. Meates, of a daughter.

SANDERSON—On the 30th May, at The Lindens, Effra-road, Brixton, the wife of Henry S. Sanderson of a daughter.

SOLOMON—On the 30th April, at Oakbank, island of St. Helena, the wife of Saul Solomon, of a son.

SHEE—On the 22nd April, at Amoy, the wife of M. Archer Shee of a daughter.

WOOLLEY—On the 8th April, at Yeo, the wife of W. A. Woolley, of a son

WILSON—On the 2nd June, at Eton Lodge, Outram-road, Addiscombe, the wife of James Wilson, late of Chefoo, China, of a son.

MARRIAGES.

BOTELHO—LUZ—On the 18th April, at the Roman Catholic Cathedral, Hong Kong, by the Rev. Father G. Burghignoli, Vice Prefect, Antonio Alexandrino Heytor Botelho, third son of Guilherme Sabino Heytor Botelho, to Malania Joanna da Luz, daughter of Joao Antonia da Luz and Joanna Ritta da Luz, of Macao.

BAKER On the 14th April, at Yokohama, Richard Beckwith Baker, Manager of the Chartered Mercantile Bank of India, London, and China.

DALGLIESH—MCEWEN.—On the 28th May, at St. Paul's Church, Westbourne-grove, London, by the Rev. Dr. Morrison William M. Dalgliesh, M.D., Masham, to Anne, widow of Robert McEwen, late of Singapore.

DE BOINVILLE—COWAN.—On the 22nd May at Yedo, Japan, Charles Alfred, son of the Rev Charles Alfred Chastel de Boinville, of Kingston-on-Thames, to Agnes, daughter of William Cowan, of Ayr.

HARDY—FAIRLEIGH.—On the 27th May, at All Saints, Marylebone, John Graham Hardy, formerly of Shanghai, to Florence, widow of the late H. Fairleigh, of New Orleans U.S.

WRIGHT—SMITH.—On the 11th April, at Yokohama, by the Rev. E. W. Syle, the Rev. William Ball Wright, M.A. T.C.D., son of the late Thomas Nisbett Wright, Esq., of Foulksrath Castle, Co. Kilkenny, to Emma, daughter of the late Captain Henry Smith, of King's Lynn.

DEATHS.

D'ALMEIDA—On the 31st May, on his arrival in London, Joaquim d'Almeida, late Consul General for his Majesty the King of Portugal, and his Majesty the King of Italy, in the Straits Settlements.

GOLDSPINK—On the 8th April, at the Shanghai General Hospital, Robert Randall Goldspink, aged 21 months, of small-pox.

PALMER—On the 27th May, very suddenly, John Carrington Palmer, of Mixbury House, Eastbourne, Sussex, aged 58.

RENNIE—On the 26th May, at Hans-place, Alice Marie, the wife of Richard Temple Rennie, barrister-at-law, in her 39th year.

Miscellaneous.

IRISHMEN IN CHINA.—China appears to be the paradise of place-hunting Irishmen in the present day, and it is odd to notice how many have attained posts of honour and high pay in the Celestial Empire. First and foremost comes H.M. Minister, Mr. Wade, whose long career in the East, characterised by many Hibernianisms, is yet one of which his native country may be proud. Then there is the astute and cautious head of the Customs, Mr. Hart, who resembles more the reserved and canny Scot than the vivacious native of the Emerald Isle, but whose career of unexampled success is creditable both to himself and the land that gave him birth. Then there is Sir Arthur Kennedy, Governor of Hong Kong, who succeeded to one of the most indisputable Irishmen that ever left the British Isles—Sir Richard MacDonnell. The last admiral in Chinese waters, Sir Henry Kellett, hailed from the Emerald Isle; so also do several of the minor officials of the Hong Kong colony, notably Mr. Russell, the police magistrate, whose academical career at Trinity was most successful and distinguished. Of the Consular officials some of the ablest and best known are Irishmen. Mr. Mongan, whose careful and elaborate official reports are a model for junior officers; Mr. Watters, whose scholarlike labours in Chinese philosophy promise to earn him a prominent place among Eastern philologists; and others which might be mentioned. The proportion of Irishmen in the Customs Service is unusually large, and it is sometimes said by disappointed juniors that to be born in Ireland is a far more certain passport to speedy promotion in China than long service, business capacity, or acquaintance with the Chinese language.

THE CHINESE IN SAN FRANCISCO.—It has long been supposed that the six companies supposed to represent the Chinese interests were given to extorting tribute from their countrymen, and that they aided and abetted the importation of Chinese of both sexes, who were kept in bondage for a term of years after their arrival in this country. But it has only lately been ascertained that a contract exists between the six companies and the Chinese steamships, English and American, whereby every Chinaman applying for a passage to China must produce a permit from the six companies or be compelled to pay $100 as the price of his passage. With a permit the fare is only $12, but a system of black mail is enforced in every case to the amount of $10 or $20, which the ordinary Chinaman is powerless to resist, and which he pays nominally to maintain the officers of the paternal six companies and to "return the bones of the dead." In reality, the enormous amount of money collected in this manner goes to enrich the Chinese ring, and the most extraordinary part of it is that the steamship lines should have allowed themselves to be made the medium of this wholesale rascality. The circumstance that brought this matter to light was the application of two Christian Chinamen at the proper office for a passage to China. They were informed that the fare was $12, but on tendering the money they were told that without a permit from the six companies they would have to pay $100. They retired to consult with their friends the missionaries, who, in their turn, remonstrated against the injustice of the demand, with, however, no better success. The conduct of the steamship companies has elicited much comment, and will doubtless engage further attention and investigation.

MESSRS. F. AND C. OSLER, of 45, Oxford-street, have just manufactured a splendid glass fountain for the Maharajah of Puttiala. This magnificent piece of glass work has been on view at the establishment of the manufacturers, and has attracted numerous visitors. It is 23 ft. 6 in. in height, and weighs 2¼ tons. On a broad marble base is a platform of richly-cut glass, from which rises a large central shaft, surrounded by six columns, composed of prisms of crystals, very richly cut on the inner side, and fitted so exactly that the joints are imperceptible. A cornice of glass connects the columns, each of which is surmounted by a large globe of solid crystal, cut in triangular facets of minute exactness. From the capital of the central shaft depend two rows of large crystal pendants. From the massive trunk rises in curves of great beauty a crystal basin 8 ft. in diameter, in which is placed the principal row of jets. The basin is scalloped, and is cut on the under side to represent the ripple and play of water. Near where the basin meets the trunk is suspended a row of pendants and ovoid-cut drops perfect in purity and brilliancy. Above the basin the design changes. Elegant scrolls of glass, festooned and arranged in three tiers, carry the jets in the upper part of the work, which terminates in a prismatic star and pointed hexagonal ornament.

A PARLIAMENTARY Committee met on the 5th inst. to inquire into the operation of the Adulteration of Food Act 1872. With regard to tea, Mr. Allen, the public analyst of Sheffield, said that he denied the capacity of dealers or any one by a rough and ready method to detect the adulteration of exhausted leaves. He considered there had been an improper prosecution of grocers in some localities. Sir H. Peek asked the witness if he considered that any accidental impurity found in tea should be considered as adulteration, and the witness replied in the negative.

A LETTER has been received by the North of England Steamship Owners' Association from the Foreign-office, which states that Lord Derby "is of opinion that, as British commerce has undoubtedly benefited by the opening of the Suez Canal, and would be much injured by the failure of the company to fulfil its engagements, it would be of doubtful advantage for British shipowners to press their claims for the restitution of the excess dues levied since the 1st July, 1872."

MR. NEY ELIAS, the Royal Geographical Society's gold medallist for 1873, who left England for India with a view to obtaining encouragement from the Government to penetrate into Sikkim and Thibet, has been temporarily attached to the Foreign Department at Calcutta. It is probable that should the Sikkim direction not prove favourable attention will be directed to Upper Burmah and Yunan.

AT the annual conference convened by the National Temperance League, at the City Terminus Hotel on the 29th ult., Mr. Edmund Wheatley, of the Chinese Customs Service, read a paper on "Temperance on the Coast of China." At the League's breakfast meeting on the 30th Mr. Wheatley spoke of Christian effort among the seamen of the China squadron.

IT is said that a movement has been started for the purpose of assisting Lieutenant Camdon in his expedition to Ujiji, for the purpose of saving Dr. Livingstone's effects and papers. The funds at the disposal of the Royal Geographical Society, and in connection with Livingstone's discoveries having been exhausted, a private subscription list has been opened.

THE China Trans-Pacific Steamship Company's steamer *Vancouver* left Yokohama for San Francisco on the 31st ult. Her cargo includes 750 tons New Season's Teas from Japan to New York and Atlantic cities, for through transit per railway.

THE agent of the Eastern Telegraph Company announces that the cable between Zante and Crete and thence to Egypt having been laid, Greece is now in immediate telegraphic communication with India, China, and Japan.

AMONGST the recent calls to the Bar we notice the names of Horatio Nelson Lay, C.B., to the Middle Temple, and Geronoske Yoshiyama, of Nagato, Japan, by the Honourable Society of Lincoln's Inn.

The steamer *Mongol*, one of the China, New York, and London boats, has arrived at Hong Kong in 16½ days from Sydney, a passage which has not been equalled.

MR. CLEMENTS MARKHAM, C.B., has been created a Knight Commander of the Order of Jesus Christ by the King of Portugal.

THE appointment of Mr. T. C. Hayllar as one of Her Majesty's counsel at Hong Kong is gazetted.

We are glad to hear that the efforts made to discover the perpetrators of the injury to the Hong Kong and Singapore Cable have been successful. The Macao Government have seized about 3 cwt. of wire stripped from the Cable and brought there for sale. The buyer is in custody and the capture of the thieves is expected shortly.

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THE ATCHIN WAR.

The *Amsterdamsche Courant* publishes the subjoined extract from a private letter written by an officer of the Dutch army in Atchin. The letter, which is dated 1st April, says :—

I write only a few lines about the expedition. We are in a position that we don't comprehend; so many men of the fleet have died at sea, so many soldiers and *ketting gangers* (labourers) have died on shore, that operations seem to be at a stand-still. In some small States our flag has been hoisted, but this is not worth much, the territory being so enormous, whilst the blockade has now become more difficult, because the friendly States are not occupied by our troops, and they are permitted to trade, except in ammunition. It thus becomes necessary that a man-of-war should be stationed off the coast of each friendly State, and how the other non-friendly States are to be effectively blockaded I don't know. Hitherto much has been done on paper, but little has been carried out. Our policy in Atchin is a very dangerous one. It is incomprehensible why a third expedition should not be organised now that the moment is so very favourable to act, for instance against Simpang Olim and Telok Samowoi. When the East monsoons have set in, it will be impossible to proceed, but at this moment the weather is beautiful. According to the latest official news from Batavia all our troops will leave Atchin, except a garrison of 2,500, and only four or five vessels will remain here. We look at each other and do not understand it. In Dehli endeavours are being made to treat with the Sultan to acknowledge our supremacy for a certain sum a year, and it seems that they will be successful, but the greatest prudence will be necessary, because the boundaries of Dehli were visited some time ago by Atchinese missionaries, whilst the Battachs are very warlike. In Dehli as well as in Mengkalis Chinese have established themselves in great numbers on the coast. They are also settling themselves in Atchin.

The *Haarlemsche Courant*—a Dutch journal of neutral politics and of high standing—contains the following letter, written by a Dutch officer, dated from Atchin April 8 :—

The high expectations entertained of the results of the capture of the Kraton have not been realised, in so far that Atchin has not yet been conquered. It is, however, pretty certain that in the immediate neighbourhood of the territory occupied by our troops—and this is certainly the principal part of the island—the population will very soon become accustomed to our rule, and then we shall have won a good deal. When the foe sees that we are able to maintain our position during the rainy season, notwithstanding that communication with the men-of-war will be frequently interrupted, they will probably submit. The main thing, however, is an effective blockade, and this of course will be the task of the navy. You will have seen that the Government has been occupied in spreading proclamations. The *Metalen Kruis* was sent to the West Coast, the *Citadel* to the North, and the *Timor* to the East, with these proclamations. The tenor is as follows :—H. Exy, Van Swieten, &c., &c., communicates to the Chief of the . . . . State that the Kraton of Great Atchin has been taken by force of the Dutch arms; that the Sultan is dead, and that the people have fled, so that Atchin now belongs to the Dutch nation. The vassals of Atchin are therefore invited to transfer their allegiance to the Dutch Government. As a proof of their good intentions they have only to subscribe to a declaration stating that they acknowledge the Dutch flag; that they will suppress piracy and slavery in their States; that they will not conclude treaties with any other Powers without the permission of the Dutch Government, and that the population shall be forbidden to bear arms. The proclamation ends with the threat that, in case of a refusal the coasts will be blockaded and the population will feel the force of our arms. The proclamations are accompanied by letters from the Commander, stating that we intend to remain eternally (*sic*) in Atchin, and advising the chiefs to consider well before replying. I, however, hear that the success of these proclamations has not been brilliant. On the west coast two unimportant States have acknowledged our authority—(I do not know whether this happened before the proclamations were forwarded)—and Gighan has also submitted, but this State was for some time previous friendly towards us. Telok Semoi and Simpang have asked a delay of six months, Perlah for three months. In some places, however, no reply has been given. In Langsa, for instance —this is an unimportant Atchinese settlement between Tamangand and Perlah—the bearer of the proclamation (an Atchinese) was told that he had better go back as soon as possible, and the letter was not even read, but was returned unopened. Soengey-Rajah has submitted, —but this settlement is of no importance. The Atchinese chiefs on the left bank of the Tamiang river are all willing to acknowledge our authority. The subjected States are now permitted to export pepper and to import opium; trade is free, but the import of arms is, of course, prohibited.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JUNE 3.

The members of the Second Chamber re-assembled yesterday. The newly-appointed Minister of the Naval Department has laid before the members his budget, which shows a total of 10,901,596 61/100 guilders. The following are the outlines of the estimates, which clearly prove that our Navy is in a very poor condition. The Minister is—and every one will agree with him—of opinion that our Navy should be sufficient to provide—1. The means for our Home defence; 2. An auxiliary squadron in India, to defend our possessions there; 3. A small force in the West Indies to maintain our authority; 4. Some vessels for exercising crews and to carry our flag abroad. The Minister of course has only indirectly to do with the Navy in India, which is under the management of the Colonial Department. Mr. Kip considers that we require for our defence five ironclads, fourteen monitors, twenty-four gunboats, twenty-four river boats and torpedo boats; and for the auxiliary squadron three ironclads, and thirteen screw steamers, first, second, and third class. The five ironclads will be ready this year, while of the fourteen monitors four have still to be built; while a beginning must be made with the building of fourteen of the twenty-four gunboats, and of the twenty-four river boats twenty must be constructed. The first ironclad for the auxiliary squadron will be ready in 1875. Of the thirteen screw steamers required, there are at disposal, or will be at disposal this year: one steam frigate, five screw steamers first class; four second class; four third class; three fourth class and two other vessels.. The steam frigate *Anna Powlona* will be ready in six months. This is satisfactory, but within a few years all these vessels, a few only excepted, must become unserviceable. There is thus much to be provided for. Besides the monitors, gunboats, river boats and ironclads, it will be necessary to build within the next few years seven screw steamers of the first class, two of the second class, and two of the fourth class. The whole of these must be finished in ten years, and will involve an expenditure of 25,450,000 guilders. The Minister declines to build any more wooden vessels; all new vessels are to be of iron, or constructed according to the English composite system. Only a part of the vessels which are required can be built in the Government or in private yards; the ironclads must be ordered abroad—that is in England. Energetic measures are to be taken at once to improve the *personnel* of the crews, as there is at the present time a great scarcity of seamen. I think it is unnecessary to take up more of your space with this subject. If we had not been foolish enough to involve ourselves in a war with Atchin we could have provided the twenty-five millions in one year, and our navy could then have been completed. And what have we now for our money? The letters written by officers of the Atchin Army show that matters do not go on there as they should. A remarkable article has been published by the *Arnhemsche Courant*, a Liberal paper of high standing, and not at all inclined to shirk the truth. The article is too interesting to withhold from your readers a brief sketch of it. A colonel and 3,000 soldiers (it says) constitute the whole force left in Atchin to maintain our authority. Will Generals Van Swieten and Verspyck return to us as glorious conquerors under these circumstances? Is nothing left to be done in Atchin? What has become of our plan to conquer that Empire? The second expedition is finished; General Verspyck resigns, and General Van Swieten returns home. Matters thus seem to have been brought to an end, and now we may ask, What have we obtained for all the blood that has been spilt, for money expended? We are now preparing for a third expedition, as is proved by a Royal decree conferring the Atchin medal upon all those who took part in the expeditions in 1873 and 1874, or who may be sent to Atchin in time to come. Some days ago I was shown the Grand Cross of the "William" Order, which was conferred upon General Van Swieten. It is a beautiful specimen of silversmiths' work, and is of the kind hitherto only conferred upon princes.

In a former letter I told you that the opinion of the majority in the sections which had examined the new Reform Bill of the Home Minister was anything but satisfactory. It seems now that the Minister intends to come to a compromise in order to solve the question.

The Minister of the Colonial Department has laid before the Chamber a Bill to alter the East India budget for 1873. Some sections are to be augmented by a sum of f.766,100, while others will be reduced by the same amount.

I am informed that Messrs. Messchert Van Vollenhoven (Utrecht) and Van Hardenbroek van Lockhorst (Amersfoort) will shortly resign their seats in the Second Chamber.

Mr. Hubenet, engineer of waterworks, is appointed inspector on the island of Sumatra.

The King has appointed Mr. P. Heyting, of Bergen op Zoom, Minister of the Protestant Church in Netherlands India.

PRODUCE MARKETS.

COFFEE.—The last monthly auction of the Trading Company has given a most satisfactory result. The whole quantity put up was sold at 3 to 4 cents above the valuation. A good demand prevails at auction prices, that is for good ord. 55c. to 55½c.

RAW SUGAR.—The market is somewhat firmer. About 5,000 mats have changed hands at f.2 under November prices. The arrivals, however, are large, and there is only a very limited demand for refined, so that the above price cannot now be obtained.

TEA.—There are no transactions to report. The trade is inspecting the cargo ex Kirkland, which will be offered for sale on the 18th. A large quantity of the cargo ex Bellona has been exported because no paying prices could be obtained here.

RICE has met with a livelier demand; 1,668 bags ex Conrad, 850 bags ex Maria Sarah, 4,000 bags Rangoon, ex Warrior, have changed hands.

SPICES.—A good business has been transacted, especially in Nutmegs, No. 1, which are quoted at 205c., No. 2 at 195c., Mace and Cloves have met with less demand. The price of Pepper has gone up to 32c. to 33c.

JAVA TOBACCO.—Several lots, together about 6,000 bales, have found buyers, but prices did not transpire. The stock is relatively considerable, viz., 26,239 mats Java and Sumatra.

COTTON.—Dull; home trade of no importance, and no demand for export.

TIN is firm. The result of the last Trading Company's auction was most satisfactory, and an advance has since been paid of f.1. Billiton meets with a good demand at f.56, but holders decline to operate at that price.

RATTANS.—500 piculs, ex Java Packet, have found buyers.

SHIPPING.

ARRIVALS, MAY 28.—At Texel, from Batavia, Amazone; at Hellevoetsluis, from Batavia, Noach III; 29, at Texel, from Banjoewangie, Voorlichter; at Flushing from Banjoewangie (last from Table Bay), Samarang; 30, at Brouwershaven, from Banjoewangie, Henriette Elisabeth Susanna; at Texel, from Batavia, Madura (str.); from Banjoewangie, Jacoba and Christina Cornelia; 31, at Helvoet, from Banjoewangie, Hoek van Holland; at Brouwershaven, from Banjoewangie, County of Forfar; June 1, at Hellevoet, from Sourabaya, Dipton.

DEPARTURES, JUNE 1.—From Brouwershaven, for Batavia, Cornelis Smit, Cornelia Mathilda.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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The London & China Telegraph.

LONDON: MONDAY, JUNE 8, 1874.

SHANGHAI AND THE WOOSUNG BAR.—MR. WADE'S DESPATCHES.

THE growth in wealth and importance of the foreign settlement of Shanghai is one of the most striking commercial phenomena of the present generation. Few cities in the whole course of history have had a rise more rapid, can boast of a success more complete, or look forward with juster confidence to a future of growing prosperity. For a series of years Shanghai has held the position of the chief centre of foreign commerce in the little known, undeveloped, and comparatively unexplored Chinese Empire, at the gates of which European enterprise, energy, and science, still await admission. Under most adverse circumstances the settlement of Shanghai has made most remarkable progress. Dreaded as agents of innovation by the Chinese Government, meeting with covert opposition, or, at best, but lukewarm support, from the foreign diplomatists at Peking, the Shanghai merchants have stedfastly held their own, have manfully fought their own battles, and have successfully guided the model Republic they have called into existence into a condition of peace, security, and prosperity, for which it would not be easy to find a parallel. The value of foreign real estate and property (independent of shipping) which has accumulated in the course of twenty years on the muddy banks of the Woosung river was estimated four years since by the Chamber of Commerce at nearly thirteen millions sterling; the value of its foreign trade is over forty millions sterling per annum; and yet it is evident to even the most casual and careless observer, that European trade with the Chinese Empire is still in its merest infancy, that it is capable of indefinite expansion when once the antiquated prejudices of the Chinese shall be broken down by force, or worn through by persistent and daily-increasing contact—and that the inevitable opening up of China and development of its boundless capabilities and resources, implies a growth of the model settlement to which it is difficult as yet to see or define the limits. That foreign trade will be one of the most powerful agents in killing the hydra-headed monster of Chinese prejudice and superstition there can be little doubt, and we rejoice to see that past success and present prosperity have but whetted the appetites and opened the eyes of our compatriots at Shanghai, and that they have determined to spare no effort and relax no exertion until they have secured in perpetuity those commercial advantages which the model settlement has hitherto enjoyed. The papers just presented to Parliament respecting the Woosung Bar and the river approach to Shanghai are well worth the attention of anyone who is interested in foreign commerce in the East. They show beyond dispute how necessary it is that commercial interests should be constantly and carefully looked after; how thoroughly supineness and *laissez faire* rule at Peking; how difficult it is to stir the Chinese to move, even in their own interests; and they show, too, how little real interest a British Minister can take in British trade, and with what calmness and composure he can accept Chinese promises, excuses, and subterfuges on a matter of vital importance to European commerce. In his letter No. 7, dated July 22, 1872, Mr. WADE informs Earl GRANVILLE that he had called the attention of the Chinese Government to the condition of the Woosung Bar, and had found, "on inquiry, that Mr. "HART had been authorised by the Yamen to expend a "considerable sum upon a dredging apparatus, to be em- "ployed specially at Woosung." With this inquiry and its result H.M. Minister appears to have been content, though he seems to have thought it necessary in his letter of the 26th March to rebuke the zeal and impatience of the Shanghai merchants, and to express a doubt whether any permanent improvement of the Bar could be effected. Urged again to action by Lord GRANVILLE, through the machinery set in motion by the Shanghai merchants, Mr. WADE went so far in December of the same year as to request the Admiral on the station to survey the Bar and report upon it; and, on Feb. 15 he informs Lord GRANVILLE that he has "every reason to believe"—what he had before stated as a fact in his letter of July 22—"that the "money required for a dredging machine will be placed, "*if it be not already placed*, at the disposal of Mr. HART."

In this same letter Mr. WADE again thinks it incumbent on him to pose before the British public as the apologist of the Chinese Government, for he adds significantly enough that "in cases of the kind the Chinese are not more expeditious than any other Government," evidently seeking to provoke comparisons between China and some imaginary delinquent and apathetic Government in the West. Mr. WADE does not appear to have thought it worth while to ascertain positively whether the promised funds had been actually granted, but, in the very inconclusive telegram which fitly closes a most unsatisfactory correspondence, he states, "I was given to understand that the necessary outlay *was about to be* sanctioned." Thus, even when galvanised into a little temporary activity on behalf of commercial interests, the British Minister appears to have satisfied his conscience by putting a most inconclusive question, and with receiving a vague promise in reply, the fulfilment of which he does not appear to have ever thought it worth while to ascertain or enforce. A taste for gerund grinding and grubbing for dead roots does not necessarily imply unfitness or incapacity for larger duties and more liberal views, but we do not hesitate to say that the career of Her MAJESTY'S present representative at Peking goes far to justify the general prejudice against making dilettante scholarship the test of fitness for a post which requires practical knowledge of men and things, freedom from sentimentality, and keen and clear appreciation of the unerring and inexorable laws which guide and govern international and commercial relations. But, it may be said, criticism is barren and futile, unless it suggests a remedy for the evil it points out. No unprejudiced man can read the correspondence on this subject without feeling convinced that the British Minister has failed in that urgency of application and insistance upon just requirements being complied with which are essential conditions to progress in a moribund Empire like China. What, then, is the remedy? It is provided, we reply, in the Treaty of Tientsin, the thirty-second article of which provides that the Consuls and Superintendents of Customs shall consult together regarding the erection of beacons or lighthouses and the distribution of buoys and lightships, as occasion may demand. For this purpose the privilege of collecting tonnage dues was conceded, and we maintain, without fear of contradiction, that the British Minister is bound to see that the large funds thus collected are applied in accordance with the terms of the Treaty. To expect that the Chinese authorities will, of their own accord, expend large sums of money in conserving the approaches to Shanghai and removing the Bar at Woosung argues a want of acquaintance with Chinese officialdom with which Mr. WADE cannot be charged. We fear that indifference is the cause of inaction, and that our Minister at Peking takes but a lukewarm interest in matters so narrow and sordid, so little capable of literary or rhetorical embellishments, as the merely manufacturing, commercial, and maritime interests of the British Empire. The well-known lines of a Conservative politician (slightly altered) represent, we fear, too truly, the opinions of Her MAJESTY'S Minister at the Chinese capital.

> Let laws and shipping, arts and commerce die,
> But let me once complete the "Tze erh Chi."

It is quite touching to observe the faith with which Mr. WADE evidently relies upon his *confrére*, Mr. HART, to accomplish the designs at which he merely ventures to hint. Mr. HART is to obtain funds, Mr. HART is to purchase a

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dredging machine, and Mr. HART is to see that the Chinese authorities do their duty. Can any sane person read over the Blue-books and Correspondence on China questions for the past ten years, and not see, beyond all doubt, that Mr. HART'S power and influence have been absurdly exaggerated and overrated? Far-sighted, liberal-minded, and thoroughly in earnest in the cause of progress, Mr. HART has, doubtless, strained every nerve, and availed himself of every opportunity to advance the true interests of China, to draw closer the bonds of intercourse, to multiply the points of contact, and to develop those commercial relations which are the truest and surest security for peace and prosperity. But while these efforts and representations have assuredly been made by Mr. HART, we fail at the present day to see in what direction or to what extent they have borne any practical results. The influences to which such constant representations, arguments, and demonstrations may give birth, will doubtless be felt in coming generations, but meantime we have to deal with the present, and we may well leave posterity to take care of itself. We think, therefore, that it is now high time to trust no more to such broken reeds as Mr. WADE has hitherto relied upon, but that it behoves us, speedily and effectively, to take the matter into our own hands, to agitate and memorialise and spare no efforts until the shameful inertness of the past ten years be redressed, and a joint commission be appointed under the treaty provision to investigate the question of the Woosung Bar, and to adopt such means for its removal as scientific engineers may suggest. Whatever may be the cost, the tonnage dues may well afford it, and we consider that the magnitude of the interests at stake imperatively call for immediate measures to conserve the approach to the great and growing centre of British commercial interests in the Far East.

THE RAID ON FORMOSA.

JAPAN is indeed making rapid strides in European thought and action. Like France, who went to war with Germany to avert a revolution at home, Japan has now entered on a war against the Formosans on the most flimsy pretext, in order to satisfy a discontented section of the population. According to the telegraphic advices we publish in another column, it appears that the Chinese Government make no remonstrance at the aggression. They ignore sovereignty in a portion of the Island of Formosa, and do not object to any foreign Power chastising these aborigines. This is a dangerous policy, and will certainly lead the Chinese Government into trouble. If they have not sovereignty over the whole island of Formosa they should have. This neglect to enforce their authority may have been excusable so long as no outside Power stepped in, but the moment such a contingency arose they should have at once asserted their right to dominion, and taken steps to enforce it. The Japanese of course assert that it is not their intention to possess themselves of the land, but simply obtain guarantees from the natives against ill-usage of any Japanese who may be cast on their shore. We all know how such a programme usually ends with a semi-barbarous people like the Formosans. If the affair does not lead to complications between China and Japan it will indeed be a marvel. For the moment it is a trump card in the hands of the Japanese Government to avert rebellions at home. We cannot help thinking, however, that they have not properly estimated the difficulties to be encountered on that very rocky and dangerous shore, and it is quite possible the Chinese may have the laugh of them.

CHEN LAN PIN and his two colleagues, Messrs. MACPHERSON and HUBER, the Commission appointed by the Chinese Government to inquire into the condition of Coolie emigrants in China, had left Havana, by last advices, and were about to proceed to Hartford, in the United States, where CHEN LAN PIN is chief of an educational mission. The Commission will remain there two or three months, in order to prepare a report for the Chinese Government. Visits have been paid to the chief sugar plantations of Cuba, innumerable statements have been collected from Chinese emigrants, and much valuable information has no doubt been procured, and will be embodied in the report. The Spanish Government have received the Commission with marked courtesy, and have facilitated in every possible way the objects of the inquiry.

IN another column will be found the text of a memorial from the Huddersfield Chamber of Commerce to the Secretary of State for India, urging the completion of the half finished survey of Captain SPRYE'S proposed route from Rangoon to Kiang-Hung, on the South-Western frontier of China. The establishment of this route has now become of importance, politically as well as commercially, looking at the progress made by the French Government, in obtaining an approach to Burma and Western China through Cochin China and Tongkin.

AT the general meeting of the shareholders of the Messageries Maritimes, held in Paris on the 30th ult., the report of the directors was approved. The receipts for the year 1873 amount to f.52,444,758, the expenditure to f.46,357,020. The dividend declared for the year 1873 has been f.40 per share, equivalent to 8 per cent., against 10 per cent. in 1872. The diminution is accounted for by the increase in the Suez Canal dues.

H.E. SAMESHIMA, the Japanese Minister in Paris, has, we understand, been decorated by the French Government with the Cross of the Legion of Honour. We congratulate him on this mark of esteem, and trust that the rules in such matters in Japan are not like our own.

WE understand that M. DUPONT, Naval Engineer at Toulon, has accepted the appointment of Engineer to the Japanese Government, with the sanction of the French Minister of Marine. He will shortly proceed to the dockyard at Yokoska.

THE WESTERN CHINA ROUTE.

The subjoined memorial has been forwarded to the Secretary of State for India by the Huddersfield Chamber of Commerce:—

To the Most Noble the Marquis of Salisbury, Her Majesty's Secretary of State for India.

The Memorial of the Council of the Huddersfield Chamber of Commerce Sheweth—That your memorialists have viewed with great satisfaction the policy pursued by your Lordship in relation to Indian affairs, believing it to be calculated to have an important influence in developing the commerce between this country and the East.

2. That your memorialists, being deeply interested in cultivating increased trade with India and China, have for many years past urged upon successive Governments the completion of the survey of the route proposed by Captain Sprye from Rangoon to Kiang Hung on the Cambodia River, on the southern frontier of Yunan, one of the provinces of Western China, and they rejoice that your Lordship has sanctioned the completion of the survey that was commenced in 1867 by your Lordship's direction, but which was interrupted by your Lordship's successor in office, after one half of the route had been surveyed and favourably reported upon. The importance of a more direct route to the markets of Western and Central China has long been recognised by Russia and France, and it is a source of great satisfaction to your memorialists that your Lordship should also have appreciated the benefits likely to accrue to British commerce from the establishment of such a route, and they venture to press upon your Lordship the desirability of the survey being entrusted to engineers of repute, in whose report implicit confidence can be placed by those who may be wishful to embark their capital in the completion of a project which would bring England within thirty-five days of the confines of Central China, and open a market for British commerce which would compensate in some degree for the depression that has recently characterised our foreign trade.

3. That your memorialists, whilst deeply impressed with the importance of Captain Sprye's route, are anxious that your Lordship should not regard them as unfavourable to the other projected routes, such, for instance, as the proposed railway from Rangoon to Prome, the construction of which—notwithstanding there is already a good metal road between those places, and that it would run parallel to the river Irrawaddy, on which steamers ply regularly—may be deemed desirable for local reasons. Your memorialists trust, however, that such proposed railway may not be allowed to interfere with the completion of the survey of the route from Rangoon to Kiang Hung, in which this, in common with many other Chambers of Commerce, has taken so long and deep an interest, as one of great and manifest importance to the commerce of the United Kingdom.

4. That your memorialists are also pleased to be able to congratulate your Lordship upon the nomination of Andrew Cassells, Esq., to a seat in the Council of India, as they regard this appointment as indicative of your Lordship's desire to give a greater representation to commercial interests, which, in the opinion of your memorialists, have hitherto been unduly neglected. Your memorialists have long advocated the introduction into the Council of India of members specially conversant with commercial questions, in order that the Council might be the better enabled to advise upon matters affecting the commercial relations of this country with the East. The accompanying copy of a petition from this Chamber which was presented to the House of Commons in 1869 will indicate to your Lordship the views which they then held and still hold upon this important subject, and they venture to urge upon your Lordship the desirability of future vacancies in the Indian

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Council being filled by the appointment of other gentlemen specially qualified to advise upon all questions affecting trade, your memorialists being of opinion that not fewer than four such members should have a seat at the Board.

Your memorialists therefore humbly tender to your Lordship their thanks for the policy which you have inaugurated in Indian affairs, and venture to express the hope that you will be pleased, as occasion presents itself, to carry out such policy, it being as they believe calculated to strengthen the commercial element in the Council of India without impairing its efficiency as regards purely Indian questions.

May, 1874.

THE PERAK TREATY, &c.

The following letter has been published in reference to the action of Governor Clarke in the Straits. In any future communication of this nature it will be well for the framers to omit the request for "vigorous proceedings" with weak States. This is not to be obtained from our Government by writing, and likely to be frustrated by a certain section of M.P.'s who condemn all vigorous policy :—

To the Right Hon. the Earl of Carnarvon, Her Majesty's Principal Secretary of State for the Colonies.

Penang, April 11.

My Lord,—We, the Chamber of Commerce of Penang, being more deeply interested in the affairs of Perak and Laroot than either of the other two settlements of the colony, beg to express to your Lordship our sincere satisfaction at the manner in which his Excellency Sir Andrew Clarke has, so shortly after assuming the reins of government, succeeded in putting an end to the state of anarchy which has hitherto existed in those countries, and, for the last three years, almost entirely checked a most important branch of our trade. It is, therefore, with feelings of profound satisfaction that we regard the political settlement made by his Excellancy Sir Andrew Clarke, and trust your Lordship will be pleased to approve the same and to encourage similar vigorous procedures in all future dealings with States similarly situated under weak Governments on the Malayan Peninsula.

DAVID BROWN, Chairman, Chamber of Commerce.
P. C. PADDAY, Vice-Chairman.

THE P. AND O. COMPANY'S MEETING.

The half-yearly meeting of shareholders in the P. and O. Company was held on the 4th inst. ; Patrick Douglas Hadow, Esq., in the chair.

The report of the directors, which recommended an interim dividend at the rate of 5 per cent. per annum, was given in our last issue.

The Chairman said it was not the custom of the Company to present any statement of accounts to the interim meeting, nor go at any length into the details of the Company's affairs, and therefore he should simply draw attention to a few of the salient points in the report. Dealing first with the Company's fleet, the tabular statement gave particulars, and the alterations to be noted since the last report was issued were that the *Teheran* had been completed and despatched on her first voyage to India, and that her sister ship, the *Thibet*, would be launched shortly. The board, having carefully watched the progress and building of these vessels, were satisfied that they would meet the requirements of modern traffic, and be in every way worthy of the company and sustain its reputation. Following up the policy which had been adopted for some years past, that of getting rid of the old vessels and replacing them with new ones better adapted to the requirements of modern times, the *Delta* had been sold to the Japanese, and the *Candia*, which had recently been employed in connection with the Ashantee expedition, had been advertised for sale. On the other hand, two vessels had been bought, which were originally laid down for another company, the *Khiva* and *Kashgar*. Coming to the repairs and renewals, he said the *Sumatra* was being fitted with new compound engines, and otherwise altered, which would increase her speed about one knot, diminish her fuel consumption 30 per cent., and increase her cargo carrying capacity. (Hear, hear.) The same remarks would apply to the *Mongolia*. Having gone through the details of the alterations and improvements being effected in other vessels, he described the exact progress, alluding specially to the *Deccan*, which had become a household word amongst the shareholders latterly, or at least at the meetings of the company. An accident having happened to her cylinder, the board decided at once to furnish her with new compound engines instead of repairing the machinery, and he believed that the shareholders would never have cause to regret having purchased her. (Hear, hear.) Alluding to the Suez Canal, he must speak in a tone of disappointment. The negotiations which were going on at the last meeting were still pending, but with this difference, that a general election having taken place and a new Cabinet formed, the company, having previously brought the negotiations up to a certain point, had to begin *de novo*. That being the case, and the negotiations being still pending, he would say nothing beyond this, that the canal was a great advantage to the commercial community, and that the board expected —this company performing a great public service—its representations ought to receive due consideration from the Government, and in a favourable manner, providing there was no corresponding disadvantage to the public service. With the simple announcement that it was the intention of the board, so soon as the matter was completed, to publish the whole of the correspondence in reference to the matter with the late and the present Government, he would dismiss the subject for the present. As to the decline in the dividend, he had nothing to tell the meeting beyond what was stated in the report. The expenses of the company had been greater in consequence of the canal, the cost of going through which was enormous, as the Canal Company was charging upon the net tonnage at the present time. It was perfectly erroneous to suppose—and he wished that clearly understood —that the company would make large profits by going through the canal ; and it was simply to keep up with the times and the advancing spirit of the age that the company desired its use. He concluded by moving the adoption of the report.

Mr. Davis (of Southampton) wished to know what amount the *Delta* was sold for.—The Chairman replied that the vessel was sold for a trifle less than the amount at which she stood in the company's books.—Mr. Davis was glad to learn that the diminution in the dividend was not due to the mishaps which had occurred to some of the company's vessels coming to London instead of Southampton.

Mr. W. W. Harris was not satisfied with the dividend, especially as other steam companies were maintaining their dividends despite the increased expenses. He therefore moved as an amendment that a dividend of £2 on each £50 share, and 8s. on each share on which £10 has been paid for the half year ending March 31, 1874, be paid to the proprietors entitled to receive the same on and after June 24, 1874.

Mr. Ward asked the chairman if it was his intention to allude to the pamphlet put forward by Captain Bain, and reply to the statements contained therein.

The Chairman said it was not the intention of the board to notice the matter, but to treat the misstatements with the contempt they deserved. He would of course leave the whole question in the hands of the shareholders.

Mr Ward then, at some length, drew attention to some papers circulated amongst the proprietors by Captain Bain, quotations from which he read, reflecting upon the directors and some of the officials, and handed in some photographs of original letters in reference to the *Deccan*, which letters, the chairman said, had been abstracted from the archives of the company.

Mr. Sutherland, one of the directors, replied at some length to the statements of Captain Bain.

Mr. Badderley wished for some explanation from Capt. Bain as to by what right he, as an executor of the deceased Mr. Anderson, retained letters which belonged to the company, and asked how they came into his possession.

Mr. Howell, the late secretary of the company, said that he was also one of the executors to the late Mr. Anderson's will, and in that capacity he sorted the letters and papers in the office, and sent away all those which belonged to the chairman, and no such letters as those photographed were among them. It was well known that for some time prior to his decease the late chairman was quite unable to attend to business, and the dates of those letters proved that they were written and received at the time when Mr. Anderson was unable to attend to any business.

Captain Bain made a lengthy statement in reference to the affairs of the Company, the principal being that the Company's fleet was considerably over-valued. In reference to the letters which he had photographed, he said he could not tell exactly whether the letters were among the late Mr. Anderson's papers at his private house or amongst those at the offices of the Company. (Cries of "Oh, oh.")

Mr. Howell said that the deceased gentleman was never in the offices of the Company from the 1st of January, 1868, up to the time of his death, the dates of the letters being January 2 and 3, and March, 1868.

After some further discussion, in which Mr. Fane de Salis, Mr. Spencer Herapath, the Chairman, Mr. Sutherland, and others, took part, the amendment was withdrawn, and the original motion for adopting the report was agreed to with only one dissentient.

Mr. S. Herapath said he was desirous of proposing a vote of confidence in the board of directors. (Cheers.)

The Chairman said such a vote was quite unnecessary—(hear, hear)—for the feeling of the shareholders, as evinced that day both by those present and by those who had done him the honour of writing to him, showed that the directors enjoyed the full confidence of the great body of the proprietary. (Loud cheers.)

The vote of thanks to the chairman and his colleagues for their conduct of the business of the company was proposed by Mr. Ward and unanimously agreed to, and the proceedings terminated.

THE SUEZ CANAL COMPANY.

A general meeting of the shareholders of this company was held in Paris on the 2nd inst. The report proposes to capitalise the seven unpaid coupons, including the coupon next due, which will amount in all to f.35,000,000, and for that purpose to create 400,000 bonds, which will be issued for the value of the coupons at f.85, repayable in forty years, and bearing a yearly interest of five per cent. from November, 1874. The report then states that the company, which had undertaken important works of improvement—viz., precisely such as had previously been asked for by the English representative in Egypt—had now entirely suspended their execution, and would confine itself strictly to keeping the canal in order. Of the works commenced it would only complete the repairs at the Port Said jetty. The report refers to the conflict which unexpectedly arose at Constantinople. It throws no responsibility on the Khedive, who, it says, had to obey the orders of the Sublime Porte, but blames the latter, which it declares to have been influenced by the British Minister. The report adds that England was put forward in this matter, and supported by the delegate in Constantinople of the Messageries Maritimes Company. M. de Lesseps yielded to armed force, but entered a protest and still maintained the rights of the company. The report concludes by asking that full powers should be given to the Administration of the Canal.

The meeting approved the conclusions of the report, ratified the measures taken by the President, Director, and Council, and granted them full power to negotiate for the solution of pending question with a view of recovering the rights of the company, which had for the time suffered, without accepting, an armed violation of its contract. The meeting also approved by a large majority the proposed measure of capitalisation for a settlement of the coupons in arrear. M. de Lesseps made a speech, in which he denounced England in very strong terms for venturing to interfere with the tariff.

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Legal.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA V. HENDERSON.

The following is the judgment in this appeal from a decision pronounced by the Supreme Court of Hong Kong, which was briefly reported in our issue of the 8th ult. :—

In this case the Chartered Bank of India, Australia, and China are the appellants, and Charles Paton Henderson and Colin George Ross are the respondents. The respondents were the plaintiffs in a suit brought in the Court of Hong Kong against the appellants, and they sought to recover from them in that suit a sum of money which they had received under a bill of lading endorsed to them by Messrs. Lyall, Still, and Company. The plaintiffs in the first paragraph of the prayer of their bill ask, "That it may be declared that the assignment of the said bill of lading to the defendants was and is void, as being a fraudulent preference of the defendants." That point is given up, and no question now arises upon it. Then in the second paragraph of the prayer they ask, "That it may be declared that all sums of money received by the defendants in respect of fifty trusses of long ells, to which the bill of lading related, have been received by them in trust for the plaintiffs." Now the question is whether the bank received the proceeds of those goods in trust for the plaintiffs or on their own account. There is no doubt that Messrs. Lyall and Still in London purchased the goods from Messrs. Henderson and Company on the terms expressed in the letter of September 1, 1866, which is set out at page 5 of the record, viz., that the invoices should state that the proceeds of the shipments were to be remitted to Messrs. Lyall and Still—they being the firm in London—in first-class bank bills specially to meet the acceptance of Messrs. Henderson and Company's draft against the shipment. The goods had been paid for by an acceptance of Messrs. Lyall and Still, and the stipulation was that they should send them out to their firm of Lyall, Still, and Company in Hong Kong, and that the firm there should remit the proceeds to Lyall and Still in London, in order that they should therewith take up the bill which they had accepted in payment for the goods. It may be admitted for the purpose of this case that the stipulation that the proceeds of the shipments were to be remitted in first-class bill created a trust on the part of Lyall, Still, and Company not to pledge the goods, but so to deal with them that they should obtain the value of them, and remit the proceeds for the purpose of taking up the bill. But, assuming that such a trust was created between Messrs. Lyall, Still, and Company and Messrs. Henderson and Company, the question is whether the bank were bound by that trust.

Now the bill of lading was sent out to Lyall, Still, and Company, and on the 14th of December they, having it in their possession, endorsed and delivered it to the bank. The consideration for which they endorsed it is set out in the answer of the defendants. Paragraph 16 states, "The defendants admit that during the month of November, 1866, they purchased from the said firm of Lyall, Still, and Company for the sum of £15,000 sterling certain bills of exchange drawn by the said firm upon a firm trading in England under the name of Chalmers, Guthrie, and Company, upon the understanding and agreement that the said advance should be covered by shipping documents for silk or other China produce; the said sum of £15,000 sterling was paid and advanced by them to the said firm at the time they purchased the said bills upon the promise and understanding that the said shipping documents should be delivered before the departure of the next outgoing mail for Europe." It appears then that the bank purchased bills of exchange, to the extent of £15,000 from Messrs. Lyall, Still, and Company, and that they paid them the amount upon the stipulation that Messrs. Lyall, Still, and Company were to hand them over shipping documents to the extent of the bills. They then go on in paragraph 17 to show that Messrs. Lyall, Still, and Company failed to perform that agreement. They say, "The defendants do not know whether the said firm of Lyall, Still, and Company were unable to deliver to them such shipping documents as aforesaid, or to repay the said advance, but they admit that the said firm failed to do so notwithstanding that they were urgently pressed to do so by the defendants; and the said firm having been threatened by the defendants with immediate legal proceedings in the event of their failing to fulfil their said contract without further delay, promised the defendants that if they would abstain from commencing legal proceedings against them, and would consent to release them from their engagement to furnish the said shipping documents for silk and other China produce, and allow the said sum of £15,000 sterling which had been paid to them in advance for the said bills upon the faith of their undertaking to deliver the said shipping documents as aforesaid to constitute an ordinary debt for money lent, they would deposit with the defendants other security for the repayment of the said sum; and they offered to deposit with the defendants at once in part fulfilment of such proposed substituted arrangement, a bill of lading for goods of the value of $10,000 or thereabouts,"—the bill of lading in question—which they stated had already been sold by them to arrive, upon the understanding that the said bill of lading or the goods represented therein would be returned to the said firm upon payment by them to the defendants of a sum equivalent to the said value thereof. Then paragraph 18 says :—The defendants admit that they assented to the proposed arrangement in substitution of the original agreement which the said firm of Lyall, Still, and Company were unable to fulfil as aforesaid; and the said firm in part performance of the said substituted agreement, and in consideration of the said loan and of the said original agreement, handed to the defendant the bill of lading for fifty trusses or bales of long ells, mentioned in paragraph 18 of the said bill of complaint, which said bill of lading was endorsed by the said firm and was stated by them to represent the said goods which they had sold to arrive, and which were to be redeemable by them on the terms aforesaid.

It appears that the bill of lading was endorsed and handed over by Messrs. Lyall, Still, and Company to the bank in consideration of the bank's releasing them from the obligation which they had come under to hand over shipping documents of the value of £15,000, and of their undertaking not to take the legal proceedings criminal or civil which they had threatened. It appears, therefore, to their lordships that there was a sufficient consideration for the endorsement of the bill of lading by Messrs. Lyall, Still, and Company to the bank.

Then, had the bank notice of the trust which had attached to the proceeds of those goods in the hands of Messrs. Lyall, Still, and Company? The bill does not charge that they had notice of the trust or of the terms upon which the goods had been sold by Messrs. Henderson and Company. It is not found by the learned judge who tried the case that they had such notice, nor is it probable that such a notice would have been given. Messrs. Lyall, Still, and Company were under an obligation to deliver shipping documents to the bank; they were unable to do so, and the bank threatened legal proceedings against them, and to proceed against them criminally, and then, in order to induce the bank to stay these proceedings, Messrs. Lyall, Still, and Company say, we will treat this £15,000 as a loan, you release us from the obligation to give the shipping documents, and if you do that we will endorse and hand over to you this bill of lading. Is it likely that when they wanted to induce the bank to release them from the obligation to deliver shipping documents, and to accept the bill of lading in lieu thereof, they would have said we will hand over a bill of lading which is subject to such a trust that when the goods are sold you will not be able to receive the proceeds? It is most improbable that they would have given such a notice to the bank when they endorsed the bill of lading under the circumstances stated.

The bill of lading having been endorsed to the bank for a valuable consideration, and without notice, passed the legal interest in the goods to the bank. Apparently from the statement in the answer the goods were actually delivered over to the bank, so that the legal interest passed to the bank not only by the delivery of the goods, but by the endorsement of the bill of lading. But even assuming that the bank did not obtain actual delivery of the goods, there is no doubt that the endorsement of the bill of lading for valuable consideration passed the legal interest in the goods to the bank.

There is a distinction between this case and the one which was cited, of Rogers *v.* the Comptoir d'Escompte de Paris, 5 Moore's P.C.C., N.S., 538. In that case the question was whether the goods could be stopped *in transitu*, and whether the endorsement of a bill of lading prevented the unpaid sellers from stopping the goods in consequence in the insolvency. Sir Joseph Napier in delivering the judgment of that case said :—"The general rule so clearly stated and explained by Lord St. Leonards, is that the assignee of any security stands in the same position as the assignor as to the equities arising upon it. This as a general rule was not disputed, but it was contended that the case of a bill of lading is exceptional and must be dealt with on special grounds. Doubtless the holder of an endorsed bill of lading may in the course of commercial dealing transfer a greater right than he himself has. The exception is founded on the negotiable quality of the document. It is confined to the case where the person who transfers the right is himself in actual and authorised possession of the document, and the transferee gives value on the face of it, without having notice of any circumstance which would render the transaction neither fair nor honest. In such a case if the vendor is unpaid one of two innocent parties must suffer by the act of a third, and it is reasonable that he who by misplaced confidence has enabled such third person to occasion the loss should sustain it." His lordship cited the well-known case of Lickbarrow *v.* Mason as an authority for that position. Then he went on to consider whether there was any valuable consideration for the endorsement of the bill of lading, and showed that it was endorsed and handed over in pursuance of a previous agreement of the 26th December, 1866, which is also set up in this case, by which the parties agreed to transfer all goods and bills of lading or other documents for all goods "now on the way hither, to arrive in December, 1866, or January, 1867." The bill of lading was not handed over, nor had it even arrived at the time when the agreement was entered into. Sir Joseph Napier goes on to say,—"But in this case, at the time of the assignment Maclean had not possession of the documents. Nothing was advanced on the faith of them. There is merely a general description of the documents expected to arrive, without knowing their contents, or how far they might be limited or qualified. The property of the firm in the goods expected was not only subject to special stipulations in the contracts of sale in the case of two of the three parcels, but was also subject in all the three to the lien of the unpaid vendors." Then he says,—"Doubtless the vendor's claim cannot prevail against the claim of a transferee for value given on the faith of a negotiable security fairly and honestly taken. To the extent to which he has so given value, he has a prior claim. But the rule is founded on the reason of it as already explained, *cessante ratione cessat ipsa lex*. Where there is no advance made or value given upon the faith of the documents, where the object is simply by a sweeping clause to gather in whatever may be got to recoup the creditor of a debtor who had become insolvent for an improvident advance made upon the faith of a totally different security, where upon the true construction of the assignment no interest passed that would place the assignee in a better position than the assignor, it appears to their lordships that such a transfer so made, and under such circumstances, cannot be held sufficient to defeat the vendor's claim.' But the present case differs from that case, inasmuch as on the 14th of December, 1866, the bill of lading was in the hands of Lyall, Still, and Company, and they endorsed and handed it over to the bank for the considerations to which allusion has already been made. It was handed over at that time for a valuable consideration.

Now it must be taken that the consideration for the deposit by the said firm of Lyall, Still, and Company with the defendants of the said bill of lading was the release of the said firm from their original contract to supply shipping documents of China produce, the substitution of a new agreement, and the abandonment of the threatened legal proceedings. The defendants admit that on the 22nd December, 1866, the said firm of Lyall, Still, and Company did execute the writing or document set out in the 21st paragraph of the said bill, and that the said

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writing or document purports to be an assignment of the property therein mentioned to the defendants jointly with the Comptoir d'Escompte de Paris. They admit that the said assignment and the facts relating thereto were the subjects of a suit recently heard and decided. It is, in fact, the same agreement as that set up in Rodgers's case; but they say that the deposit of the said bill of lading for the said fifty trusses of long ells by the said firm of Lyall, Still, and Company with the defendants was a transaction anterior to and independent of the said assignment, and had no relation thereto or therewith. Their Lordships are of opinion that the transfer of the bill of lading in this case was for a valuable consideration. It was transferred on the 14th December, and had no relation to the document, which was executed on the 16th of December. This case differs entirely from Rodgers' Case, because the bill of lading in that case was not handed over at the time, but was handed over in pursuance of the agreement generally to hand over all bills. In this case it was handed over specially at the time in consideration of the release and of the abandonment of proceedings for not delivering over the shipping documents. It therefore appears that the bank did obtain the legal right to the goods by the endorsement of the bill of lading for a valuable consideration, and whether they afterwards actually received possession of the goods or not they had a legal title to them, without notice, and that legal title was not affected by the equity arising out of the circumstances under which the goods were sold by Messrs. Henderson and Company to Lyall, Still, and Company.

This case comes entirely within the case of Henderson and Company *v.* The Comptoir d'Escompte de Paris, in which their lordships held that the bank got the legal title to the goods, and that that legal title was not affected by the equity arising from the terms upon which the goods were originally sold.

It was suggested that probably the bank gave back the bill of lading in consideration of Lyall, Still, and Company's handing over to them the proceeds which they had received from the purchasers—that Lyall, Still, and Company having got the proceeds which had been paid to them in anticipation, they handed over those proceeds, got the bill of lading back, and then handed over the goods to the purchasers. Even if Lyall, Still, and Company did sell the goods and receive the proceeds from the purchasers, and hand over the money to the bank, the bank would not be effected by the equity between Messrs. Lyall, Still, and Company and Messrs. Henderson and Company as they had notice of the terms upon which the goods were sold, and when Lyall, Still, and Company handed over to the bank the money which they had received as payment for the goods the bank got a legal title to the money and was not affected by any equity which might exist between Messrs. Henderson and Company and Lyall, Still, and Company, arising out of the agreement under which the goods were sold. Therefore, under no circumstances were the bank liable or affected by the equity existing between Messrs. Henderson and Company and Lyall, Still, and Company, and they cannot be declared to be trustees for Messrs. Henderson and Company of the proceeds of the goods.

Under these circumstances their lordships will advise Her Majesty that the suit cannot be maintained, that the decision of the learned judge ought to be reversed, and that the bill be dismissed with costs in the Court below, and the costs of this appeal.

Literature.

At a meeting of the Anthropological Institute Mr. Hyde Clarke read a paper on "Researches in Prehistoric and Protohistoric Comparative Philology, Mythology, and Archæology, in connection with the Origin of Culture in America, and its Propogation by the Sumerian or Accad Families." It dealt with the relations of language to culture, as cultural philology. A sketch was given of the succession or chronology of languages, the earliest places being assigned to the pygmean and cannibal races, and the distribution of the various classes in America, Africa, and India, being dealt with. With regard to the epoch of the monument-building peoples, affinities of language were shown among these; and Mr. Clarke proposed to employ Sumerian for the class, and Accad for the single language. Starting, probably, from High Asia, one branch passed as Accad to Babylonia, and another to India and Indo-China, including Pegu and Cambodia (Kemer). Thence traversing the Pacific by Easter Island, and following the Agaw, a migration passed into America, founding the Aymara domination in Peru, and that of the Maya in Yucatan.

The *Oriental* for May contains a chapter on Persian Poetry, and some interesting papers on Indian matters, among others one entitled "The After Consequences of the Famine." There is a letter on China from a Hong Kong correspondent, in which the writer describes life in Hong Kong in a style which would scarcely be found in the more serious communications of the regular newspaper correspondent.

In the *Academy* of May 30 Sir Rutherford Alcock reviews Mr. Adams's "History of Japan" and Mr. John Frederick Lowder's translation of the "Legacy of Jeyas deified as Gongen Sama." Writing of the former work Sir Rutherford says:—"It is not an easy task to write a popular history of Japan; not that there is any lack of stirring incident and all the elements of interest which make the charm of other histories, but simply because the people themselves are so alien in race and type, and until very recently so disconnected with everything European that they are outside the range of our sympathies." Mr. Adams has, says the reviewer, executed his task, as far as it has gone, with great care. With regard to Mr. Lowder's translation Sir Rutherford writes:—"This little work is of the highest value, as giving a clear insight into the policy and maxims of government of one of the ablest and most distinguished rulers Japan has ever had, written at a time when by his personal influence he could not only establish a whole code of laws under his own supervision, but make these and the principles and maxims on which they were founded the governing ideas of succeeding generations of Japanese."

The *Geographical Review* for June opens with a chapter on the "Railways of Peru," by the Editor. In an article entitled "Singapore," a very interesting sketch of the island is given. The writer received the account of the taking possession of Singapore by the English from Mr. Archibald Ritchie, who was present. Although the position of Singapore would lead to the belief that it had been selected for a settlement, owing to its being the key to the entrance to the China Sea, yet, according to the writer of this paper, the choice of the island as a British station was far more the result of accident than of design, the expedition that founded the settlement having actually sailed for another destination.

In the June number of *Blackwood* an article appears entitled the "Romance of the Japanese Revolution." The writer—whom we believe to be a gentleman who represented a London paper at the Vienna Exhibition—after dealing with the history of the hostilities between various parties in Japan, asks with regard to the future:—"We should be glad to know, for example, who are the real rulers of the country; what is the actual state of feeling under the apparent calm; how the foreigners are regarded, for they have undoubtedly been at the bottom of everything; what has become of the hordes of disbanded swordsmen whose occupation is gone, and who are reduced to penury; whether the secularised and disendowed priests of a once popular religion still retain their hold on their devotees, and are disposed to preach a holy war by invoking the support of the interests that have suffered; and last, but not least, comes the financial question—indeed, it must take precedence of all the others, in states that rank as Japan aspires to do. Will the new financial machinery, so suddenly improvised, support the strain of those heavy burdens that are the consequence of this general imitation of all things European?" On the subject of the leaders of the revolutionary movement the writer says:—"But what are we to think of the conduct of the daimios themselves? The Princes of Satsuma, Chosiu, Hitzen, and Tosa had overthrown the Shogun, apparently because he was menacing their feudal authority, or at least because he seemed likely to increase his own in virtue of his more intimate relations with the strangers. And the first step they took after this victory was to resign all they had been fighting for, and infinitely more than anyone would have dreamed of exacting of them, even had they been prostrated in a series of disastrous campaigns. They volunteered the abolition of the feudal system, to which they owed their very existence. They offered guarantees for their sincerity by resigning the bulk of their vast territories into the possession of the Crown. They surrendered their valued titles of honour. They consented to receive Crown *préfets* into their hereditary dominions, to administer them absolutely in the name of the central authority." That the writer believes that Japan is being civilised too quickly is apparent from the following remarks:—"Japan has transformed itself into a civilised kingdom, and has advanced itself more decidedly in many respects than some of the ancient monarchies of Europe. It has State Councils and Privy Councils—a House of Representatives, subdivided into committees; it has sixty-six *arrondissements*, each with its *préfet;* it has railways and telegraphs, mints and educational establishments with European professors; it has sent its legations abroad, resident or with roving commissions; and it has a national debt that bids fair to increase rapidly if the credit of the country holds good. But if the successive coatings of civilised varnish have not been laid on far too quick, the atmosphere of Japan must be altogether exceptional."

By the last mail from the Straits Settlements we learn that Colonel Low's work on the "Soil, Climate, and Agriculture of the Straits Settlements of Penang, Singapore, and Malacca," with notes by Messrs. D. Aitken and J. R. Logan, is to be republished.

Naval and Military.

The Thistle and the Curlew are to be paid off and recommissioned at Hong Kong, their new crews proceeding to China in the Victor Emanuel. The Thistle was commissioned at Sheerness on October 25, 1870, and left England on December 6, 1870; and the Curlew at the same port on March 28, 1871, she having left England on April 27, 1871.

The Victor Emanuel, screw line of battle ship, was paid out of commission as a military hospital ship at Portsmouth on the 29th ult., and recommissioned on the following day by her captain, George H. Parkin, for service as depôt ship at Hong Kong. She

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will probably be reported ready for sailing from Portsmouth for China by the 20th inst.

The *Army and Navy Gazette* prints the following remarks upon the disposal of the naval command in China :—

There is no truth in the report that Vice-Admiral Chads has been nominated to succeed Sir Charles Shadwell as Commander-in-Chief in China. It is, however, generally known that he and others of his rank are desirous of obtaining so desirable an appointment, but on the other hand it was a matter of notoriety to the whole service, that had Mr. Goschen remained in power Rear-Admiral Beauchamp Seymour would have been selected to carry his flag to the Celestial Empire, and as the two senior naval members of Mr. Ward Hunt's Board occupied the same posts under his predecessor, we do not see how they can fail to support their former colleague in the attainment of his wishes in this respect. Admiral Seymour has never concealed his desire to be actively employed, and probably would prefer China to any other station if his own inclinations were consulted ; but, as a matter of course, he would never refuse to serve where duty calls him. The China command, with one solitary exception, has always been given to a Rear-Admiral, and this exception was made in favour of a very distinguished officer—the Hon. Sir Henry Keppel. Now, without the least desire to detract from the claims or merits of Vice-Admiral Chads and the other gentlemen who may be aiming for the appointment in question, we do not believe that they seriously consider themselves as being on a level with Sir Henry Keppel. Moreover, if our recollection serves us rightly, we believe that the whole body of the Rear-Admirals (and Admiral Chads was then one of them) protested either publicly or privately against the so-called innovation of appointing a Vice-Admiral to what was termed the birthright of a Rear-Admiral, and if there was any weight in the argument brought forward against Sir Henry's nomination it must now be materially increased in the case of Admiral Seymour, who if there had not been a change of Ministry would undoubtedly have received the appointment from which it is now sought to relieve him. If Mr. Goschen had so wished he might have left a minute on record indicative of his intentions ; which, although not positively binding on his successor, would in all probability have had the desired effect in compliance with old-established custom. Again, it would scarcely be worth while to mortify the feelings of so able and zealous an officer as Admiral Seymour undoubtedly is, by refusing to ratify the engagement of a previous First Lord of the Admiralty. The precedent would be bad, and might hereafter lead to complications which, for the sake of the well-being of the service, it would be desirable to avoid.

A large staff of workmen is being employed in Portsmouth Dockyard on the Victor Emmanuel, which is to be receiving-ship at Hong Kong. The Victor Emmanuel was formerly a two-decker line-of-battle ship of 91 guns, and was called the Repulse ; but on the visit of the King of Sardinia to England, at the close of the Russian War, his Majesty went to Portsmouth, and the Repulse being the first ship he inspected, she was re-christened, after the name of the King. She continued as a line-of-battle ship till last year, when she was converted into a hospital-ship for the Ashantee War, and was specially fitted for the purpose, with the latest hospital appliances. Being intended as a receiving-ship, some alterations are, of course, necessary. The whole of the cots and other hospital fittings on the main-deck are being removed, and some general repairs are being executed. It is possible that a gun or two will be placed on the upper deck for signal purposes. A saloon galley for cooking, on the latest principle, has been erected, and on the orlop-deck are a range of store-rooms ; but the ice-making machine, which answered so admirably during the war, is to be removed. Her lower masts formerly belonged to the Royal Oak. Her crew will number about 200 officers and men, against 820 when she served as a line-of-battle ship. She is to be out of the dockyard sands by the 20th inst.

The following officers who last served on the China station have received appointments as under :—Lieutenant A. S. Hamilton (in the Juno, from 1871 to 1872), to the London, 72, screw ship, Devonport ; Sub-Lieutenant H. J. Jeffrey (in the Iron Duke in 1872), to the London; Mr. W. Ironmonger, chief engineer (in the Thistle, from 1869 to 1872), to the Nymph, 5, screw sloop, Sheerness ; Mr. F. B. Baverstock, paymaster (in the Nassau, from 1870 to 1873), to the Adventure, 2, screw troopship, Chatham ; Mr. W. Armstrong, carpenter (in the Princess Charlotte, from 1869 to 1871), to the Boscawen, training ship for boys.

Captain Henry Boys, R.N., has been appointed to succeed Captain Hood, C.B., as Director of Naval Ordnance. He entered the Navy in 1837, and in 1863 he obtained command of the Pelorus, 21, fitting at Devonport for China, which ship he commanded until September 12, 1864, when he removed into the Barrosa, 21, on the same station, and on January 30, 1867, was paid off. Captain Boys has been employed at sea over thirty years.

The Adventure, 2, iron troop-ship, 2,510 (1,794) tons, 1,227 (400) horse power, lately completed for sea at Sheerness, is to be forthwith commissioned by Capt. John D'Arcy, with a crew of 148 officers and men. Her first voyage will probably be to Japan.

The Iron Duke, flagship of Vice-Admiral Sir Charles Shadwell, K.C.B., on the China station, is expected to leave for England in September. Sir Charles's command terminates on the 29th of August.

We hear that the first battalion of the 10th Regiment, now stationed at Singapore, is likely to remain there some time longer.

Monetary and Commercial.

At the meeting on the 4th inst. of the P. and O. Company the report of the directors was adopted, and an interim dividend was declared at the rate of 5 per cent. per annum.

The National Provincial Bank of England announces a half-yearly dividend at the rate of eight per cent. per annum, and a bonus of nine per cent.

At a meeting of the board of the London and River Plate Bank, the usual interim dividend of 5 per cent. for the half-year ended 31st March last was declared.

Close holiday was maintained in the Manchester Market up to the end of last week, and business is scarcely yet resumed. The market exhibits a quiet tone, with only small demand for either Yarns or Goods. Producers show some disposition to make small concessions on last week's quotations, but there is no pressure to sell as far as regards the better descriptions. The lower qualities, however, find scarcely any market, and holders would be glad to realise at easier rates.

The Japanese Nine per Cent. Loan stands at 106 to 108, the Seven per Cent. at 96 to 98.

The Eastern Telegraph Company's traffic receipts for the month of May, 1874, amounted to £30,225, and to £29,852 in the corresponding period of 1873. The traffic receipts of the Eastern Extension Australasia and China Telegraph Company (Limited) for last month amounted to £18,879, and to £15,616 for the corresponding period of 1873.

At the Bankruptcy Court, Mr. J. Waddell, accountant, was appointed the trustee, under the failure of Messrs. Rodocanachi Brothers, merchants, of Ethelburga House, Bishopsgate-street. The liabilities to rank are estimated at £20,000, with assets not yet ascertained. The case of Messrs. Oppenheim and Schrader, merchants, of Mark-lane, who have presented a petition for liquidation of their affairs by arrangement or composition, has also been brought before the Court. The liabilities are returned in the petition at £900,000, the assets being roughly estimated at £700,000 or £800,000. Mr. Arthur Cooper, public accountant, was appointed receiver and manager.

The demand for the Continent has been sufficient to absorb the arrivals of Bar Silver, the orders are, however, nearly completed, and a slight reduction in price may be looked for within the next few days. The Mexican dollars received by the West India and American steamers were but few, and consequently realised a slightly better price ; they were sold at 58½d., a rise of ⅛d. per ounce.

The bullion per P. and O. steamer *Hindostan*, which left Southampton June 4, was—in gold, to Galle, £115 ; in silver, to Penang, £2,083 ; to Singapore, £85,492 ; to Hong Kong, £10,000 ; to Shanghai, £8,420 ; total in gold, £115 ; in silver, £105,995.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May29	Otter	Croscombe	Ceylon	London
29	Evelyn	Knowles	Colombo	Do
28	Paradies	Popps	Hong Kong	Do.
29	Hector (s.)	Bewley	China Singapore, &c.	Do.
27	Eurynome	Watson	Rangoon	Liverpool
28	Einar Thambarskelver	Meling	Do.	Do.
28	Inheritance	Preston	Singapore	Do.
28	Banian	Alleyne	Manila	Do.
24	Prins v Orange (s.)	—	Batavia	Antwerp
	Cashmere	Norton	Manila	San Francisco
	Henry Buck	Blanchard	Batavia	New York
29	Avona	Hopgood	Ceylon	London
29	Annie M. Smull	Packer	Manila	Do.
29	Verona	Collins	Colombo	Do.
28	Amazone	Olsen	Samarang	Texel
29	Eleanore	Evans	Rangoon	Falmouth
29	Pallas	Luders	Saigon	Do.
29	Saga	Silfversparre	Akyab	Do.
28	Nola	McRae	Ilo Ilo	Liverpool
	Cyclone	King	Pasaroeang	New York
28	Voorlichter	Willigen	Banjoewangie	Texel
June 1	Coniscliffe	Barker	Colombo	London
May29	Cornelius	Croese	Java, for Rotterdam	Off Dungeness
31	Hoek v. Holland	Otto	Batavia	Helvoet
30	Madura (s.)	—	Do.	Texel
30	Jacoba & Christina	Mulder	Java	Do.
26	Vesta	Soost	Canton	Bremerhaven
	Jean Sands	Lefevre	Hong Kong	San Francisco
	Rainbow	Thayer	Zebu	Boston
	Teresa	Davies	Rangoon	Queenstown
June 1	Phantom	Masters	Galle, &c.	London
1	G. B. Lavarello	Bartoletti	Singapore	Do.
May31	Leonie	Hirigoyen	Saigon	Falmouth
June 1	Ruth	Minto	Pasaroeang	Do.
May30	Buenaventura (s.)	Eurachevarria	Manila and Singapore	Liverpool
31	Glenesk	Alexander	Rangoon	Do.
	Eastern Star	Lankester	Java	Clyde
28	Java (s.)	v. de Kaap	Do.	Off Dungeness
30	Europa	Hansen	Rangoon	Cuxhaven
31	Emulation	Hartz	Colombo	London
June 2	Stanley	Littlehailes	Maulmain	Falmouth
2	Express	Ferraro	Rangoon	Do.
1	Thurso	Simpson	Batavia	Liverpool
	Star of Hope	Brownsky	Java	Queenstown
	Hope	Cromar	Do.	Do.
May28	Noach III.	Kruyt	Batavia	Brouwershaven
31	County of Forfar	Stewart	Banjoewangie	Do.
June 2	Lumley Castle (s.)	Brown	Akyab	London
2	Burnside	Pendergast	Kobe	Do.
3	Nieuwland	Ruhaack	Rangoon	Falmouth
3	Telki	Petersen	Batavia	Do.
2	J.P.V.R. (Nor. barq.)	—	Akyab	Off the Lizard
4	Hippolyta	Watson	Rangoon	Liverpool
May30	Cornelia	Croese	Banjoewangie	Texel
30	Henriette E. Susanne	Meyboom	Do.	Helvoet
June 1	Dipton	Anderson	Sourabaya	Do.
May30	City of Perth	—	Singapore	Marseilles
	Queirolo	Traverso	Batavia	New York
June 1	Presidt. v. Rykevorsel	Leimen	Java, for Amsterdam	Off Dungeness
3	Idun	Troye	Akyab	Falmouth

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DEPARTURES.

Date.	Ship.	Captain.	For	From
May27	British Constitution...	Eveson	Galle	Shields
23	Tanias (s.)	Regnier	Hong Kong	Marseilles
29	Hope	Boulton	Penang	London
30	Lucerne	Russell	Shanghai	Do.
29	Glamis Castle (s.)	Holmes	Singapore, China, &c.	Do.
28	Southern Cross	—	Anjer	Liverpool
30	Craigforth (s.)	Scott	Colombo	London
29	Frederick Tudor	Bradford	Hong Kong	Cardiff
29	H. Adriana	Bonger	Singapore	Do.
29	Madras	Hamilton	Java	Androssan
29	Arbutus	—	Galle	Newcastle
20	Billiton (s.)	Meyer	Batavia	Cadiz
30	Maibit	Olterman	Singapore	Cardiff
	Priam (s.)	Seale	Singapore, China, &c.	Liverpool
June 3	Solent	Meldram	Singapore	London
3	Paraguay (s.)	Williams	Colombo, &c.	Do.
May31	Borneo (s.)	Jaski	Java	Southampton
29	Amstel	—	Singapore	Penarth
29	Essen (s.)	Jurgensen	Penang, &c.	Cuxhaven
June 1	Alblasserward	Zwaart	Batavia	Newport
2	Eugenio	Capreiro	Hong Kong	Cardiff
8	Charles Albert (s.)	—	London & Yokohama	Liverpool
May30	Caranjah	Cawse	Hong Kong	Hamburg
	Mactaan (s.)	Larrinaga	Manila	Leith
June 4	Hopewell	Parsons	Hong Kong	London

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
May — ...	... Leon	... Liverpool	... Singapore, &c.
— ...	... Good Hope	... London	... Colombo
— ...	... Olympia	... Hamburg	... Shanghai
30 ...	... Diomed	... China	... London
30 ...	... Malda	... Cardiff	... Hong Kong
June 1 ...	... Antenor	... Singapore	... London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Galley of Lorne. For Singapore, Hong Kong, and Shanghai: Glengyle. For Colombo, &c.: Eldorado.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Laurel, Penrith, Carnarvonshire, Black Prince, Evelyn. For Shanghai: Guinevere. For Hong Kong: Lord Macaulay, Beemah, Chinaman, Windhover. For Penang: Excelsior, Glenisla. For Singapore: Dewa Gungadhur, Western Chief. For Colombo: Mirella, Electra, George Shotten. For Batavia and Sourabaya: Eme. For Sourabaya, &c.: Canaan. For Bangkok: Lyra. For Chefoo: Bridgetown. For Galle, &c.: Heather Bell.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.). For Ceylon, &c.: Alexandra. For Batavia and Sourabaya: Yanikale. For Colombo: &c.: John Tennant (str.).

At GLASGOW.—For Singapore: Ringdove, Sumerset (str.), Brisbane (str.). For Batavia, Samarang, and Sourabaya (via Nieuwe Diep): Prinses Amalia (str.). For Singapore, Hong Kong, and Shanghai (Java and Japan): Glenfinlas (str.).

SPOKEN.

CANNING, Singapore to Marseilles, March 22, 32 S., 34 E.
CEYLON (ship), Japan to Falmouth, May 16, 31 N., 38 W.
JULIE, Shields to Java, April 12, 10 S., 32 W.
MORNING LIGHT, Liverpool to Hong Kong, May 13, 11 N., 26 W.
H. K. R. Q. (Swed. ship), Newcastle to Singapore, April 9, 28 S., 27 W.
P. N. M. Q. (?) (Itn.), Singapore to Lon., Mar. 3, 30 N., 41 E., 46 days out.
GUIEBIETA, Java to Falmouth, March 13, 25 S., 67 E.
SARAH NICHOLSON, Foochow to New York, April 11, off the Cape.
LORD ASHBURTON, Japan to Falmouth, May 6, 21 N., 38 W.
ANTJE (Dutch), Bali Straits to Rotterdam, May 1, 11 N. 30 W.
L.F.H.P. (Pelikan of Altona), Hamb. to River Amoor, April 17, 34 S., 14 W.
VELOCITY, Penang to London, 37 N., 31 W.
ZES GESUSTERS, Sourabaya to Rotterdam, April 22, 3 S., 20 W.
JOHANNA (Dut.), Java to Rotterdam, April 19, 7 S., 17 W., 82 days out.

FREIGHTS AND CHARTERS.

There is little animation in freights, and rates show on material alteration. The change of wind is bringing up a fair number of ships, which will supply the different berths. Homeward a good inquiry exists for suitable vessels from Manila and Java. Coal freights to Singapore and Galle have advanced.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 55s. weight, 45s. meast. To Hong Kong: 55s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Shanghai: 35s. weight, 25s. meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 30s. weight, 22s. 6d. meast. To Penang: 30s. weight, 25s. meast. To Colombo: 27s. 6d. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast. To Bangkok: — weight; — meast. To Chefoo: — weight: — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £33, f.c. To Penang: £31, f.c. To Colombo: £30. To Galle: £30. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 42s. 6d To Shanghai: 42s. 6d. To Hong Kong: (small) 34s. To Singapore 30s. To Galle: 29s. to 30s. To Colombo: 30s. To Manila: 25s. to 30s.

From Birkenhead, per ton.—To Singapore: 25s. To Hong Kong: 25s. To Galle: 26s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

CASUALTY.

A telegram from Shanghai, May 30, announces that the Agamemnon (str.), with tea, grounded at Hankow, but got off undamaged after discharging part of cargo, and would probably leave 28.

MISCELLANEOUS.

At ST. HELENA.—April 14, Emilia Seconda (barque), Gazzola, from Samarang, and sailed, same day, for Falmouth; 16, Star of the South (ship), Smith, from Zebu, and sailed, same day, for New York; California (Dutch ship), Deinum, from Banjoewangie, and sailed, 18, for Amsterdam; 16, Nereus (Dutch barque), Dierksen, from Banjoewangie, and sailed, 17, for Rotterdam; 17, Grenada (English ship), Wayman, from Java, and sailed, same day, for Queenstown; 20, Florence (English ship), Houston, from Banjoewangie, and sailed, 21, for Rotterdam; 21, Ranavola (English barque), Bertie, from Ilo Ilo, and sailed, 26, for the Channel; 23, Graafstroom (Dutch barque), Le Clercq), from Padang, and sailed, 24, for New York; Palestine (English barque), from Shanghai, and sailed, same day, for Montreal; 24, Sophie (French barque), Raoult, from Batavia, and sailed, same day, for Rotterdam; 24, Ville de St. Servan (French barque), Galenne, from Batavia, and sailed, 25, for Liverpool; 25, Cape City (English barque), Buckley, from Ceylon, and sailed, same day, for London; 25, Zorabh (English barque), Fullerton, from Hiogo, and sailed, 26, for London; 26, Vesta (Dutch barque), Boer, from Tjilatjap, and sailed, 28, for Amsterdam.

Off ST. HELENA.—April 23, Naomi (English ship), from Singapore, for New York, 56 days out; May 10, Gleam (of London) (English barque), from Java, for Rotterdam, 66 days out.

At ASCENSION.—April 27, Otto, Brolan, from Sourabaya; 25, V.N.G.S. (Golden Fleece barque), from Colombo, for London; 28, H.M.L.N. (Lennox Castle, ship), from Canton, for London; 30, J.W.T.G. (Amity, British barque), from Singapore.

Advices from Mauritius, May 1, state that the Phrenologist was proceeding with her repairs, which may be finished by the end of the month; she is to be re-masted and re-fitted.

At MAURITIUS.—April 7, Mohely, Renier, from Bangkok; 17, Lion, Engrand, from Akab; 11, Cap Sing Moon, Sorruzen, from Saigon; 4, Eve, Merceron, sailed for Galle; 27, Glaneuse Boisseliaux, sailed for Galle; 28, Fortune, Taylor, sailed for Anjer (Java).

At REUNION.—April 19, Suzanne, Behoteguy, from Saigon; Mathilde, Besson, from Chittagong.

The report of the arrival of the Helena Anna at San Francisco, May 8, from Batavia, was erroneous.

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Established in 1833.

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The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

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Machines to make doz. bottles per day.				PRICES		
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	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
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GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, June 4 & 18, at 2 P.M., and every alternate Thursday.	Friday morning, June 12 & 26, and every alternate Friday.	Monday, June 15 & 29, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, June 4, at 2 P.M., and every fourth Thursday.	Friday morning, June 12, and every fourth Friday.	Monday, June 15, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

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Sindh	June	21	For Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr	July	5	
Tigre	July	19	
Amazone	August	2	
Ava	August	16	
Iraouaddy	August	30	

The Steamers of the 5th July, 2nd and 30th Aug. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 21st June, 19th July, and 16th Aug. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... ... „ Saturday, 5 P.M.
Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Chinaman ...	A1 14 yr.	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jno.C.Munro	A1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the Indin, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	June 10
Glenfinlas	100 A1	2,120	330	June 30
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenengles	100 A1	2,120	330	New boat
Glencarn	100 A1	2,130	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The s.s. VANCOUVER, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama and Hong Kong on the 25th June; the s.s. VASCO DA GAMA, 3,000 tons, on the 15th July, for the same ports.

Through tickets from Liverpool to Japan and China may be obtained, together with full information, on application to MALCOLM, HUDSON and Co., 5, Crosby-square, E.C., shipping agents in London to the C.T.P.S.S. Company.

Steam via the Suez Canal. To sail on the 13th June.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer GALLEY OF LORNE, 100 A1, 1,390 tons register, 240-horse power nominal; W. H. BURGOYNE, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

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STEAM TO YOKOHAMA, PENANG, SINGAPORE, and HIOGO.—The magnificent steamship MURIEL, A1 18 years, 880 tons; to sail June 13; will load in the Victoria (London) Docks.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The undermentioned high-classed SHIPS will be despatched as follows:—

Ports.	Ship.	Class.	Tns.	Dck.	Last shipping day.
Chefoo	Bridgetown ..	A1 13 yr.	314	E.I.	With des
Yoko.& Higo.	Denbighshire	A1 15 yr.	483	E.I.	With des
Do.	Carnarvonsh.	A1 14 yr.	388	E.I.	To follow
Do.	Black Prince	A1 17 yr.	750	E.I.	To follow
Do.	Glamorgansh	A1 14 yr.	472	E.I.	Tofollow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Batavia and Sourabaya.	Eme.....	A1 16 yr.	S.W.I.D.	With des.
Hong Kong..	Ld. Macaulay	A1 14 yr.	S.W.I.D.	With des.
Hong Kong..	Beemah	A1 12 yr.	S.W.I.D.	With des.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	AA113yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

FOR YOKOHAMA AND HIOGO, JAPAN.

Ship.	Tons.	Class.	Dock.	To sail.
Laurel.....	638	A1 14 yr.	E.I.D.	June 10
Whiteadder	915	A1 12 yr.	E.I.D.	To follow

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Glengyle, s.s. ...	1,676	McGregor, Gow, & Co	June 10
Galley of Lorne ...	1,390	Shaw, Maxton, & Co.	June 13
Dewa Gungadhur ...	595	Wright Bros. & Co.	June 20
Glenfinlas, s.s. ...	2,120	McGregor, Gow, & Co.	June 30

LIVERPOOL.

Patroclus, s.s. ...	1,607	Alfred Holt ...	June 11
Hector	1,522	„ ...	June 27

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 8, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 563.] LONDON, MONDAY, JUNE 15, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received June 15.
JAPAN—Yokohama	Mar. 6	April 22	April 23
Yedo			
Osaka and Hiogo	Feb. 20	„ 15	„ 17
Hakodadi			
Nagasaki	„ 27	„ 16	„ 19
CHINA—Peking	—	—	„ 15
Tien-tsin	—	—	„ 19
Chefoo	—	—	„ 18
New-chwang			
Hankow	—	—	„ 23
Kiu-kiang	—	—	„ 22
Chin-kiang			
Shanghai	Mar. 6	„ 19	„ 26
Ningpo	—	—	„ 24
Foochow	—	—	„ 26
Formosa			
Amoy	—	—	„ 27
Swatow	—	—	„ 28
Hong Kong	„ 20	„ 28	May 2
Canton	—	—	Apr. 30
Macao	—	—	May 1
PHILIPPINES—Manila	„ 13	„ 23	Apr. 26
COCHIN-CHINA—Saigon	—	—	May 6
SIAM — Bangkok	—	—	„ 4
BORNEO—Labuan	—	—	Apr. 29
Sarawak	—	—	„ 27
JAVA — Batavia	„ 27	May 1	May 7
Samarang	—	—	Apr. 25
Sourabaya	—	—	„ 30
MALACCA STRAITS—Singapore	Apr. 3	„ 4	May 11
Penang			
CEYLON—Galle	„ 24	„ 17	„ 19
Colombo	—	—	„ 16

THE MAILS, &c.,

The French mail, with advices dated as above, was delivered, *via* Marseilles, this morning, its due date. The next inward (P. and O.) mail, with dates Yokohama, 29th April; Shanghai, 3rd; Hong Kong, 9th; Singapore, 17th May, is due, *via* Brindisi, on Monday next, the 22nd inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Hoogly*, arrived June 12.—From Yokohama: None. From Shanghai: Messrs. Lynes, Keel, Besier, Grumbeck, Mr. and Mrs. Hartmann. From Hong Kong: Messrs. D'Aiguebelle, Commend, Young, Khan, Wilkin, Gifford, Mr. and Mrs. Sidney Deacon, Mr. and Mrs. Bourot. From Batavia: Mr. and Mrs. Fasch. From Singapore: Col. Roberts, Messrs. Samuel, Haimo, Cuezto, Hervè, Durand, Oluguer, Barrol, Horren. From Galle: Messrs. Wiggin, Segès, Girard, Miston, Stack, Lowell, Waller, Campbell, Barry, Defoy, Mr. and Mrs. Koffer, Mr. and Mrs. Greenberg, Mr. and Mrs. Silbertin, Miss Claridge. From Aden: Mr. William Scott.

PASSENGERS OUTWARD.

Per P. and O. steamer *Hindostan*, from Southampton, June 4.—To Yokohama: Mr. Clifford Bate. To Shanghai: Mr. F. Mawhood. To Singapore: Mr. A. P. Talbot, Mr. N. P. Trevenen. To Ceylon: Mr. and Mrs. G. W. Paterson and child, Major-General Street, C.B., Mrs. Street, and two daughters, Mr. R. H. Sinclair, Lieut. Grant. To Batavia: Mr. E. Charuley.

Per P. and O. steamer *Sumatra*, from Venice, June 12.—To Ceylon: Mr. W. D. Wright, Mr. J. R. Hedges, Mr. W. G. Laurie, Mr. and Mrs. Fellows.

Per P. and O. steamer *Mirzapore*, from Southampton, June 18.—To Hong Kong: Mr. Robb, R.N. To Penang: Comr. McLeod. To Ceylon: Mr. Barter, Mr. N. H. Dawson, Mr. J. P. Murray.

Per French steamer *Sindh*, June 21 (booked from London).—To Shanghai: Mr. Maertens. To Batavia: Mr. Courregolles, Mr. Filhoe, Mr. de la Grye, Mr. Hatt, Mr. Kerton. To Singapore: Mr. Morrison. To Saigon: Mr. A. Dennis. To Galle: Mr. Elphinstone, Mr. Ludgyens, Mr. McIntosh, Mr. Jameison, Mr. A. Ross, Mr. Walter.

Per French steamer *Anadyr*, July 5 (booked from London).—To Yokohama: Mr. and Mrs. Goriachs. To Shanghai: Mr. Fleuriars, Mr. Blazez, Mr. Lapied, Mr. Huet, Mr. Monnier. To Singapore: Mr. Ringer, Mr. V. Gendt. To Galle: Mr. Primo. To Saigon: Ten Missionaries.

Per French steamer *Tigre*, July 19 (booked from London).—To Shanghai: Mr. and Mrs. J. J. Buchheister. To Batavia: Mr. Andre, Mr. Angot. To Singapore: Four Missionaries.

Per French steamer *Amazone*, Aug. 2 (booked from London).—To Hong Kong: Five Missionaries. To Shanghai: Five Missionaries.

Per French steamer *Ava*, Aug. 16 (booked from London).—To Shanghai: Ten Missionaries.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Batavia: Mr. and Mrs. Oosteron and two children.

Per steamer *Galley of Lorne*, from London, June 17.—For Penang: Mr. S. I. Cross. For Shanghai: Mr. D. Blackie, Mrs. Tyler and two daughters, Mrs. Poignand and child.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 8th inst. and published in our last issue.

CHINA.

PEKING.

A correspondent writes:—For some ten days back I had noticed that the centre of the public road leading from the palace of the Emperor to the Temple of the Sun, lying outside the east gate of the city, was being levelled and repaired, and that the carts, horses, &c., were prevented by ropes and notices from using that portion of the thoroughfare. We were at the same time given to understand that the Emperor would in a few days visit the Temple of the Sun. Yesterday afternoon a proclamation from her Britannic Majesty's Legation gave British subjects resident in Peking the following information for their guidance:—

"Her Britannic Majesty's subjects in Peking are requested to take notice that the Emperor of China will proceed to-morrow from the east gate of the palace by the great east gate of the city to a temple outside the walls, and that the streets along which his Majesty goes and returns will be closed to all passengers.—By order.

"W. GRAHAM SANDFORD, Secy. to H.B.M.'s Legation.

"British Legation, 20th March, 1874."

SHANGHAI.

The present mail brings advices from this port to the 26th April; the P. and O. mail from London March 6 arrived out on the 19th April. The following items of news are from the *North China Herald*:—

This is always a dull season in Shanghai, as regards business. All the tea and silk is sold, and a month has to elapse before looking for new supplies; all the public companies have held their annual meetings, and people take the opportunity of going in for amusement.

The S. V. C. Spring Rifle Meeting has extended over four days of the week, and has produced some good shooting under varied circumstances of wind and weather. The International Match was won, after a good contest, by the Scottish team, who scored 179 points against the English 161. The meeting is the most successful one that has been held in Shanghai, and we are sure that we only express the feeling of the whole volunteer corps in congratulating Lieutenant Sim, the Musketry Instructor, on its success; for there can be no question that this is very greatly due to the energy with which he has worked out the arrangements.

The first Yacht Race of the season was held in weather which was simply perfect for the occasion—a fresh breeze and bright sun; and a large number of spectators availed themselves of invitations to follow it. The race for the Challenge Cup was one of the closest ever run here, the *Nimrod* coming in barely

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three minutes ahead of the *Phantom*, but losing to the latter by three-quarter of a minute, owing to the time concession she had to make on account of her longer water line. The Houseboat race was won by the *Widgeon*.

Judgment has been given in H.M. Supreme Court in the cases lately tried there relating to the *Alhambra*. The Captain's claim for a balance of account is allowed. Cheap Jack and Co.'s claim for provisions supplied is allowed, but that for advances disallowed.

A commemorative service has been held at Saint Joseph's Church for the souls of the crew and passengers of the *Nil*. It was numerously attended.

We understand that after very deliberate consideration of the designs sent in for the proposed new Municipal buildings the Council have decided that in their opinion the one submitted by Mr. W. Kidner is the most suitable. Plans were prepared by five competitors, to whom, in accordance with the resolution passed at the last Ratepayers' meeting, the Council award Tls.200 each. All the designs were based upon the principle of allowing the work to be proceeded with and become available sectionally, but the one to which the Council have given preference is, we learn, more especially characterised by this prudential consideration. It is, we believe, intended to submit the designs for public inspection at the Municipal offices for a week before the forthcoming Ratepayers' meeting.

The absence of any advice of the arrival of the American barque *Scotland*, 441 tons, which left Shanghai for Swatow on the 14th March, with a cargo of beancake, leads to some apprehensiveness regarding her safety. From the date of her departure, it is probable that she would have encountered the gale of the 16-17th March, which caused the loss of the steamer *Manchu*. It is hoped, however, that she may only have been driven far to the south, when, supposing her rigging had suffered damage, she might be a long time in working back to her destination.

We have received the twelfth annual report of the Peking Hospital, for 1873, by Dr. Dudgeon. The income during that period was Tls. 547, and the expenditure only Tls. 380. Yet we are glad to learn that the record is one of continued success. There has been no great variation in the number of patients prescribed for, but the influence of the hospital is said to be yearly extending. Its connection with the higher and official classes has been year by year steadily increasing, and in no year have more officials been attended, or more grave cases treated, than in the one under review.

The case of the proprietors of the *North China Herald v.* Lane, Crawford and Co. was heard before Sir E. Hornby. The plaintiffs applied for a summons calling upon the defendants to show cause why a certain agreement for submission to arbitration entered into by the plaintiffs and defendants should not be made a rule of Court. An award had been made in favour of the plaintiffs by Mr. Mouat, but a dispute having arisen the plaintiffs filed a petition to enforce compliance with such award. His lordship ordered that the submission be made a Rule of Court.

Our Peking correspondent seems to have been fortunate in getting a glimpse of the Emperor on his way to the Western tombs; at any rate he gives minute and interesting details of the procession. His Majesty started on the 10th, and is expected back on the 16th. Before entering the west gate of the city, the Empress Dowager and the Empress Consort halt at a temple, where their respective relatives will be admitted to interviews with them on a family footing. This is an occurrence of extreme rarity. The annual interviews at the palace are confined to a rigid form of ceremonial. His Majesty's absence is the signal for a holiday in the diplomatic world. The Peruvian Minister and suite have gone to the Great Wall, as have, also, two foreign gentlemen, who are trying to move the Woosung Bar. The weather has become warm, and every one is putting on thinner clothing. It is expected that the Russian Minister will ask for an audience when the Emperor returns from his excursion.

A Ningpo correspondent writes:—Mr. Beebe goes away by to-day's steamer, with the good wishes of the whole community; and I write to let you know the fact, in order that the records of Ningpo to be found *in extenso* in your columns, may not fail mention of the most gratifying fact to be found therein—that although we are a small community, of different nationalities and conflicting interests, one man at least has managed to live among us twelve months without a quarrel, and can go away leaving regrets alone behind him.

Our Hankow correspondent writes:—We had a most successful spring meeting last week. The weather was everything that could have been desired, excepting a heavy thunder shower on the afternoon of the second day. There were no serious accidents, and no disputes whatever. The race ball came off on the 14th, and was well attended and much enjoyed. I learn that we are to have a bowling match between our club and your senior alley, on Tuesday, the 21st inst.

The river abreast of Kintoan Beacon has been the scene of a very melancholy accident. Captain Kofod, one of our oldest pilots, having occasion to go down to the place indicated to raise an anchor that had got foul of the telegraph cable, allowed his son Charles, a bright and promising boy of eight years, to accompany him, in the pilot schooner *Maggie*, on board of which, besides the usual crew, there also was Mr. Dummel, the chief officer of the Telegraph Company's steamer *Orsted*. About 10 A.M. they had succeeded in getting a chain attached to the anchor, and were engaged in heaving it up by the *Maggie's* bows, when Capt. Kofod, fearing lest the strain should cause anything to snap, directed his boy to go aft out of the reach of danger. About half a minute afterwards he was startled by a cry from one of the crew that Charles was overboard, and rushing aft saw his boy drifting away with a very strong ebb, about ten yards off. Mr. Dummel, an able swimmer, heavily dressed and booted as he was, plunged at once into the water and rapidly gaining on the boy, got his arm round him, and got the child's arm on his shoulder. The schooner's dingey was at once lowered and pulled by the crew to the rescue, Capt. Kofod standing on the schooner paralysed with terror. On nearing Mr. Dummel and the child, the crew rounded the dingey to, and held out an oar to Mr. Dummel to catch. The latter had been now a considerable time in the water, and was much exhausted by the down-draught of his wet clothes, boots, &c., besides his burden, and as he caught at the oar with both hands the child seems to have slipped beneath his arm and gone down. He must have been swept away by the under current, as he never rose to the surface again. With sad hearts they returned to Shanghai; and getting notices printed in Chinese, offering $100 reward for the recovery of the body, these were last night taken down for distribution among the Chinese fishermen, from Woosung downwards.

At Messrs. Bisset and Co.'s land auction, the garden part of the lot known as Probst's Garden was bought in at Tls. 190 a mow, and the portion built over (measuring nine mow with eighty-nine one-story Chinese houses) for Tls. 6,000. The piece of land on the French Road known as Birdseye's Garden was bought in for Tls. 400 (about forty taels a mow). A plot on the Soochow Creek adjoining Trefancha was sold for Tls. 80 a mow.

The case of the China and Japan Trading Company *v.* W. Holme, the master, and others, the owners of the s.s. *Gordon Castle*, was heard before Sir E. Hornby. It was an appeal from the decision of H.B.M.'s Consul at Hiogo in reference to the liability of the defendants on a bill of lading for short delivery of certain pig iron to the consignees in Japan. Against the item, as it appeared in the bill of lading, were notes in print and writing "weight unknown," the defendants accepting the statement of the London shippers, which was also appended to the item in question, in the form of a note, "weight 100 tons," to be correct. The cargo on delivery was found to be short. His lordship, after hearing evidence, held that he was bound by the case of Jessell *v.* Barth, which practically decided that where a bill of lading contained the words "weight and contents unknown,' whoever signed it, could not be held responsible, and that although in this case a statement of the weight had been made the captain had never undertaken to ascertain whether the statement was correct. There was nothing left for him to do but confirm the judgment of the Court below.

HONG KONG.

Our advices by the present mail extend to the 2nd May; the P. and O. mail from London March 20 was received on the 28th April. We take the following items of news from the *Daily Press*:—

The Macao correspondent of the *Daily Press* writes in reference to the coolie trade on 29th April:—You will be surprised to learn that his Excellency the Governor has quite suddenly given orders for suspending the "free emigration" through this port, which, as recently mentioned, it was proposed to establish. This has caused not a little consternation, coming after he had granted licenses to more than one person to open "inns" for the reception of the coolies; and his unexpected action will doubtless cause considerable loss to those who have been to the expense of hiring and furnishing houses. It is stated that the cause of this departure from the scheme he proposed to carry out was a letter from the Viceroy of Canton, asking him if he could kindly explain what was meant by free emigration through Macao, seeing that he had told him a few months since that the emigration trade would cease on the 27th March last.

Mr. Armero has left for your port, *en route* for Japan, &c., with his family. He was accompanied to the wharf by H.E. the Governor, who went with him as far as Hong Kong. The band played some lively airs on his departure. H.E. returned from Hong Kong the same evening.

We hear that a public ceremony in honour of the memory of the late Coelho do Amaral, formerly Governor of Macao and subsequently of Mosambique, will take place shortly in the Lusitano Club. Governor Amaral was always much respected by the Portuguese Communities, both at Macao and here, and we understand the ceremony will be largely attended.

The *Pawtuxet*, which was formerly an American gunboat, and has recently been repaired at the patent slip, has left for Annam, in order to settle the unlucky *Dang Wee* dispute; and it is understood that a representative of the plaintiff goes in her, and takes the letter which the Chief Justice stated in Court he would write to the King. We trust that this will lead to an adjustment of the matter.

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A parade of the Government and Volunteer Fire Brigades has taken place on the Praya, near the Harbour Master's office. The large Government steam fire-engine did not appear to work so smoothly as it might have done, or as the other engines did.

We understand that No. 16 of the *China Punch* will make its appearance forthwith. This quite upsets the rumour which was afloat to the effect that the last number was to have been the concluding one, and we congratulate the promoters upon the very prompt manner in which they have set any doubts upon the subject at rest.

Messrs. Siemssen and Co.'s steamer *China* has left for Shanghai on her hundredth trip, and has been fortunate enough to perform them all without a single accident.

A cricket match was played at Amoy on the 24th April between H.M. *Iron Duke*, *Cadmus*, *Frolic*, and *Hornet*, and the Amoy Cricket Club, which resulted in a victory for the navy by seven wickets.

The Circus has been under the patronage of his Excellency Sir Arthur Kennedy. The audience on the occasion was perhaps the largest that has yet visited it. The spacious marquee was crowded in every part, and it seemed almost incredible that Hong Kong could have turned out such a number to witness any performance. This of itself speaks volumes for the entertainment. We have frequently expressed our opinion about it, and the longer it stays it seems always to improve. The programme for the past three nights presented some novel features, and as usual was well arranged. It is unnecessary to particularise any of the "events." Those who have seen them know what they are and how well performed. Those who have not had better go and see. We may mention, however, that almost every member of the company was encored. The performance was very successful, and had an additional attraction in the band of the 80th Regiment, which was kindly permitted by Colonel Smith to be present. There was also a large attendance in the evening.

A case of considerable interest to those who are in the habit of dealing in shares has just been decided in the Summary Court. The matter—Brown *v.* Boyd—arose in consequence of the sale of eight shares in the Indo-Chinese Sugar Company by the Plaintiff to the Defendant. The sale was made prior to the payment of two out of three calls, and there was a clause in the Company's deed of partnership that no transfer of shares should be made before three calls should have been paid up. Accordingly the transfer was not effected in the Company's books, but the seller merely signed a transfer which was left blank for the name of the transferee. The result was that notwithstanding that Brown had sold the shares, they continued to stand in his name in the company's books, and in consequence he had to pay up an amount of $700, the calls upon the shares. His Honour summed up the matter in a very concise and clear judgment, and held that "as soon as the two brokers had settled the terms of sale, a contract arose binding the plaintiff to part with, and the defendant to accept, the whole interest of the plaintiff in those shares, whatever it might be; in other words, the defendant agreed thenceforth to take the place of the plaintiff in respect of the shares, and having done so the law implied that he also promised to indemnify the plaintiff from all future liability upon them."

The *Daily Press* says:—The subjoined eminently lucid letter has been received. The only allusions to the Manila Lottery in this paper were one or two paragraphs concerning the winners, and we certainly learn for the first time that giving a piece of news of that description is illegal:—

Crown Solicitor's Office, 28th April, 1874.

Dear Sir,—It having been brought to the notice of the Government that references are often made in your newspaper to the Manila Lotteries, I have been desired to inform you that the same are illegal, and to request, therefore, that the same may be discontinued in the future.

I am, dear Sir, faithfully yours,

To the Publisher of the *Daily Press*. EDMUND SHARP.

We are informed that a very extraordinary affair has taken place just outside the harbour. A telegram came in from Cape D'Aguilar to the effect that a disturbance was going on between either pirates or mandarin junks and a fleet of merchant junks bound to Hong Kong. One account of the matter is that the vessels which were fired upon were arrested for the purpose of obtaining a squeeze from them. The police took the matter in hand, and we believe it is now being investigated. It seems something new for mandarin junks to be firing upon traders so close to the harbour, and it is high time something were done to bring the cruisers to order.

The steam ferry *Fei-Wan* from 2 P.M. till 4,30 P.M., whilst it was low water, got into a complete fix. On arriving alongside the jetty at Yow-mah-tee, in consequence of a very low tide and the wind setting on to the jetty, she could not get out for fear of running on the ground, as, had she backed, the wind would blow her inside the jetty, and if she steamed ahead, the beam wind would place her on shore before she got head way. Thus she was locked in for two and half hours.

SIAM.

—o—

BANGKOK.

The *Siam Advertiser* has the following items:—

We learn that Captain John Bush, K.C.W.E., has been honoured with an audience of his Majesty the King since his return, and that he took this occasion of showing the King a copy of the *London Gazette*, in which was recorded the official notification granting Mr. John Bush permission to wear his Siamese decoration. We are also given to understand that it is the intention of the Siamese Government shortly to publish a *Government Gazette* in the Siamese language, which shall be on the model of the *London Gazette*, and will contain notices of all official appointments, State papers relating to foreign affairs, &c. This idea was started about five months ago, but could not be carried out, owing to want of some competent person as editor. This deficiency has now been filled up, and the paper is to be edited by a Siamese nobleman of undoubted ability, and who is not only well versed in official matters relating to Siam, but is also well acquainted with the etiquette of foreign Courts.

It is both gratifying and surprising to find how rapidly some of the Siamese Princes are acquiring mastery of European languages, especially in English. Many of them are now able to maintain a conversation in English with a degree of ease seldom met with in any foreigner; and that they are acquiring and cherishing a taste not only for the language, but for the benefits arising from its acquisition, may be derived from the fact that many of them have sent to England for books on all kinds of worthy subjects, such as natural history, astronomy, sacred and secular biography, mechanics and other kindred subjects. It is a rare thing to visit the house of any of the Royal Princes without noticing a well-read English newspaper or journal of some kind. This is the kind of progress which should be cultivated, and which will at no distant time materially help forward the true prosperity of the country.

His Majesty the Supreme King of Siam delivered an address on the promotion of his Royal Highness Somdetch Chowfa Mahamala to the rank and title of Kroma Phra. This talented and conservative Prince has received well-deserved appreciation in his recent promotion. His Royal Highness's fifty-fifth birthday occurred on the 24th April.

Commercial Report.

(For dates see first page.)

IMPORTS.

TIENTSIN.—The steamer Yen-tai, direct from London, had reached this port. Her cargo had been greatly exaggerated by the natives, still it was very considerable, and until it is disposed of there is not much hope for our own market.

HANKOW.—Large sales of Grey Shirtings had been made, but for other goods there had been no inquiry.

SHANGHAI.—No improvement had occurred in the market. Extreme quietude had prevailed, and quotations for the most part showed a further decline.

MANILA.—There had been no favourable change in the market. Values of Plain Staples as also of Coloured Goods were nominally unchanged, owing to the small amount of business done in them.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4⅛d. to 4s. 4⅛d.	4s. 4⅛d.	4s. 4⅛d.
Shanghai ,, ...	5s. 11⅛d. to 5s. 11⅜d.	6s. 0d.	6s. 0⅛d. to 6s. 0⅛d.
Canton ,, ...	4s. 4⅛d. to 4s. 4⅛d.	4s. 4⅛d.	4s. 4⅛d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 4⅛d.	4s. 4⅜d.	4s. 5d.
Manila ,, ...	4s. 1d.	4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	222
,, Hong Kong	27 to 27⅛ dis.	—
Bar silver	Tls. 111.3.5	9 prem.
Mexican dollars	,, 73.8.5	2 to 3 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 36 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $800 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 13 per cent. premium.
Hong Kong Fire Insurance Company, $305 prem.
Union Insurance Society (new shares) $50 premium.
China and Japan Marine Insurance Company, Tls. 97 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, $94 dis.
Shanghai Steam Navigation Company, 14 per cent. prem.

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EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1873, to April 24, 1874	71892832	51751292	361183	16006637	139096964	47287
From June 1, 1872, to April 24, 1873	78873305	51669463	104023	21293325	148940016	58352

Shipments since last report, and included in above total :—

April 11 per Diomed (str.)	From Shanghai, &c. ...	130,039	23
— 16 ... Avoca (str.)	... Do. ...	—	532
— 23 ... Anadyr (str.)	... Do. ...	—	462

TO THE CONTINENT.

		Bales.
From June 1, 1873, to April 24, 1874	8338418	26857
Do. do. 1872, to April 24, 1873	—	—

Shipments since last report, and included in above total :—

April 16 per Avoca (str.)	From Shanghai, &c. ...	—	102
— 23 ... Anadyr (str.)	... Do. ...	—	290

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1873, to April 24, 1874	45935540	6137
Do. do. 1872, to April 24, 1873	60531293	9294

Shipments since last report, and included in above total :—

Mar. 27 per China (str.)	From Yokohama ...	363,562	10
April 11 ... Golden Age	... Shanghai ...	—	242
— 12 ... Avoca (str.)	... Canton ...	—	33
— 16 .. Japan (str.)	... Shanghai ...	32,000	101
— 16 ... Avoca	... Canton ...	16,000	
— 23 ... Anadyr (str.)	... Canton, &c. ...	—	28

TO AUSTRALIA.

From June 1, 1873, to April 24, 1874	...14,806,899
Do. do. 1872, to April 24, 1873	...16,547,518

Shipments since : None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	23,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	73,887			

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	142 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	114 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	66 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.350 ...	trien.
North China Steamer Company	100 ...	100 ...	30 ...	
Union S.N. Company	100 ...	100 ...	60 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	710 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.97 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	132 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

Shipping Intelligence.

ARRIVALS.

At NAGASAKI.—From London, &c., April 18, Glenfalloch (str.).

At SHANGHAI.—From London, April 23, Lord of the Isles (str.), Paouting; from Liverpool, 16, Ulysses (str.); 19, Agamemnon (str.); from London, &c., June 8, Deucalion, Joyse Phillips; 13, William Bessie.

At HONG KONG and CANTON.—From Hamburg, April 29, Sylvia (str.).

At MANILA.—From Liverpool and Cadiz, April 21, Aurreva (str.); from Cardiff, 17, Maria Fidela; from Liverpool, May 29, Yrurac Bat (str.).

At SINGAPORE.—From Newcastle, May 7, Canopus; from Sunderland, 7, Hannah and Mary, Thomas Wood; from Shields, 9, Duke; from Liverpool, June 8, Hankow.

At PENANG.—From London, &c., June 10, Bengal, Menelaus (str.), Eleanor.

DEPARTURES.

From NAGASAKI.—For London, April 18, Eastern Chief.

From SHANGHAI, for London, June 9, Hong Kong (str.).

From HONG KONG and CANTON.—None.

From MANILA.—For Liverpool, April 15, Jane Sprott; for New York, 20, Surprise.

From SINGAPORE.—For New York, May 7, Codan; 8, Catharina; for London, &c., with new season's teas from Hankow, June 9, Agamemnon (str.); 10, Glenartney (str.); 12, Glenfalloch (str.), Hong Kong.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns issued for the one and five months ended the 31st May last show a further heavy falling off compared with the corresponding periods last year. The exports for May last were £21,229,247, against £22,607,082 in 1873, and £20,721,303 in 1872. For the five months they were £98,463,601, against £106,326,474 in 1873, and £99,380,183 in 1872. The exports of cotton yarn show an increase in quantity of 8½ per cent., but a decrease of 1⅞ per cent. in value; cotton piece goods a decrease of 58 per cent. in quantity, but only 8⅜ per cent. in value; linen yarn an increase of 6 per cent. in quantity, and about 4½ per cent. in value; linen piece goods a decrease of 11½ per cent. in both quantity and value; woollen yarn a decrease of 8⅞ per cent. in quantity, and 7⅞ per cent. in value; woollen cloths an increase of 2¾ per cent. in quantity, and ⅝ per cent. in value; and worsted stuffs a decrease of 10 per cent. in quantity, and 13⅝ per cent. in value. Iron and steel show a decrease of 26⅜ per cent. in quantity, and 26¾ per cent. in value; while in coal, coke, &c., manufactured, the decrease in quantity is only 12 per cent. as compared with 32⅝ per cent. in value.

The imports in May amounted to £28,560,292, against £34,385,907 in 1873, being a decrease of £5,825,615, chiefly in living animals, cheese, coffee, copper, wheat, cotton, pork, rice, saltpetre, sugar, tallow, tea, wine, and wool. The imports for the five months ending May reached £152,461,389, against £151,680,705 in 1873. Corn exhibits a decrease of 27 per cent. in quantity, and 18¾ per cent. in value; raw cotton a decrease of 40 per cent. in quantity, and 52¾ per cent. in value; flax an increase of 42½ per cent. in quantity, and 38 per cent. in value; and wool a decrease of 37⅝ per cent. in quantity, and 45¾ per cent. in value. In raw silk there is an increase of 11 per cent. in quantity, but the decrease in value is as much as 66 per cent. Tea shows a decrease of 1¾ per cent. in quantity, and 4⅞ per cent. in value. The quantity entered for home consumption is 11,729,502 lbs., against 11,933,994 lbs., or a decrease of 1⅝ per cent. In coffee the decrease in quantity is 37¾ per cent., and in value 26½ per cent., while the quantity entered for home consumption shows a trifling increase. Articles of general consumption, sugar excepted, mostly show a decrease in both quantity and value. It will be seen that the decrease in the value of the exports is chiefly in coal and iron and steel, and in the value of the imports chiefly in raw silk, raw cotton, wool, and coffee.

☞ The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		1872.	1873.	1874.
		For the Month ended 31st May.		
China and Hong Kong	lbs.	459,500 ...	995,800 ...	1,204,000
Japan	„	1,112,230 ...	665,300 ...	441,500
Straits Settlements ...	„	117,800 ...	193,650 ...	212,200
Ceylon	„	— ...	35,500 ...	32,000
		For the Five Months ended 31st May.		
China and Hong Kong	lbs.	3,488,530 ...	4,144,560 ...	6,078,900
Japan	„	2,993,860 ...	3,307,110 ...	3,019,900
Straits Settlements ...	„	608,010 ...	933,810 ...	1,059,260
Ceylon	„	40,850 ...	96,300 ...	143,300

COTTON MANUFACTURES.

To		1872.	1873.	1874.
		For the Month ended 31st May.		
China and Hong Kong	yds.	33,189,200 ...	35,678,100 ...	29,035,300
Japan	„	3,183,100 ...	1,642,100 ...	1,320,300
Philippine Islands ...	„	1,230,500 ...	1,979,640 ...	1,000,600
Java	„	2,652,600 ...	1,547,000 ...	4,581,200
Straits Settlements ...	„	8,903,100 ...	6,377,800 ...	11,547,600
Ceylon	„	2,463,500 ...	3,079,700 ...	3,263,100
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	175,545,000 ...	167,141,700 ...	201,274,140
Japan	„	8,368,100 ...	9,964,047 ...	11,212,900
Philippine Islands ...	„	6,179,200 ...	3,767,640 ...	4,724,340
Java	„	10,502,200 ...	8,272,250 ...	15,457,100
Straits Settlements ...	„	37,275,100 ...	29,939,900 ...	52,135,900
Ceylon	„	14,982,900 ...	14,539,900 ...	16,870,500

WORSTED STUFFS.

To		1872.	1873.	1874.
		For the Month ended 31st May.		
China and Hong Kong	yds.	1,204,730 ...	1,982,750 ...	1,237,030
Japan	„	478,060 ...	168,670 ...	173,560
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	5,807,440 ...	7,203,970 ...	5,109,630
Japan	„	942,600 ...	963,850 ...	588,840

WOOLLEN AND WORSTED CLOTHS.

To		1872.	1873.	1874.
		For the Month ended 31st May.		
China and Hong Kong	yds.	139,020 ...	247,340 ...	93,000
Japan	„	128,030 ..	189,700 ..	5,570
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	886,730 ...	1,001,680 ...	355,390
Japan	„	222,840 ...	395,200 ...	18,000

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	170 ...	281 ...	224
For the five months	„	6,009 ...	1,031 ...	4,973

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LATEST TELEGRAMS.

THE RUSSIAN MINISTER TO CHINA.

KIACHTA, JUNE 9.—M. von Butzow, the newly appointed Russian Minister to China, was officially received by the Emperor at Peking on the 20th May, with the usual ceremonials.

MARKET REPORT.—CHINA.

SHANGHAI, JUNE 13.—Stock of Shirtings increasing, and market very dull; quotations for 8¼ lbs., Tls. 1.9.6 to Tls. 1.9.7; 6 lbs. Mexican T-Cloths, Tls. 1.2.5.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JUNE 12.—The Messageries Maritimes' steamer Hoogly, with the inward mails from China and Japan, arrived here to-day at 7 A.M. She brings 44 passengers and a general cargo, including 331 bales of silk, 16,494 packages of tea, and 1,542 of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Copernic, due in London on or about the 21st.

INWARD MAIL DUE JUNE 22.—GALLE, JUNE 10.—The P. and O. steamer Pera, from Australia, and the Travancore, from China, with the China and Australian mails, arrived on the 9th inst. The Tanjore will leave for Suez to-morrow. Specie, £590,000.

HEAVY PORTION OF LAST INWARD MAIL.—SOUTHAMPTON, JUNE 15.—The P. and O. steamer Hydaspes, from Alexandria, 2nd inst., with the heavy India, China, and Australian mails, arrived here to-day.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 9, off Dungeness, from Java, for Rotterdam, Johanna; 10, from Java, for Amsterdam, Waalstroom; at Falmouth, from Sourabaya, Guilia; 9, at Brouwershaven, from Banjoewangie, Twee Cornelissen; 11, off Dover, from Java, for Amsterdam, Californe; May 1, at Callao, from Macao, Neuva Providencia Nidamezaga; 28, at Boston, from Zebu, Rainbow; June 11, at Brouwershaven, from Banjoewangie, Ingrida; 14, off Deal, from Banjoewangie, India Packet; at Plymouth, from Akyab, Martin (str.); at Queenstown, from Rangoon, Glenean.

DEPARTURES.—June 5, from Glasgow, for Java, Prinses Amalia (str.); 11, from London, for Shanghai, Guinevere; 10, from Newcastle, for Java, Candali; 12, from London, for Yokohama and Hiogo, Laurel; 10, from Glasgow, for Singapore, China, &c., Glenfinlas; 13, from London, for Colombo, &c., Eldorado (str.); from Hong Kong (*via* Cardiff), Kinfauns Castle; 12, for Singapore, Western Chief; from Liverpool, for Batavia, Ptolemy (str.); 13, for Singapore, China, &c., Patroclus (str.); for Colombo, &c., John Tennant (str).

SPOKEN.—Harwich, Singapore to Boston; Ruth, (barq.) Sourabaya, to Falmouth, April 18, 8 S., 14 W., 56 days out.

MISCELLANEOUS.—At PORT SAID.—June 13, Glamis Castle (str.), from Glasgow to Singapore, China, &c.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALSTON—On the 7th June, at 69, Eccleston-square, the wife of F. B. Alston, of a son.
BOISSEVAIN—On the 6th June, at Huren Gracht, Amsterdam, the wife of Wm. Boissevain, of a daughter.
DE LAVALLE—On the 8th June, at 45, Queensborough-terrace, Hyde-park, the wife of José a de Lavallé, Minister Plenipotentiary of Peru in St. Petersburg and Berlin, of a daughter.
FYFE—On the 2nd April, at Ilo Ilo, the wife of James S. Fyfe, of a son.
HOOPER—On the 24th April, at Bubbling Well-road, Shanghai, the wife of Capt. Hooper, s s. *Taku*, of a daughter.
REID—On the 14th June, at Edinburgh, the wife of David Reid, of Shanghai, of a son.
SIDGREAVES—On the 10th June, at Stafford, Lady Sidgreaves, the wife of the Chief Justice of the Straits Settlements, of a daughter.
SMITH—On the 28th April, at the China Sugar Refinery, East Point, Hong Kong, the wife of W. McG. Smith, Esq., of a daughter.

MARRIAGES.

FINDLAY—FRASER.—On the 10th June, at the Presbyterian Church, Regent-square, by the Rev. J. Oswald Dykes, D.D., William Lochhead Findlay, merchant, Glasgow, to Mary, only daughter of Affleck Fraser, 6, Thornhill-square, Barnsbury.

DEATHS.

BENNETT—On the 30th April, at Hong Kong, Capt. Philip Bennett, aged 54.
BROWN—On the 28th May, at Penang, Forbes Scott Brown, of Glugar, Penang, and of Longformacus, in the county of Berwick, Member of Council of the Straits Settlements.
LAMPE—On the 26th April, at Bangkok, J. L. C. Lampe, pilot.
STIRLING—On the 8th June, at 78, Portland-place, Ellen, widow of Admiral Sir James Stirling, aged 67.

NEW SEASON'S TEAS.

Telegrams dated the 9th inst. report the opening of the Shanghai Tea Market at 22½ to 23 taels. The export of new season's teas from Hankow and Shanghai up to the 13th inst. had been 16,000,000lbs.

The Foochow Tea Market was opened on the 10th inst. by the purchase of 24,000 chests at prices three to four taels higher than at the opening of last season. The *Braemar Castle* has completed her loading at £4 10s., and will probably sail this day. There are eight steamers on the berth.

The P. and O. Company's extra steamer *Khedive* left Victoria Docks on the 13th for Aden, Galle, Madras, and Calcutta. The *Mirzapore* left on the 14th for Southampton, where she will embark mails and passengers, leaving on the 18th. The *Bokhara* has taken her berth at the Victoria Docks. The new steamer *Kashgar* is now taking in her boilers at Victoria Docks, and will undergo some alterations in her fittings.

Literature.

The Legacy of Iyeyas (deified as Gongen-Sama). A posthumous Manuscript in one hundred chapters. Translated from three collated copies of the Original by J. F. LOWDER, Barrister-at-Law, Legal Adviser to the Board of Revenue and the Customs of Japan. Printed at the *Japan Herald* Office, 1874. London: TRUBNER and Co.

The importance of this little book, to which we briefly alluded in our last issue, is greater than its size would, at first sight, seem to indicate, and a careful perusal of it will throw some light upon what has hitherto appeared to foreigners inexplicable with regard to the Japanese. The great Iyeyas, one of the most celebrated warriors and statesmen in Japanese history, and the founder of the Tokugawa Dynasty, usurped the office of Shôgun in 1602, and it was he who bequeathed this testamentary "Legacy" to his descendants. The code he drew up, says Mr. Lowder, for the guidance of his successors was, until the year 1868, when his dynasty was overthrown, held of full force and in great veneration by the people of Japan. The original was kept in Kiôto; but a certified copy hung in the Hall of State in the Shogun's palace in Yedo, and on certain days every Japanese noble above a moderately high grade had access to it. After giving a brief *résumé* of Japanese history (from an article which appeared in the *Japan Times* in 1867), in order to show the interest attaching to the "Legacy of Iyeyas," Mr. Lowder concludes his introductory remarks with the following emphatic words respecting its author:—"A strong man's will left a mark upon the history of Japan that time has not succeeded in effacing in two centuries and a half. With foresight almost superhuman, Iyeyas looked into the future, and by the creation of a political machine nearly perfect, assured to his dynasty a security almost unparalleled. There is nothing in history to compare with the Legacy of Iyeyas, except the will of Peter the Great. In it the student of Japanese History will find the solution of many difficulties; and its readers will have before them the constitution under which this country was governed until the time, within the recollection of all, when it gave way to the irresistible momentum of a higher civilisation."

We proceed to notice some of the more striking chapters, or rather sections, of this remarkable "Legacy." The acute founder of the Tokugawa dynasty foresaw that "disputes will occasionally arise between public functionaries and those employed in the household (of the Shôgun), regarding precedence in rank," and he therefore lays down in Section XIV. very minute and detailed rules on the subject. In the following section he gives excellent advice to his successors:—"In my youth," he says, "my sole aim was to conquer and subjugate inimical provinces, and to take revenge upon the enemies of my ancestors. Yuyô teaches, however, that 'to assist the people is to give peace to the Empire,' and since I have come to understand that the precept is founded on sound principle, I have unhesitatingly followed it. Let my posterity hold fast this principle. Any one turning his back upon it is no descendant of mine. The people are the foundation of the Empire." Section XVII. will explain the aversion of the Japanese, in olden times, to all changes and innovations; "In the absence of precedents, forbid the making of new ground, new watercourses, and so forth, and the forming of any new measures of what kind soever. Know that disturbances always arise from such innovations." In the twenty-first section Iyeyas lays down clearly and in detail the modes of commending virtue and rewarding merit, and also the modes of punishing crime for the repression of vice, which latter have a strong flavour of the distant age in which the "Legacy" was written. Passing over some less important *dicta*, we come to Section XLV., which explains the troubles caused in past years by the insolence of the Samurai:—"The Samurai are the masters of the four classes. Agriculturists, artisans, and merchants may not behave in a rude manner towards Samurai. The term for a rude man is *other-than-expected-fellow;* and a Samurai is not to be interfered with in cutting down a fellow who has behaved to him in a manner other than is expected." Section LII. is also a curious and significant relic of a barbarous age. In regard to revenging injury done to master or father, it is granted by the wise and virtuous (Confucius) that you and the injurer cannot live together under the canopy of heaven. A person harbouring such vengeance shall notify the same in writing to the criminal court; and although no check or hindrance may be offered to his carrying out his desire within the period allowed for that purpose, it is forbidden that the chastisement of an enemy be attended with riot. Fellows who neglect to give notice of their intended revenge are like wolves of pretext, and their punishment or pardon should depend upon the circumstances of the case. The testator's views with regard to the proper duties of husband and wife show an acute perception of the fitness of things. "It is a righteous and world-recognised rule that a true husband takes care of outside business, while a true wife manages the affairs of the house. When a wife occupies herself with outside affairs, her husband loses his business, and it is a pre-evidence of ruin to the house; it is as when a hen is afflicted with a propensity to crow at

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morn, and an affliction of which every Samurai should beware. This again is an assistance in the knowledge of mankind." We cannot, however, go more fully into the details of this curious Legacy, and in conclusion we will but quote two more sections (XCVI. and XCVII.), which will render more intelligible the behaviour of the Japanese towards foreigners in past years. The following are the directions of the great Shôgun on this head :—On those occasions when foreigners come to offer presents they should be entertained with proper abundance and uniform politeness. The beauty and elegance of the military accoutrements and the caparisons of the horses should be made to appear to the utmost advantage. From the port at which the ship arrives, as far as the Yedo capital, whether the road lie through Government or other territory, the castles and moats and all the houses on the way should be in a thorough and complete state of repair, that the broad and extensive affluence and the intrepidity of the military power of the Empire may shine forth. The whole management should be undertaken by the Ministers of the Shôgun. When foreign vessels arrive by chance at our shores information of the fact shall immediately be given, and by means of written communication through an interpreter their business shall be learned. According to circumstances they shall be treated with commiseration and benevolence, or with dignified reserve. In all cases a guard shall be placed on board for their restraint. If we were disposed to be strictly critical we should say that Mr. Lowder is not a very skilful translator, but we, nevertheless, thank him for this version of an interesting and important document, and we would here give expression to a hope that others may follow his example and shed still further light on the hidden secrets of the history and institutions of Japan.

In the "Journal of the Royal Asiatic Society," Vol. 7, Part 1, some very interesting notes on the Sinhalese language are given by Mr. R. C. Childers, late of the Ceylon Civil Service. There is, in addition to many other valuable papers, one by T. W. Rhyl Davis, on three inscriptions of Parakrama Bahur the Great, from Pulastipura, Ceylon.

Naval and Military.

Lieutenant H. J. Johnson, a sergeant, and ninety rank and file, are under orders to join the service companies of the 80th Regiment serving at Hong Kong. Sub-Lieutenant S. W. Cameron has been examined for promotion.

Orders have been received at the School of Military Engineering, directing a detachment of non-commissioned officers and men of the Royal Engineers to be held in readiness to embark for China about the end of the present month.

The Amethyst, 14, composite corvette, Capt. Alfred J. Chatfield, is refitting at Devonport. It is not improbable this ship may be ordered to the China station, in the place of the Modeste, broken down at Bombay.

Lieut. W. Grant, 2nd Battalion 6th Regiment, has been appointed aide-de-camp to Major-General the Hon. F. Colborne, C.B., lately appointed to the China command.

Captain W. Whitla, of the 10th Regiment, is under orders to join his battalion, serving at Singapore.

Sir William Fergusson and a number of other eminent medical practitioners have waited on the First Lord of the Admiralty to represent to him the unsatisfactory state of the naval medical service. One of the speakers mentioned, as an instance of the unpopularity of the service, that not half-a-dozen of the 1,700 or 1,800 young men who had left Guy's Hospital in the last twenty years had entered the navy. Mr. Hunt replied that the question had been under the consideration of Government, and Lord Guilford (who was present) was charged to investigate it.

The Marquis of Salisbury has settled a grievance under which some majors in the Artillery and the Engineers serving in India have been labouring. The grievance was that, although majors, they had only the pay of first captains. From the beginning of next month it is said this will be remedied, those officers receiving the pay and allowances of their rank.

TEMPORA MUTANTOR.—The following courteous note has been received from the India-office in reply to the memorial of the Huddersfield Chamber of Commerce, given in our last :—"I am desired by Lord Salisbury to acknowledge the receipt of your letter of the 4th inst., forwarding a memorial from the Council of the Huddersfield Chamber of Commerce, expressing their approval of his Lordship's Indian policy. In reply, I am to express to you his Lordship's thanks for this communication, and to assure you that the views therein expressed will receive his Lordship's careful consideration.—(Signed) HORACE WALPOLE."

AN Indian newspaper has been furnished with what purports to be a sketch of the treaty concluded with the King of Burmah by the French Embassy at Mandalay, but it posseses no guarantee that the document is correctly described. The first article of the new treaty merely relates to the conditions on which Frenchmen may buy land in Burmah ; the second settles the question of tariffs ; the third that of respective consuls ; the fourth is unimportant ; but the fifth pledges France to help the King of Burmah in case of difficulties with England.

THE Eastern and Australian Company's chartered steamer *Jeddah* arrived at Singapore from Brisbane on the 11th inst., three days early. Australian mails are due in London on 20th July.

THE will of Mrs. Elizabeth Gregory, wife of the Right Hon. William Henry Gregory, Governor of Ceylon, has been proved under £35,000.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JUNE 10.

Again an interpellation about Atchin in the Second Chamber. The moderate Conservative, Mr. Fabius, asked the Ministry for some elucidation. He demonstrated that Mr. Van Swieten had not fulfilled his plan of taking possession of Atchin and remaining there until the Empire was entirely subdued, and a treaty was concluded. Had he—asked Mr. Fabius—returned because the Government thought that the war had been brought to an end, and that the Atchinese people would become more peaceful ; or was it the intention of the Chief Commander to return again to Sumatra when the rainy season was over, in order to continue the military operations ? It is important that the nation should know these things. He also wished to know some particulars about the dismissal of the brave and meritorious General Verspyck, the idol of the East India army. The Minister of the Colonial Department replied that he did not yet possess the latest reports of General Van Swieten, but it was known on the 18th of April that both the commanders and the greater part of the expedition would return to Batavia. It was on that date that the interpellation of Mr. Messchert van Vollenhoven took place. But nobody asked at that moment for any information. It was, the Minister stated, not necessary to leave the whole military force in Atchin. But nobody could foretell what would become necessary. It is possible that the opposition in Atchin is not yet crushed ; it is quite possible that a third expedition will become necessary. But nothing is decided thereabout, and likewise it is not at all certain that Mr. Van Swieten will return to Atchin. Regarding the honourable dismissal granted to General Verspyck, Mr. Fransen van de Putte said that this officer felt offended because General Van Swieten was charged with the chief command of the second expedition. He had intended to ask for his dismissal, but he afterwards considered that it would take place when the second expedition was brought to an end. Mr. Nierstrasz was not at all satisfied with the Ministerial reply. He was of opinion that the second expedition was a failure. The navy was anything but in a satisfactory condition, and the stratagem of the Commander-in-Chief ought to be disapproved. Private letters from officers state that Van Swieten depended upon good luck. A third expedition will be necessary, but the situation has become critical; we were now in a wasps' nest, and the end of our troubles could not be foreseen. Mr. Storm van 'sGravezande said that the member who had just spoken used some unfair expressions regarding Mr. Van Swieten, which were only based upon communications published in private letters. Mr. Hoffmans, on the other side, demonstrated that the second expedition was a failure, and he remarked that the necessity for a third expedition was the fault of General Van Swieten. The Minister answered that on a former occasion he had clearly proved that the war was necessary and just. The fact that the Kraton was taken was of much more signification than was stated by some members. He did not care what grumbling officers might say in their private letters addressed to some papers. He would repeat that nothing was certain about a third expedition being required, but should that be necessary no supplementary troops would be wanted. The Minister of the Naval Department added that the naval force would be reinforced, and that without delay two screw steamers would be forwarded. Mr. Fabius ended his interpellation by proposing that the Second Chamber would thank General Verspyck for his eminent services to the country. This motion created an endless discussion ; objections came from every part of the House. Some demonstrated that this would be an act of bad policy, others disliked such a vote because the Government would be hurt by it, but several members were of opinion that Mr. Verspyck deserved a vote of thanks. Mr. Van Naamen proposed a delay. The Colonial Minister objected to the intervention of the Chamber in this matter, and in the end both the proposals were rejected, that of Mr. Fabius by 36 against 26 votes. It seems that we shall never hear *le fin mot* of the Atchin war.

In the yesterday's sitting the Minister of the Colonial Department stated that he had forgotten to say on the previous day that the Governor-General had approved of the appointment of Colonel Pel as the military and civil commander. The instructions given to that officer agree with the policy of Mr. Van Swieten. He stated also that it was not the intention to conclude treaties of peace, but acts of submission.

It was thereupon permitted to Mr. Gratama to ask the plans of the Government regarding the railway system in Java ; was it, he asked, still the intention to grant concessions, and if not, would the State build railways in Java on account of the Government ? Mr. Fransen van de Putte answered that he would prefer State railways rather than be without them at all. The Government would in this sitting lay before the members a Bill to provide Java with railways. It, however, was now impossible to enter into further details. The third and last interpellation regarded the Northern Canal, and it need hardly to be stated that the answer was still more vague than in the former interpellations.

Rumours are circulating again about the marriage of Prince Alexander. So much is certain—he has left the Academy, and he will reside henceforth in his own palace. It is, however, doubtful whether he will choose a wife. Another palace will be built in the Hague in behalf of the Minister for Foreign Affairs. A credit of 130,000 guilders was asked for this purpose, and this caused a profusion of jeremiads.

His Majesty returned from his seat Het Loo to the Hague, where he will remain to the 20th, when he will make a trip abroad. It is said that the Queen will leave the Residency to start for a watering-place in Austria, in order to restore her health.

It seems that there is an enormous want of subaltern officers for the army in Java. High premiums are offered to those who are inclined to start for Java during the current year.

The well-known sugar-broker, Mr. J. A. Ruel, has published a circular, "Les Causes du malaise actuel en Hollande." He states that the deplorable condition of the sugar trade must be ascribed to the bad laws and the bad system of selling. He protests against the non free trade principles, and the convention of 1864. He advocates liberty.

The Steam Company Java has issued a loan of f.1,000,000.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Remus	Yokohama	London..	April 24	...	...	...	...	...	...	...	...	...	190	...	...	...	...	...	...	40000	338	...	64	2	...	...	180	122	176	...	...	...	...	...	...
Do.	Hiogo	,,	,, 24	...	40	...	159	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Melbrck	Hong Kong	,,	,, 24	50	324	...	...	...	...	...	...	...	1748	527932	...	61	...	...	...	...	...	83	128	...	171	...	56	3510	120	1500 & £27	513	...	...	...	...
Gertrude	Colombo	,,	,, 27	402	15	...	...	...	1	...	12	...	903	35100	65950	...	...	...	...	...	...	630	107	1310	...	...	256	170	4780	2300	144	...	...	...	2 6 drm. 110 rn.
Wylo	Shanghai	,,	May 5	...	206	...	...	...	100	...	...	...	1138	1551475	43832	...	...	1654	...	£54	...	...	122	168	...	...	...	...	671	...	...	...	190	...	...
John Milton	Yokohama	,,	,, 6	...	154	5	...	...	8	...	½	...	284	153500	...	...	...	7437	...	...	...	...	88	350	...	250	1206	54	321	763	321	200	213	22	10
Do.	Hiogo	,,	,, 6	...	...	...	...	...	10	8	...	...	25	...	...	...	...	2130	...	...	...	18	4	...	...	...	28	...	...	...	123	200	...	...	...
The Sir Jamsetjee Family	Singapore	,,	,, 6	583	...	7	50	...	...	...	...	...	778	44340	...	...	...	...	226	1490	...	75	202	1000	...	600	...	282	165	1390	356	...	...	...	200& 100 rn.
Sir Harry Parkes	Hong Kong	,,	,, 8	...	215	...	...	...	...	50	...	...	2630	443550	£420	...	...	...	...	...	...	265	126	300	...	...	10	230	100	3883	456	...	...	...	40
Falcon	Do.	,,	,, 22	21	308	...	...	...	60	...	4	...	1787	...	...	...	...	156	...	3240	...	63	87	154	...	440	67	...	200	35	247	...	...	...	...
Jessica	Japan	Livrpool.	April 25	100	161	...	...	...	...	1	...	50	...	...	...	...	...	...	...	...	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...
County of Lancaster	Java	Glasgow.	May 21	296	...	...	...	...	...	...	...	3870	4064	47543	71646	...	179	...	...	58800	...	202	...	...	...	...	...	266	52	£8	858	...	162	...	...
Lucerne	Shanghai	London..	,, 28	144	410	50	...	...	...	...	...	...	25	...	...	...	...	248	...	8792	...	82	13	148	...	...	90	54	559	...	...	...	...	...	...
Hope	Penang	,,	,, 28	295	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	94	1086	...	4490	...	...	506	1030	...	...	190	...	175 & 50 run,
Solent	Singapore	,,	June 2	464	134	18	...	...	50	...	...	...	133	...	...	...	...	...	...	...	...	...	57	...	...	...	...	...	160	...	...	...	...	...	200 rn.
Cosmopolyta (addl.)	Ilo Ilo	,,	April 16	203	...	4	...	...	1	...	...	6000	2948	£340	3800	...	...	...	...	5006	...	...	...	...	...	...	...	...	...	783	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Remus	Yokohama	...	301	...	...	25	...	...	...	...	...	3	...	...	...	41	..	...	...	...	...	...	...	...	...	...	...
Do.	Hiogo	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Melbrck	Hong Kong	67500	1186	...	...	97	...	...	...	77	...	85	...	...	...	15	...	166	28	...	...	...	2635	15	...	...	...
Gertrude	Colombo	18000	2186	...	21	6	...	...	...	1454	...	400	...	...	...	26	...	82	58	...	1231	15	250	53	...	...	...
Wylo	Shanghai	...	237	...	...	48	...	...	...	48	...	69	25	...	...	23	...	...	...	18	...	...	1077	11	150	...	...
John Milton	Yokohama	75	1083	22	9	314½ 10cs.	137	...	...	443	...	95	...	16	...	17	100	...	70	...	...	...	...	148	...	...	...
Do.	Hiogo	...	157	...	...	...	...	...	...	...	...	...	...	...	...	...	123	...	...	...	...	...	...	...	...	...	...
The Sir Jamsetjee Family	Singapore	36500	530	...	...	93	...	...	...	...	...	80	...	...	...	...	...	134	17	...	...	...	842	...	20	...	...
Sir Harry Parkes	Hong Kong	...	815	50	...	275	20	6	...	93	...	...	...	...	...	...	...	45	...	...	...	...	612	...	...	...	...
Falcon	Do.	...	939	...	5	90	...	...	...	...	...	...	130	...	...	...	...	224	113	...	...	...	1595	...	...	...	...
Jessica	Japan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	145	...	...	...	...	...	...
County of Lancaster	Java	...	2310	£32)	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lucerne	Shanghai	102250	755	...	...	...	55	...	...	...	...	...	...	...	...	15	21	...	5	...	...	...	10	59	...	...	...
Hope	Penang	...	...	...	...	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	536	...	...	...	...
Solent	Singapore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	190	...	...	...	...	...	...
Cosmopolyta (addl.)	Ilo Ilo	...	1215	...	...	110	295	...	...	173	...	...	...	...	110	...	...	230	...	135	...	...	...	336	60	...	...

ADDITIONAL.—Per *Remus*.—To Yokohama: Railway materials, £1,549; telegraph wire, £3,702; sponge, £3; bags, £250. To Hiogo: Railway materials, £5,819.

Per *Melbrck*.—Sheathing felt, £163; cement, £36; oakum, £15; corks, £27.

Per *Gertrude*.—Sugar, £69 cwt. and 5 brls.; guano, £28; chalk, £1; boiler composition, £14; cement, £640; manure, £150.

Per *Wylo*.—Stone monument, £5; sugar, 2 cwt.

Per *John Milton*.—To Yokohama: Railway materials, £5,442; cement, £412; zinc, 3 tons. To Hiogo: Cement, £225; fire engine, £360.

Per *The Sir Jamsetjee Family*.—Sheathing felt, £105; guano, £350; composition, £215; corks, £ ; cement, £305.

Per *Sir Harry Parkes*.—Cement. £120; oakum, £50; tin plates, 6 boxes.

Per *Falcon*.—Sheathing felt, £225; fire bricks, £10.

Per *Jessica*.—Railway materials, £3,482.

Per *County of Lancaster*.—Fire clay, 9 tons; fire bricks, £35.

Per *Lucerne*.—Sugar, 36 cwt.; tin plates, 100 boxes.

Per *Hope*.—Cement, £30; guano, £350.

Per *Cosmopolyta*.—Mouldings, £135; lithographs, £88.

Per *Coulmakyle*.—Lead, 27 cwt.; sheet iron, 5 tons.

Per *Andromeda*.—Oil, 275 gals.

Per *Burus*.—Rosin, £66; tar, 50 brls.

Per *Aracan*.—Glass, £30.

Per *Lusoadia*.—Ammunition, £22.

Per *Taitsing*.—Rod iron, 50 tons; (short shipped) hardware, £2,450; glass, £280.

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The London & China Telegraph.

LONDON: MONDAY, JUNE 15, 1874.

KOREA REDIVIVUS.

THREE years have passed away since our columns were rife with stirring news from Korea, giving accounts of the American hostile expedition, intended to open up relations with the Government by force of arms, which ended in a *fiasco*. Since then the iron-bound coast of that peninsula in the Far East has scarcely been visited by foreign men-of-war, or merchant ships; and the interior of the mysterious country beyond has relapsed into its primitive exclusiveness. Hitherto nearly all the intelligence concerning its physical features, people, and Government have been communicated by foreigners, who have gleaned it from without; and the relations of the body politic with the outer world have been entirely of an external character. No news ever emanated from persons in authority regarding the political or social condition of the realm. By late advices from China we learn through our contemporary the *North China Herald*, that rumours have reached Shanghai of a "revolution" having broken out in Korea, among the ruling classes, for the purpose of deposing the despotic Regent KAKURIN, and placing the young King as *de facto* sovereign on the throne. As there is no corroboration of an actual outbreak by armed partisans, we shall wait for further news to credit the statement that a "revolution" had begun. Probably it may turn out that the youthful monarch, being nineteen years of age, has attained his majority to ascend the throne, and he has been advised to discard the ex-Regent from his Councils. This is the more likely, as the Queen Dowager, who has had the training of the young King, is friendly disposed to foreigners and native Christians, if she herself be not a convert; while the late Regent is bitterly opposed to both. If that be the case, then there is sure to be two factions intriguing for supremacy. This we shall soon know through Peking news, announcing the forthcoming installation of the King of KOREA, on ascending the throne, by the Emperor of CHINA. In the meantime, viewing a probable change in the exclusive policy of the Government of Korea towards foreigners, the time is opportune to glance at the foreign attempts to open up the country.

Without referring to the intercourse of surveying ships and shipwrecked mariners with the inhabitants and local authorities, we shall confine our notes to the dates and circumstances of those events which have made Korea notorious as a sanguinary region to be explored by foreigners. The first to penetrate into the interior across the northern frontier by the so-called "Gate of Korea" were indefatigable French missionaries, engaged successfully in the "Propagation of the Faith" among the native heathens. The first mission was established at Séoul, the capital, by Bishop IMBERT, in 1837, where he was joined by two priests named MAUBAUT and CHASTAU. On the 21st September, 1839, these three ecclesiastics suffered martyrdom by decapitation in the public execution ground of the capital. In March, 1844, Bishop FERREOL succeeded in restoring the mission at Séoul, and afterwards established four others at different stations throughout the country, which in time were placed under the charge of coadjutors, who came secretly to risk their lives in the holy work. For twenty-two years they zealously pursued their task, increasing to the number of twelve missionaries, who had baptised upwards of fifty thousand converts. Then arose in March, 1866, a dreadful persecution, by order of the Regent, when thousands of the converts were hunted, tortured, and executed, if they did not renounce the proscribed religion. Nine of the French missionaries were seized and killed in cold blood, while their mission establishment at the capital was burnt to the ground, and its valuable contents destroyed, including an elaborately compiled Korean dictionary. Three missionaries managed to escape and reach China, where they reported the massacre to the French Minister at Peking, who instructed Admiral ROZE to proceed with a squadron and troops to demand reparation. In October he ascended the Salee River, leading to Séoul, where he encountered the Koreans in arms, had a desperate engagement with them at the fortified town of Kanghao, which he sacked and demolished, and then left the country without obtaining any satisfactory reparation from the Korean authorities. In July of the same year, an American schooner named the *General Sherman* made a clandestine visit to Korea, having on board two Englishmen, one of whom was the Rev. Mr. THOMAS, whose interesting journal of a previous visit was published in our columns. The leader of the party, a Frenchman, came into collision with the authorities of a town they had reached up some river, when the exasperated inhabitants sent fire rafts down upon the ship, which ignited the hull, and the flames reaching the magazine, vessel, cargo, crew, and passengers were all blown up, and not one saved. This catastrophe brought the United States naval representatives forward to demand an explanation, as the vessel sailed under the American flag. In 1868 a United States frigate made its appearance at a town not far from the capital, where the principal functionary furnished the captain with a straightforward circumstantial statement, showing that the *General Sherman* was on a filibustering expedition.

This explanation seemed to satisfy the American Government, for nothing further was heard about it. At the same time these negotiations were going on in the month of May, an extraordinary expedition was fitted out at Shanghai, and embarked on board a German owned steamer, the party, besides the captain and crew, consisting of one German (leader), an American (cash provider), and a French priest, as principals, with one hundred and ten Chinese coolies, and twenty-one Manilamen as auxiliaries. They went into the interior of Korea at an obscure place, ostensibly to conclude a commercial treaty with the authorities, every man being armed with a musket, their real purpose being to rifle a tomb where the French priest avowed that he saw the late KING buried in a solid gold coffin. This they tried to get at, but did not succeed in the attempt, while their designs were frustrated by the appearance of Korean soldiery, with whom shots were exchanged, which killed and wounded a few. After this the buccaneers were glad to get away and return safely to Shanghai, where the American was tried by his Consul, and the German afterwards sentenced to imprisonment by the Supreme Court at Hamburg. Then came the last hostile expedition under Admiral RODGERS, of the United States Navy, who received his instructions from Washington to negotiate peacably with the Koreans if he could. But it turned out that he could not; and he repeated the operations of the French at Kanghoa, which was restored, and defended by a stronger force, who, although they suffered severely, attacked the invaders with such slaughter that the Admiral was glad to retire from the contest and abandon the further prosecution of the expedition, which so far proved as great a failure as that of the French expedition. Thus it may be said that the Koreans have held their ground against all comers from without; it now remains to be seen if they can retain their exclusiveness much longer intact under dissensions from within.

THE PROGRESS OF THE ATCHIN WAR.

IT seems as if the Dutch Government were themselves unable to make up their minds as to the wisest course to be pursued in Atchin. Hints have been let fall more than once about a third expedition at the latter end of the year, but no definite preparations have as yet been made for this purpose, whereas, if any fresh operations on an extended scale had really been resolved on, we might expect to see the dockyards and arsenals in Holland busily organising for that purpose. All that we know for certain at present

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comes to this, that the Dutch troops, having fortified the Kraton, have established themselves in garrison there; and from that stronghold manage to dominate over all the open country round about. Besides this they have dispersed a number of proclamations among the petty Rajahs up and down the coast, calling upon these potentates to lay aside their hostility and enter, once for all, and subject to a few easy conditions, into friendly relations with Holland. Up to the latest advices it does not appear that these overtures of the Dutch have met with a large share of success. Two or three of the least powerful—or most exposed—among these Rajahs have accepted the terms proposed; their territories have consequently been thrown open to trade, and nothing further is needed except to detach a Dutch gunboat in each case to watch their coasts, and prevent arms from being imported into the island. Inside the Kraton the health of the troops is reported "Not good," and, indeed, there appears to be no doubt but what sickness will have brought in a very heavy bill of mortality there before the cold monsoon breaks. Meantime, the main strength of the Atchinese appears to be unsubdued. We say *appears*, because we in reality know nothing either of their numbers, their spirits, their condition, or their equipment. They burst out of their inland fastnesses occasionally, and assault the Dutch positions, which looks as if they still meant to fight; but on the other hand it is difficult to explain the present FABIAN policy of VAN SWIETEN and his associates, except by supposing that the Atchinese are near a collapse, with numbers diminished, courage broken, and supplies impossible to obtain. If the Dutch know this to be the case, they are of course wise in the plan which they are now pursuing, and the submission is merely a matter of time. But if the Atchinese power is still really formidable, if their chiefs possess still both the wish and the strength to resist, we cannot but condemn the inactivity of Holland as impolitic and cruel. Impolitic, because delay and hesitation encourage the enemy, and thus increase the expenditure in the end; cruel, because if these wretched and ignorant Atchinese are to be conquered and annexed, if Holland is really resolved to despoil a nation that gave—so far as we can see—no offence, justice and humanity at least demand that the ugly business should be got through quickly, so that the sickness, bloodshed, and misery may be brought with all speed to an end. General VAN SWIETEN returns home, and General VERSPYCK has resigned. VAN SWIETEN has received a Grand Cross, and his soldiers are to get medals. This is all very well, if the objects of the expedition to Atchin have really been fully accomplished: but we are rather inclined to suspect the completeness of the achievement, when we find one of the Dutch Liberal papers itself asking what has become of the plan to conquer Atchin, and bemoaning that money should have been spent and blood shed to enable 3,000 troops to hold their own within the walls of the Kraton. Some there are even who go so far as to say that to find the area of Atchinese territory which the Dutch as yet have really subdued we must multiply the number of yards in one of the sides of the Kraton with the number of yards along its base; the result will give the area required in square yards.

THE P. AND O. COMPANY.

AT the last meeting of the shareholders of the P. and O. Company it was announced by the chairman, Mr. HADOW, that the negotiations with Government in reference to the passage of their Southampton steamers through the Suez Canal had not yet been brought to a conclusion. What is the stoppage? It is known to be what in China is termed a "squeeze." The late Government, in their miserable conduct of financial matters, deemed it a fit opportunity to ask the P. and O. Company to make a reduction in their subsidy as a *quid pro quo* for allowing their steamers to pass through the Canal. This, of course, implies that the Government in some way would not be so well served as by the present arrangement of passing the mails overland by Egypt. This is not so, however, for the Company undertake that no detention in their delivery at Southampton would ensue, but, on the contrary, they will be somewhat in advance of the present contract time. The demand, therefore, is so manifestly unjust that the directors have very properly declined to accede to it, and at some inconvenience and loss, have continued to provide a vessel at Alexandria to receive the mails for Southampton, as well as one for Brindisi, although most of their homeward steamers from India and China now pass through the Canal. It is to be hoped that the present Government will see the expediency of settling this matter promptly, for its own credit and the convenience of the public generally. It must be understood that no obstacle is interposed by the Post-office authorities; the difficulty has rested with the Treasury alone.

WE have to note the arrival in London of Mr. T. T. COOPER, who our readers will remember left in 1872 to conduct back the Panthay Envoys at the request of our Government. On his arrival at Calcutta, finding that Talifoo had fallen into the hands of the Chinese, he was appointed by the Government of India Political Agent at Bhamo, but was obliged to leave on account of ill-health.

THE President of the French Republic has received the Burmese Embassy at the Palace of the Elysée. In presenting his credentials, together with presents from the King of BURMA, the chief Ambassador addressed the President in congratulatory terms, expressing the desire of his sovereign to establish friendly intercourse with France.

TEA ADULTERATION.

The Select Committee of the House of Commons appointed to enquire into the working of the Adulteration of Food Act passed in 1872, resumed its sittings last week. The Committee is at present directing its attention specially to the adulteration of tea, and has taken the following evidence upon the subject:—

Mr. Whitworth Jackson, a wholesale tea dealer, of Spital-square, was examined as to the general practice of adulterating tea, and the various modes adopted for giving tea a fictitious appearance, weight, and value. One species of profitable adulteration, he said, was in the employment of a material called scented caper, which gave a gain of 10d. per pound, A man employed eight hours per day would, in adulterating tea by this means, yield a remuneration to his employers of £16 or over. Tea facing was removing the colour of tea by passing a heated vapour through it. One of our largest and most successful houses, he said, relied for its popularity on removing the colour. Although the traces of the colouring matter, such as Prussian blue, gypsum, &c., were removed, the detrimental properties remained. Exhausted leaves used in adulteration were solely manufactured in China; 2,500,000 pounds weight of exhausted leaves were imported into this country annually, which represented £133,000 spent in adulteration. In this class of adulterated tea the public, he estimated, received only twelve ounces instead of sixteen ounces of good tea. He stated that on one occasion a gentleman called upon him and informed him that he was a retired grocer, and travelled from town to town for the purpose of instructing his less informed brethren in the trade how to improve their tea for the purposes of profit. He offered for a guinea to show witness how it was done, and mentioned several houses that patronised his art. The witness was understood to say that there was a paper or advertisement in reference to this tea doctor in his possession, but he was by no means sure he could lay his hands upon it. He believed he could find the paper referred to, which would corroborate his evidence on the point relating to the tea doctor. Witness further said: I have been told on the authority of Dr. Tidy that the process of making up exhausted tea leaves for adulterative purposes is carried on in this country. I witnessed adulteration going on three years ago, and could point out places where it is going on now. I would prohibit all faced green tea from the market as adulterated. The making up of exhausted leaves in this country is carried on within a bowshot of this house. The wholesale tea dealers are the men who do most of the adulteration in this country. The lowest price of genuine tea in London is 8d. or 9d. By Mr. Backhouse: I know that within the last twelve months or two years there were establishments to which tea could be sent to be improved. Taking the whole of the tea imported into this country, 35,000,000 lbs. altogether may be said to be adulterated abroad and at home. In reply to Sir Henry Peek, witness said what he meant by saying most of the adulteration was done by the wholesale dealers was that it was done by the middle men, who dealt with the large importers, and were between them and the retail dealers.

Mr. Allen, F.R.S., the Public Analyst of Sheffield, stated with regard to the evidence of the previous witness that he could not say how general were the adulterations as described by that witness, nor could he concur in that evidence. The adulteration of tea by exhausted leaves was carried on, and witness, who had condemned tea so adulterated, believed there were extensive factories for carrying on this trade in parts of China. He believed most traders did not themselves adulterate. He had heard of the practice being carried on in London some years ago; but, with the exception that persons went round to hotels and other large establishments to purchase the used leaves for 1d. and 1½d. a pound, for the purpose, it was believed, of re-drying them, he did not know that the practice existed now to any extent. In answer to questions put by Mr. Welby, the witness said he believed adulteration was actually carried on in the town of Sheffield. His reason was that on one occasion six samples were purchased, and found to be adulterated. The committee did not prosecute on that occasion (it

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being the first), but, notice being given that the next cases would be prosecuted, more samples were purchased, and then five out of six were found to be adulterated. This showed that the sellers knew they were selling adulterated articles. Then he purchased a sample of a highly described tea, and a portion of "caper," known to be in itself an adulterated tea, was put in during the weighing, and this being picked out, the other was found to be largely adulterated with sulphate of iron, lie tea, sand, and other substances. Sir H. Peek asked the witness if he considered that any accidental impurity found in tea should be considered as adulteration, and the witness replied in the negative, adding, amid much laughter, that he had found Chinese toe-nails in tea, but he did not consider or rule that to be an adulteration. In answer to the same member the witness denied the capacity of dealers or any one, by a "rough and ready method," to detect the adulteration of exhausted leaves, for, he said, he had tested tea-dealers with samples purposely adulterated with exhausted leaves, and they had declared these adulterated samples to be superior to the teas from which the samples, before adulteration, were taken. He quite agreed that there had been improper prosecutions of grocers—that was to say, on insufficient grounds—in some localities. In reply to Sir Charles Dilke, the witness said that with respect to the purchase of exhausted leaves from large establishments, this fact had come from tea-dealers who had themselves made inquiry in order to know the truth. The dealers thought, however, that the leaves were purchased for the purpose of being re-infused. His opinion as to adulteration being known in Sheffield arose from the fact that he read a paper on tea cultivation before the British Association; for when a notice of this appeared in the local papers, though no name was mentioned, the particular dealer to whom it referred withdrew the notice selling the tea—a fact which plainly indicated that the dealer knew the tea he sold was that referred to, and that it was adulterated.

Mr. H. C. Bartlett, Ph.D., F.C.S., an analytical chymist, of Gray's-inn, said he had heard Mr. W. Jackson's evidence. Mr. Jackson showed that it was possible to adulterate, and witness had supported that view. The witness said he had no evidence that there were any manufactories in England of adulterated tea, save that teas spoilt by sea-water were brought under the hammer, having passed, he presumed, the Custom-house, and would be only bought to be passed into the market. He did not think that tea adulteration as such was carried on in this country to any great extent, or that tea leaves were bought up to be redried. He had no information upon which to state that there were any "tea doctors" or "tea improvers" going about the country offering to teach dealers how to "improve" their tea; but he had reason to believe that such persons went to publicans. He had reason to believe that adulteration was carried on in China, but he thought that some of the so-called "adulterations" found were mistaken analyses, as the finding of slight quantities of oxide of iron might result from accidental mixings, and not be at all attributable to a desire to adulterate. The examination of tea in bond was the proper course to take, as it would prevent adulterated tea coming through our ports, and he thought it was very hard that retail shopkeepers should bear the brunt of the prosecutions for selling adulterated goods which had passed the Customs.

The subjoined letter from "A Tea Merchant" has appeared in the *Echo*:—

Tea adulteration must be divided into two parts, viz., injurious adulteration, and harmless adulteration. The first consists in imparting to the article foreign poisonous matter, such as steel filings, Prussian blue, &c., &c., &c. Prussian blue is used to face, or produce a good-looking surface on common green tea, and, as the public used to prefer bright green tea, this adulteration was so common that at least one-third of the green tea imported was "faced." I will leave numerous other methods of injurious adulteration, and explain harmless adulteration. This consists in mixing with tea harmless matters and ingredients, such as "stalks," which are imported in large quantities from China, and which is the tea shrub after the leaves are picked, broken up small, and mixed with leafy tea. This increases the weight, and causes no harm to the consumer, save the imposition of the vendor of the article as "pure tea." Another article of adulteration is "Brick Tea." It must be understood that the Chinese press the tea into the chests with their feet, and what is spilt by being continually walked upon, together with the moisture of the feet and earth, becomes hard and solid, and is sold in cakes as "brick tea." This is ground into powder and thrown among good leafy tea, and imitates dust. It is seldom, if ever, that injurious matter is introduced into tea by the wholesale dealers in this country. A certain person once bought up the used tea, or the leaves, of large establishments. These were placed in hot pans, and the heat causes the leaf to roll up again, and except by the smell it could not be recognised. This is an old trick, and often practised. Adulteration has been so common, and such filth sold as tea, that I may add that I had, and believe I have now, a sample of "tea" sold as Fine New Season Gunpowder that was the refuse of a pig's-stye mixed with green dust, and faced with Prussian blue.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JUNE 10.

There is at length good reason to hope and believe that the new German currency will be introduced, if not in the whole of the Empire, at least in the kingdom of Prussia, on the 1st of January next, and high time too, for the great scarcity of small coins that is everywhere felt causes much inconvenience among the lower classes, the retail trade, and for domestic purchases. Since my last letter another German State—not a very large one, it is true, but still containing a population of nearly half a million—has published officially that the new currency law shall take effect on New Year's Day. It is the Grand Duchy of Saxe-Weimar. At the same time, we learn from Berlin that it is under the serious consideration of the Prussian Government, and has formed the subject of more than one Cabinet Council, whether it will not be possible to do the same in Prussia; and though nothing has yet been definitively settled, the general feeling was decidedly in the affirmative. If the subject could be submitted to a *plebiscit*, there is no doubt what the result would be, for public opinion would immediately say, "the sooner the better." In Prussia the inconvenience would be felt more slightly than anywhere else; for, after all, it is but the introduction of a new nomenclature for an old institution, as the present coins can all be made use of till a sufficiency of the new money is minted: the thaler at three marks, the ten-groschen piece at one mark, the five-groschen at half a mark, and the groschen at ten pfennigs. In the meantime the eight German mints are at full work, and according to the latest returns published the money coined (on May 10) was as follows:—Gold, 1,022,169,700 marks; silver, 21,467,966 ditto; nickel, 1,943,280 ditto; and copper, 430,958 ditto;—total, 1,046,011,904 marks, or more than fifty-two millions sterling. The actual state of the case is as follows:—The Grand Duchies of Mecklenburg-Schwerin and Mecklenburgh-Strelitz, as well as Bremen and Lubeck have already introduced the new system unconditionally, and for general circulation; Hamburg partially, *i.e.*, as the money of account superseding the Hamburg Banco; Saxe Weimar and Oldenburg introduce it on the 1st of January next, and Prussia is deliberating. Should they decide on doing so, such a step implies the necessity of Hamburg following suit, for, surrounded as we are on all sides by Prussian territory, our isolated Hamburg currency would be no longer tenable, the more so as the value of all articles of merchandise, houses, ships, land, and other property is now reckoned by the new Imperial mark. The Federal Council have decreed that the coinage of the five-mark piece shall be postponed till the other coins are completed; but as a substitute and to prevent a scarcity of small money the State printing-office at Berlin is hard at work striking off five-mark notes as part of the hundred and twenty millions of Imperial Treasury notes to replace those issued by the separate Governments and now about to be put out of circulation. The notes are made of white hemp paper, the printing is of grey colour, and the water-mark is the Imperial crown surrounded by a ribbon.

Another banking company of this city, called the Bankverein—not to be confounded with the Vereins Bank, which is the oldest establishment of the sort here—has resolved to reduce its capital from two million thalers to a million and a half, finding that in the present plethora of money the first named amount cannot be profitably and safely employed. The mode of amortisation agreed to by the general meeting is to buy up the stipulated number of shares in the open market by degrees and at a price not exceeding 90 per cent. The resolution can be easily carried into immediate execution, as the quotation of the shares to-day is 84½ per cent. We have still a much greater number of banking companies here than is required for the wants of the trade.

A new insurance company has just been established, with very favourable prospects of success, from the high respectability of the promoters who have now become the directors. It is called the Hanseatic Fire Insurance Company, and undertakes risks against fire (including explosions and accidents caused by lightning) and will appoint agencies in foreign countries. The capital is nominally a million and a half Reichs marks in shares of 3,000 marks each, registered in the names of the holders, but only an instalment of 20 per cent. will be required as the working capital for the present. Herr Joachim Hermann Duhst has been appointed manager, and has held a general meeting, at which the Company declared itself constituted.

According to the tables just published by the Foreign-office at Berlin, Germany is represented abroad by 637 Consular officers, viz., 317 Consuls, 190 Vice-Consuls, and 72 Consular agents; these, with the secretaries and interpreters, make up the above number, among whom 142 are employed in Great Britain and the colonies, 63 in Turkey and her dependencies, 61 in Sweden and Norway, 47 in Spain and her colonies, 40 in Russia, 30 in Italy, 29 in the United States, 22 in the Brazils, and the remainder in other parts of the world.

By an Admiralty order lately issued, naval officers on foreign stations may now draw bills for their pay at five days' sight on Messrs. J. Berenberg, Gossler, and Co., of this city.

The Milan journals state that the Japanese Consul-General Nacayaines in that city has received orders from the Mikado to make a collection of the portraits of the Regents of countries in amicable relations with the Government of Japan. There are to be fourteen in all, of life-size, and half-figure, the distinguished personages named being the Queen of England; the Emperors of Germany, Russia, and Austria; the Kings of Sweden, Denmark, Belgium, Holland, Italy, and Portugal; and the Presidents of the United States of North America, Switzerland, Peru, and France.

With regard to the Postal Treaty between Germany and British India I fully confirm to-day what I said about it in my last letter, and am enabled to add the following particulars:—The weight of a single letter is fixed at fifteen grammes from Germany and ½ oz. from India; letters may be sent both ways, either prepaid, unpaid, or registered; but the last-named, as well as all newspapers, books, and samples can only be forwarded, if prepaid, and will be charged at the rate of 1½ groschens per every thirty grammes, the maximum weight for any packet of samples or patterns being 250 grammes, but books and newspapers may be sent, if not exceeding 2½ kilog., or 5 lbs. The registration fee is to be the same as that charged in each country. Postcards may be sent, but will be treated as single letters. The correspondence between India and the Grand Duchy of Luxemburg will be charged at the same rates as to Germany. The correspondence will be sent off weekly by British steamers in closed mails *via* Brindisi and Bombay. The convention is to come into operation on Jan. 1, 1875, and remain in force till one of the contracting parties has given the other twelve months' notice of its wish to withdraw from it.

Dr. Krauel, at present Acting Consul for Germany at Foochow, is appointed Consul at that port.

Arrivals from the Far East.—Consul General Kemmert and family, from Batavia; Herr Kierulff, from China; Herr Sohst and family, from Singapore; Herr F. F. Severin, planter, from Assam,

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Monetary and Commercial.

The directors of the Buenos Ayres and Campana Railway Company (Limited) invite applications for 19,000 shares of £20 each, being the unissued balance of the share capital of the company —£120,000 having been already allotted. Interest at 7 per cent. per annum is guaranteed by the contractors during the construction of the railway. Such interest will accrue from the date of payment of the instalments, and will be paid half-yearly by warrants on the 15th March and 15th September. The contractors further guarantee a net minimum dividend equal to 7 per cent. per annum for the first year, and at the rate of 8 per cent. per annum for the second year, after the line is opened for public traffic. Full particulars of the terms of issue will be found in our Advertisement columns. The current quotation for the company's shares is ¾ to 1 prem., with a firm market.

The Oriental Bank Corporation notify that the coupons of the Japan Seven per Cent. Loan of 1873, due the 1st prox., will be paid at the bank on and after that date.

Subscriptions are invited for £160,000 Seven per Cent. First Mortgage Bonds of the Geneva and Ithaca Railroad Company of New York. The price of issue is 87½, and the bonds form a first mortgage upon the forty miles of railroad from Geneva to Ithaca, as well as an unconditional lien upon property which has cost £500,239.

The directors of the Universal Marine Insurance Company (Limited) have decided to pay on the 1st July next an interim dividend of 5s. per share, being at the rate of 10 per cent. per annum.

The directors of the Maritime Insurance Company (Limited) have declared an interim dividend for the current half-year at the rate of 10 per cent. per annum, payable on the 1st proximo.

The Governor and Committee of the Hudson's Bay Company intend to recommend a dividend of 14s. per share, making, with 6s. paid in January last, a distribution of 20s. per share for the year ending the 31st ult.

The liquidators of Overend, Gurney, and Co. (Limited) will, with the sanction of Vice Chancellor Malins, pay a sixth return of 10s. per share to the shareholders on the 15th instant.

The ordinary general meeting of the Ceylon Company (Limited) is called for the 23rd inst.

A meeting has been held of the creditors of Messrs. Osborn and Co., Clyde Steel Works, Sheffield, who failed recently, with liabilities amounting to £85,000. The committee of inspection reported that Mr. Osborn had offered to purchase the whole estate for 12s. in the pound, payable by instalments extending over eighteen months, part of the last instalment but one to be guaranteed. The creditors accepted the offer.

The first meeting of creditors under the Bankruptcy proceedings against Messrs. Jahn, Mehl, and Co., merchants, of 90, Great Tower-street, whose failure was recently announced, was held Thursday. The liabilities were stated to amount to £12,000. Mr. T. H. Wintle, of the firm of Messrs. Johnstone, Cooper, Wintle, and Co., was appointed trustee, to act with a committee of inspection also appointed.

Mr. Edward Allen, of Bradford, manufacturer, has filed a petition for liquidation in the Bradford County Court. His liabilities are about £7,000. Mr. John Grimshaw, of Watergrove Mill, Wardle, Rochdale, woollen manufacturer, trading as "Bamford and Grimshaw," has filed a petition for liquidation by arrangement. The liabilities are £4,000.

The plant of a patent paper mill for some Japanese is now being shipped by the *Charles Albert* (str.) for Yokohama. The plant for the Japan paper-making company will be shipped shortly.

The arrivals of Bar Silver during the week have been very small; the price has therefore been maintained, and may be quoted as 58⅞d. per oz. standard, firm. Mexican Dollars to a considerable amount have arrived from New York, and in the face of this arrival it is not expected that the late price of 58½d. per oz. will be maintained.

ARTICLES OF IMPORT.

Although the total transactions have been of good extent, at the same time there has been an absence of activity, with the important exception of Coffee and Metals, and a dull tone has pervaded the market for most of the chief articles. Sugar has been dull, and prices irregular. Coffee has been gaining strength, and prices have advanced almost daily. Tea has been depressed, and prices of new Tayshan Congou have further receded. Silk has been very dull. Large arrivals of Rice have taken place, and as holders have met the market, prices have suffered a still further decline. Sago has been in demand, but the advance is not upheld at the close. Both Black and White Pepper are lower. Manila Hemp is firm, Gambier lower, Cutch steady.

TEA.

The market during the past week has remained without animation, the chief business being in common to good common red-leaf kinds and new district Teas from Canton, both Congous and Scented Capers, all of which have sold at lower rates. The demand from the Trade and Exporters continues very light, but in the absence of fresh arrivals there is not much alteration in prices, except in the Canton district Teas mentioned above. The public sales have comprised 17,847 packages, of which 17,213 packages have been printed and sold without reserve. The deliveries for this week as compared with last year are as follows :—

	1874.	1873.
Duty Paid	1,922,000 lbs.	1,733,000 lbs.
Coastwise	595,000 „	764,000 „
Exports	520,000 „	255,000 „
	3,037,000 lbs.	2,752,000 lbs.

CONGOUS.—Red-leaf kinds: Siftings sell slowly at about previous prices. Broken-leaf kinds have sold rather lower at public sale; common to good common have been steady from 11d. to 1s. 0½d. per lb.; fair Kaisow kinds are only in moderate request; good, from 1s. 4d. to 1s. 6d. per lb., have been wanted, but finer kinds sell only with difficulty at rather lower prices. Pak Lin kinds remain firm. Black-leaf kinds: Common to fair show no change; good to fine have been in limited request at about previous prices; finest show no alteration. New-make Canton kinds: Large supplies have come to hand, and, the trade being full, prices have given away further ½d. to 1d. per lb. The finest kinds have done rather better, the quantity being small. Oolongs have sold at public sale at about former rates. Souchongs: At the auctions feveral parcels were sold from 1s. 0½d. to 1s. 4d. for fair to good, and 1s. 6½d. to 1s. 9d. per lb. for fine kinds, being about previous value. *Scented Teas.*—Canton Capers: About 5,000 boxes of common olive-leaf kind have sold at 11½d. to 1s. per lb., being a further drop of 1d. to 2d. per lb. on previous nominal rates. New leaf, of olive colour, sells with difficulty from 1s. 4d. to 1s. 6d. per lb. The glazed kinds, of old import, show no material change. Foochow kinds remain firm in the absence of fresh supplies. Orange Pekoes: Canton kinds remain firm at last week's prices. Foochow kinds: Common to medium kinds have been heavy of sale at rather lower prices; good to fine have been steady at full prices. Green Teas: The market is rather unsettled, and prices for all but the finest kinds are uncertain and irregular, especially at public sale, where the chief business has been done.

SILK.

There has been no improvement in the market, and transactions have been very restricted. The opening of the market in China is anxiously looked for, but as yet authentic intelligence has not been received. In China silk the chief business has been in the coarser kinds, which have sold freely; other sorts have been neglected. There has been very little demand for Cantons, and quotations are rather lower. In Japans there have been some sales of fair to good silk, but the common descriptions are unsaleable.

COFFEE.

A decidedly active demand has prevailed throughout, and the public sales have gone off with spirited competition at daily advancing prices, and a further important enhancement is established at the close. The much improved deliveries of the previous week have added to the firmness of the market, and with a good export demand during the present, sales have been readily effected in all descriptions, more especially in Plantation, and prices at the close exhibit a further advance of 4s. to 5s. for Plantation kinds, 3s. for Native, and 2s. 6d. for ordinary to 4s. for coloury Foreign. Statement of the prices at the highest point of the present year, and the recent lowest point, compared with the present value :—

	Value Feb. 5.	Lowest in May.	Present value.
	s. d.	s. d.	s. d.
Middling Plantation Ceylon...	136 0	... 101 6	... 113 0
Ditto crops afloat	132 0	... 100 0	... 111 0
Native Ceylon, good ordinary	119 0	... 80 0	... 88 0

Closing prices are as follows :—Plantation Ceylon, triage 87s. to 99s., small 102s. to 107s., low middling grey 107s. 6d. to 111s., middling coloury 111s. 6d. to 114s., good middling to fine middling coloury 114s. 6d. to 118s., fine bold 120s. 6d., pea-berry 112s. 6d. to 117s.; Native, small 85s., good ordinary 87s. to 88s., bold 94s., pea-berry 97s. 6d. to 98s. The only sale of other East India has been 200 bags Singapore at 75s. 6d. to 80s. per cwt.

SUGAR.

The quieter feeling has become more decided, and towards the close a dull tone has prevailed, accompanied by a frequent slight decline. This unfavourable condition may be attributed to several causes, partly the absence of speculative inquiry, partly to the disappointing state of the refined article so far as regards pieces, and to the heavy supplies of raw, as is usual at this period. There has been much less demand for Manila, and scarcely any sales have occurred; no change in prices can therefore be reported. A floating cargo 600 tons unclayed Ilo Ilo has been sold at 16s. 6d. There has been a steady demand for date Penang, and prices are firm; privately 500 bags have been sold at 15s. 6d.

COCOA NUT OIL.—Ceylon has been in but moderate request at £34 to £35 for pipes, and at £35 5s. for hogsheads; in public sale 360 casks brownish weak to good sold at £34 15s. to £35.

CHINA PRESERVES.—Of 120 cases Ginger offered 100 cases sold at 6¾d. to 7d.

COIR GOODS.—Large supplies have been offered by auction. There was less demand for all qualities of Yarn, excepting a small quantity of good, which sold steadily, and the sales went off flatly at a decline of 20s. for medium, and 25s. to 35s. for ordinary and dholl yarn.

CAMPHOR.—The market has been steady but quiet; Japan is quoted 80s., China 75s. per cwt.

CUTCH has been very quiet, but is very firmly held; small sales have been effected at 23s. per cwt. At auction 100 boxes good Pegue have been bought in at 22s. 9d.

GAMBIER.—The market has been dull, and prices have declined 3d.

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per cwt., both on the spot and for arrival. On the spot about 1,000 bales have been sold at 25s. 1½d. to 25s. 6d., ex warehouse. In auction 322 bales block bought in at 25s. 6d. Of 575 bales pressed cubes chiefly sold, fine pale at 32s. 6d. to 33s. 9d., ordinary at 27s. 6d., 210 mats free ditto withdrawn. For arrival 100 tons April sailing have been sold at 24s. 9d. ex ship, and 50 tons just arrived at 25s. ex ship.

GALLS.—Market improved; of 291 cases China at sale, half sold at 50s. for good; subsequently 100 cases fair sold privately at 49s., but there are buyers now at 50s., and no sellers.

GUMS.—*Benjamin:* Siam steady; Sumatra steady; and of 81 cases offered one-third sold at 70s. to 75s. for good 3rds. *Copal* quiet, small sales at previous value. *Damar* quiet, but generally firmly held; of 184 cases a small proportion sold at 43s. to 43s. 6d. for specky yellowish sorts. *Gamboge* quiet; 5 cases retired.

GUTTA-PERCHA.—No business done.

HEMP.—There has been a steady demand for Manila on the spot, and about 1,500 bales have been sold at full rates, fair roping at £33 15s., good fair to good at £35 to £35 15s.

HIDES.—The demand for East India kinds has been very limited, and only about half the quantity offered has been sold. Prices show no marked change, though heavy weights in many instances were almost unsaleable. Singapore Ox and Cow have been in moderate demand at former rates for light averages, whilst heavy could only be partly sold at a reduction of ¼d. to ½d. per lb. Buffalo have been in very limited demand. Batavia only partly sold at a decline of ¼d. per lb. Singapore and Penang have met no inquiry, and nearly all offers have been bought in.

INDIA-RUBBER AND ISINGLASS.—No transactions have been effected.

JAPAN WAX continues in large supply, while there is but little demand; small sales of fine quality reported at 56s. to 57s. per cwt.

MUSK.—The auctions have embraced 23 caddies Yunan, partly sold at 36s. to 36s. 6d. for fair, and 29s. wet; of 6 caddies Tonquin, 2 sold at 18s. for rough and bally; 2 tins Nepaul sold at 19s. to 20s.; of 5 tins Grain, 3 sold at 49s. for fine.

PLUMBAGO.—Of 500 barrels Ceylon offered 450 barrels good to fine bold lump sold at 17s. to 18s., good chips 11s. to 11s. 6d.; dust 9s. to 9s. 6d.; 29 casks low Cochin lump bought in at 5s. per cwt.

PEPPER.—*Black:* The market has been dull, and with a restricted demand only small sales have been effected at gradually declining prices, closing at ¼d. lower for Penang and ⅛d. lower for Singapore. The private sales are about 1,700 bags; Penang at 5¼d. to 5½d., closing at the former price, Singapore at 6⅛d. In public sale 233 bags Rhio sold at 4⅝d., and 60 bags Penang were withdrawn. *White:* Heavy supplies at auction have depressed the market, and prices are ¼d. cheaper, except for fine, which is ⅛d. dearer. Of 1,129 bags Singapore about 250 bags sold; fair at 8¼d.; good 8½d.; fine bold bright at 9⅜d. to 9½d.; of 213 bags Penang 40 bags ordinary sold at 7¾d.

RICE.—A very heavy supply, both actual and prospective, notwithstanding the large withdrawals from Burmah on account of the Indian famine, have continued to exert a baneful influence upon the market; sales have been effected with difficulty, and prices have undergone a general depreciation. On the spot Bengal has declined 6d., and in some instances 1s., old Rangoon is fully 6d. lower, and other kinds also cheaper. Floating cargoes of soft grain have been arriving in large numbers, and prices are 4½d. lower. On the spot white Bengal has realised from 11s. 6d. to 12s. 9d., heated 10s., Ballam 11s., low broken Bengal 9s. 6d., Madras 10s. 3d., Bassein 9s. 3d., Rangoon 9s. to 9s. 1½d., and 20,000 bags ditto 8s. 3d.

SAGO.—Last week a better demand prevailed for small, and about 2,500 bags were sold privately at 6d. advance, common grey to fine at 15s. 6d. to 17s., closing at 16s. 6d. to 17s.; but there has since been less demand, and at the public sales 2,564 bags went off slowly at 3d. decline for all kinds; about 1,300 bags sold, grey small at 16s., fair to good at 16s. 6d. to 17s., good large at 19s., medium 18s.; 300 bags good large since sold at 18s. 6d., being again lower. *Flour:* 500 bags Borneo bought in at 16s. 6d., 370 bags Singapore withdrawn.

SPICES.—*Cinnamon:* Nothing done since the periodical sales. *Cassia Lignea:* Very dull, stock excessive, and scarcely a transaction. Buds steady; of 74 cases, half sold at £5 10s. to £5 15s. per cwt. for good quality. *Cloves:* 5 cases fine bold Penang sold at dearer rates, commencing at 1s. 11½d. and rising to 2s. 0½d.; 5 cases Penang, average 80 nuts to the lb., were bought in at 3s. 6d.; 20 cases Java chiefly sold, 120's part mouldy at 3s. 1d., defective 1s. to 2s. Of 25 casks limed ditto 20 casks defective sold at 1s. 4d. to 1s. 5d. *Mace:* 8 cases Penang were chiefly withdrawn, only 1 case ordinary selling at 2s. 10d.; 8 casks 6 bags Java bought in at 2s. 6d.

STRAW PLAT.—In auction 198 bales China were chiefly sold; white Nos. 55 to 51 £7 10s. to £12 15s., one lot (No. 50) at £24; mottled, Nos. 3 to 1 at £8 to £10 per bale, also 100 cases at £4 5s. to £4 7s. 6d. per case.

STICKLAC.—At auction 566 chests Siam met a better demand, and 216 chests sold at dearer rates; fine free but small at £5 10s. to £5 15s., block at £4 to £4 5s., the remainder bought in at £6.

STAR ANNISEEDS.—The market is bare of stock, and the article is much wanted for immediate delivery. Large quantities afloat.

SAPANWOOD continues very scarce.

TIN is in improved demand for consumption, and prices are very strong. Quotations are—Straits, £103 on the spot and £101 afloat, Banca £106, and Billiton £99 per ton, showing an advance of £2 to £3 for Straits and Banca.

TAPIOCA.—Only 229 bags Singapore, import 1873 have been offered and sold, good small white 1⅞d. to 2d. *Pearl:* 259 bags met little demand, and were bought in, bullets at 22s. 6d. to 23s., medium at 23s. 6d.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £8 to £9. Bars, £9 to £10. Staffordshire Best: Bars, £11 to £11 10s.; Nail Rods, £11 to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 12s. 6d. to £5 5s.; Swedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝ in., £21 to £22.

YELLOW METAL.—Sheets, 4 by 4 ft., 8d.; Sheathing and Rods, 8d. per lb.

TIN.—English Refined, £106. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 29s. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £21 to 21s. 5s. Spanish soft, ex ship, £19 17s. 6d. to £21; Sheet, £22 10s.; Shot (kegs extra), £26; White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £22 10s. to £22 12s. 6d.

QUICKSILVER.—In bottles of 75 lbs. each, £19 15s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 3	White Adder	Harris	Shanghai & New York	London
8	Alnwick Castle	Yealland	Colombo, &c.	Do.
5	John Ritson	Humphrey	Maulmain	Falmouth
5	Matra	Feilcke	Java	Do.
5	Affezione II.	Lanteri	Cheribon	Liverpool
5	Alardus	Ohlbrich	Batavia	Do.
	Grenada	Wyman	Java	Clyde
2	Fortuna	Strohsahl	Rangoon	Cuxhaven
3	Pres. van Rijckevorsel	Lieuwen	Banjoewangie	Texel
	Graafstroom	Le Clercq	Batavia	New York
5	Francisco	Babaro	Maulmain	Queenstown
6	Velocity	Adams	Penang	London
6	Arracan	Jensen	Sourabaya	Beachy Head
6	Prince Regent	Graham	Rangoon	Liverpool
May 25	Gentoo	Lennell	Hong Kong	San Francisco
26	Cashmere	Rorton	Manila	Do.
	Midnight	Kendrick	Hong Kong	Do.
	Star of the South	Smith	Zebu	New York
June 8	Avona	Hopwood	Colombo	London
7	Ontario	Robinson	Batavia	Deal
	Kenyon	Cunningham	Maulmain	Queenstown
	Peter Jaynson	Cousin	Do.	Do.
8	Naomi	Robertson	Singapore	London
8	Golden Fleece	Way	Colombo, &c.	Do.
6	Amaranth	Williams	Rangoon	Falmouth
7	John Peacock	Finley	Moulmain	Do.
7	Ceylon	Leach	Japan	Do.
8	Mathilde	Dan	Java	Off the Lizard
8	Ardito	Gellelich	Zebu	Liverpool
	Star of Hope	Borowski	Java	Clyde
5	Atalanta (s.)	—	Hg. Kg., & New York	Helvoet
5	Cannanore	Patrouilleau	Saigon	Bordeaux
8	Saga	Silfversparre	Akyab	Do.
8	Mirzapore	Lafond	Java	Do.
9	Coldinghame	Bico	Rangoon	London
9	Teresa	Davis	Do.	Do.
8	Ymuiden	Zeylstra	Batavia	Off the Goodwin
9	Antje	Hoog	Java	Brouwershaven
7	Krimpen aan de Lek	List	Do.	Off Beachey Head
9	Dauphin	Lelionnais	Manila	Falmouth
8	Fearnought	Graham	Rangoon	Liverpool
12	City of Manchester	Holme	Do.	Do.
4	James Edward	Sadler	Macao	St. Nazaire
7	Leoine	Hirigoyen	Saigon	Gironde
10	Navarino (s.)	Rutter	Colombo, &c.	London
11	Lennox Castle	Stewart	Hong Kong & Whampo.	Do.
	Zes Gezusters	Rutgers	Banjoewan. for Rotdm	Off Dungeness
8	Hollander	Breen	Samarang, for Rotrdm.	Off the Owers
10	Stornoway	Storm	Kobe	Off Dartmouth
7	Lumley Castle (s.)	Brown	Akyab	Bremerhaven
8	Yeavering Bell	Crozier	Bangkok	Marseilles
	Challenge	Patter	Swatow	San Francisco

DEPARTURES.

Date.	Ship.	Captain.	For	From
June 3	Hendrika	—	Java	Cardiff
1	Eastern Isles (s.)	Poole	Singapore, Java, &c.	Glasgow
4	Argonaut	—	Yokohama	Swansea
5	Deerfoot	Easson	Galle	Liverpool
3	Georges	Gigo	Do.	Dublin
4	Success	Hill	Java	Glasgow
7	Mikado	Ilberry	Shanghai	London
	Ada	Wiebenga	Batavia	Rotterdam
5	Mina	Bruggen	Macassar	Cardiff
5	Kennermerland	de Jong	Singapore	Do.
5	Oriana	Collins	Java	Do
4	L. J. Enthoven	v. Montuys	Singapore	Liverpool
May 23	Annie E. Elliot	Elliot	Batavia	New York
Jun. 10	Denbighshire	Willians	Yokohama and Hiogo	London
10	Mirella	Pitt	Colombo	Do.
10	Glengyle (s.)	Gulland	Singapore, China, &c.	Do.
9	Emma	—	Java	Shields

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
June — ...	... Java	... Java	... Nieuwe Diep
9 ...	... Billiton	... Amsterdam	... Batavia

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Galley of Lorne. For Singapore, Yokohama, and Hiogo: Charles Albert. For Colombo, &c.: Navarino.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Carnarvonshire, Black Prince, Evelyn. For Hong Kong: Lord Macaulay, Beemah, Chinaman, Windhover. For Penang: Excelsior, Glenisla. For Singapore: Dewa Gungadhur. For Colombo: Electra, George Shotten, Letty Gales. For Batavia and Sourabaya: Eme. For Sourabaya, &c.: Canaan. For Bangkok: Lyra. For Chefoo: Bridgetown, For Galle, &c.; Heather Bell. For Anjer: John C. Munro.

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At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Singapore: Banian. For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.). For Singapore and Manila: Buena Ventura (str.). For Ceylon, &c.: Alexandra. For Batavia and Sourabaya: Yanikale. For Galle: Huddersfield, Affezione Secundo.

At GLASGOW.—For Singapore: Ringdove, Sumerset (str.), Brisbane (str.).

SPOKEN.

B.R.H., Newcastle to Batavia, May 21, 17 N., 25 W.
JOHANNA and WILLEM, Newcastle to Batavia, June 1, in the Channel.
CANANNA (Fr. ship), Saigon to Belle Isle, April 30, 8 N., 28 W.
MARGARETHA, Java to Falmouth, March 8, 23 S., 80 E.
LANATA EMMANUELE, Java to Falmouth, April 10, 20 S., 1 E.
CYCLONE, Pasaroeang to New York, May 21, 33 N., 70 W.
COPERNICUS, Newcastle to Anjer, April 7, 1 S., 27 W.

FREIGHTS AND CHARTERS.

Outward freights to the Eastern ports are dull, and rates rule as quoted below.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 55s. weight, 45s. meast. To Hong Kong: 55s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 45s. weight or meast. To Shanghai: — weight, — meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast. To Bangkok: — weight; — meast. To Chefoo: — weight, — meast. To Galle: — weight, — meast. To Anjer: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £33, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: (small) 34s. To Singapore: 29s. To Galle: 27s. to 28s. To Manila: 25s. to 30s.

From Birkenhead, per ton.—To Singapore: 25s. To Hong Kong: 25s. To Galle: 24s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

CASUALTY.

The Stornoway, Storm, from Kobe, arrived at Dartmouth, June 10, reported that she lost boats, bulwarks, and sustained other damage off Mauritius.

MISCELLANEOUS.

At TABLE BAY.—May 6, Island Belle, Camm, and sailed for Batavia.
At ALGOA BAY.—May 7, Avon, Rennie, and sailed for Galle.
MAURITIUS.—(Aden, 10th June, 11 A.M.).—The G. T. Ray (barque), from Saigon to Falmouth, which put in here, leaking badly in her upper works, has discharged part of her cargo. She is now in dock, reloading and being remetalled. 2,000 bags of rice have been sold.

The Phrenologist, from Colombo to London, which put in here, 21st Feb., has now reloaded and will proceed on her voyage. The master signed a bottomry bond for £800 at a premium of 5.55 per cent.

FLOATING DOCK FOR BATAVIA.—Last week Messrs. Hannah, Donald, and Wilson launched from the Abercorn shipbuilding yard, Paisley, an iron vessel named the Sourabaya, measuring 200 by 25 by 20 feet. It is to be barque-rigged, and will proceed under sail to Batavia, where it will form the main part of a floating dock. When completed it will weigh about 1,000 tons, and will be supposed to lift a 2,000-ton ship.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

102 LEADENHALL STREET, LONDON, E.C.

NOTICE TO HOMEWARD BOUND PASSENGERS.

ARTHUR FENNELL,

many years an Officer in the Peninsular and Oriental Company, having established an

AGENCY IN LONDON AND SOUTHAMPTON,

is prepared to undertake the Landing and Clearing of Passengers' Baggage, and all the duties of a General Shipping and Commission Agent.

Passengers intending to land at Brindisi should label their Luggage care of

ARTHUR FENNELL, Southampton,

and on arrival in England may either forward their keys with instructions to Southampton, or

51, ST. MARY AXE, CITY, LONDON,

when they will be promptly attended to.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London, E.C.

MAC EWEN AND CO.,

QUEEN'S ROAD, HONG KONG.

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

LONDON AND CHINA EXPRESS.

W. L. H. SKEEN AND CO.,

PHOTOGRAPHERS,

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Invite inspection of their large collection of

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ON SIZES 12 BY 10 TO C. DE V.

CATALOGUES POST FREE.

CHINESE LANGUAGE AND LITERATURE.—Professor DOUGLAS will BEGIN his Class at KING'S COLLEGE, LONDON, on FRIDAY, May 1, at 5 P.M., and will continue it on each TUESDAY and FRIDAY at the same hour. Fees for ten weeks, £3 3s., payable in the College Office.

J. W. CUNNINGHAM, Secretary.

A GENTLEMAN of ability and experience (well known in the Eastern trade) will shortly be open to BUY in Lancashire and Yorkshire, on Commission or otherwise, as may be arranged, for a first class firm.

Address confidentially, A 90, *Observer* Office, Bradford Yorkshire.

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Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
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3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

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ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

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ROWLAND'S MACASSAR OIL preserves, strengthens, and beautifies the human hair, 3s. 6d., 7s., 10s. 6d.; family bottles, equal to four small, 21s. per bottle. Each bottle has a glass stopper, and not a cork. ROWLAND'S KALYDOR cools and refreshes the face and skin, eradicates all eruptions, and produces a healthy and beautiful complexion, 4s. 6d. and 8s. 6d. per bottle. ROWLAND'S ODONTO whitens and preserves the teeth, prevents and arrests their decay, and gives a pleasing fragrance to the breath. 2s. 9d. per box.

Sold by all Chemists and Perfumers, and at all Bazaars throughout China and Japan. Ask for Rowland's articles.

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ISSUE OF 19,000 SHARES of £20 each—£380,000—being the balance of £500,000, forming the Share Capital of the

BUENOS AYRES AND CAMPANA RAILWAY COMPANY

(LIMITED).

Interest at 7 per Cent. per Annum during the construction of the Railway, and a net minimum Dividend equal to 7 per Cent. per Annum for the first year, and 8 per Cent. per annum for the second year, after the completion and opening of the Line for public traffic, is guaranteed by the Contractors, to be secured by the investment of £80,000 Consols, in the names of GEORGE SHEWARD, Esq., and LIGHTLY SIMPSON, Esq., two of the Directors of the Company, who have consented to act as Trustees.

DIRECTORS.

JOHN PRINGLE BOYD, Esq. (Messrs. J. P. Boyd and Co., Merchants, Buenos Ayres), Buenos Ayres.
FREDERICK RICARDO, Esq. (late of Messrs. Ardoin, Ricardo, and Co., Bankers, Paris), London.
LIGHTLY SIMPSON, Esq. (Chairman of the Great Eastern Railway Company), London.
GEORGE SHEWARD, Esq. (Chairman of the English and Foreign Credit Company), London.
FRANCIS TOTHILL, Esq. (Director of the Monmouthshire Railway Company), London.
Capt. HENRY W. TYLER, R.E., Wyvenhoe Hall, Colchester, and London.
WILLIAM THOMPSON, Esq. (Messrs. Parlane, Graham, and Co., Buenos Ayres), Buenos Ayres.

Bankers—Messrs. ROBARTS, LUBBOCK, and Co., 15, Lombard-street, London, E.C.—THE LONDON AND RIVER PLATE BANK, Buenos Ayres.

Brokers—Messrs. LAURENCE, SON, AND PEARCE., 13, Copthall-court, Throgmorton-street, London, E.C.

Consulting Engineer—E. BRAINERD WEBB, Esq., M.I.C.E., F.R.G.S., &c., London.

Chief Resident Engineer and General Manager—NEVILLE B. MORTIMER, Esq., C.E., Buenos Ayres. | **Secretary**—S. J. SMITHERS, Esq.

Offices—47a, MOORGATE-STREET, LONDON, E.C.

The Directors of the Buenos Ayres and Campana Railway Company (Limited) are prepared to receive applications for 19,000 Shares of £20 each, being the unissued balance of the Share Capital of the Company—£120,000 having been already allotted—payable as follows:—

£1	per Share	on	Application.
4	,,	,,	Allotment.
5	,,	,,	1st August, 1874.
5	,,	,,	1st October, 1874.
5	,,	,,	1st January, 1875.
£20			

Interest at Seven per Cent. per Annum is guaranteed by the Contractors during the construction of the Railway. Such interest will accrue from the date of payment of the instalments, and will be paid Half-yearly by Warrants on the 15th March and 15th September.

The Contractors further guarantee a net minimum dividend equal to 7 per cent. per annum for the first year, and at the rate of 8 per cent. per annum for the second year, after the Line is opened for Public Traffic, and will secure the due and punctual payment of the same by the investment of £80,000 Consols in the names of Trustees, as above stated.

Subscribers will be allowed the privilege of paying up the whole of the instalments on allotment, whereupon interest at 7 per cent. per annum on the amount will accrue from the date of such payment.

The Buenos Ayres and Campana Railway, fifty miles in length, starts from the City of Buenos Ayres, and running for a short distance over the Government Western Railway, proceeds thence direct to the Port of Campana, the point nearest to Buenos Ayres on the River Parana, where navigable access can be obtained for large steamers and river craft. In its route the Line passes through the most important suburbs of the City, the towns of Belgrano and San Martin, and through a thickly-settled and well-cultivated country.

The Port of Campana is the natural terminus for steamers and river craft navigating the Parana and its tributaries. These rivers are the great highways into the centre of South America, and embrace within their limits upwards of 3,500 miles of river navigation. They constitute almost the sole outlet for the productions of the rich and fertile provinces of the country, and form the arteries of communication between numerous and important inland cities. To meet the requirements of these varied sources of traffic, the Contract entered into for the construction of the Railway provides also for the erection of Wharves and Bonded Warehouses, upon an extensive scale, at Campana.

It is confidently anticipated that the highly favourable location of the Line and its many advantages will ensure a large and very profitable traffic, derived not only from the merchandise and passengers which the connexion with so extended a system of river navigation will bring on to the Railway and from the foreign shipments to Buenos Ayres unloading at Campana, but also from the large suburban and residential traffic which will be accommodated by the Railway. The transport of produce and the receipts from the warehouses at Campana will also form important sources of revenue.

The Railways running out of the City of Buenos Ayres have proved very successful and profitable undertakings, and their securities command a considerable premium in the market.

The £10 Shares of the Buenos Ayres Great Southern Railway are now quoted at £11 5s. to £11 10s. per Share, ex dividend, this Company having paid 8 per cent. on its Share Capital, after paying interest on the Debenture Stock, for the half-year ending December, 1873; the Company's receipts from passenger traffic having increased 19·36 per cent. and from goods traffic increased 25·77 per cent. over the receipts during the year 1872.

The £10 Seven per Cent. Preference Shares of the Northern Railway of Buenos Ayres are now quoted at £13 10s. to £14 per Share, ex dividend.

The £10 Deferred Shares of the same Railway are now quoted at £13 10s. to £14 per Share, ex dividend, this Company having earned a net income equal to 9½ per cent. on their Share Capital, after providing interest on Debentures and Debenture Stock for the year ending 1873; the cost of the line being about £20,000 per mile.

The Western Railway, owned by the Buenos Ayres Government is reported to be earning about 9½ per cent. on the capital employed in its construction.

The net earnings of the Northern Railway of Buenos Ayres, about 19 miles, which from its position affords the best data for an estimate of the traffic which may be expected on the Campana Line, were, for the year ending December, 1873, £30,771 2s. 6d. Assuming the same rate of net earnings for the Buenos Ayres and Campana Railway (including warehouses, wharves, &c.), the following results would be obtained:—

Net earnings on 50 miles, say	£80,976
Interest on Debenture Stock, 7 per cent. on £400,000	28,000
Leaving available for Dividend on Shares	£52,976

equal to about 10½ per cent. per annum on the amount of the Company's Share Capital, with the prospect of a still larger return from the increased traffic which the further development of the river navigation and the general growth of the country may be expected to furnish.

The Company's chief Resident Engineer and General Manager, however, anticipates a considerably greater net revenue than is shown by the above figures. He estimates that the Railway, Wharves, and Warehouses will earn a net revenue of £139,500 per annum as soon as brought into full operation, and in concluding his Report states—"I have had eighteen years' experience in surveying, constructing, and working Railways in the Argentine Confederation, having been more or less associated with every Line in the Province of Buenos Ayres, the whole of which are now earning profits averaging from 8 to 15 per cent. on the capital invested in their construction; but, in the whole of my experience, I have never before been connected with a Line which, from its remarkable topographical position, possesses such prospects as the Buenos Ayres and Campana Railway."

When it is considered that the earnings of the Northern Railway are almost entirely derived from local and residential traffic, while the Buenos Ayres and Campana Railway will not only obtain a large revenue from these sources, but will have, in addition, the receipts from the extensive river traffic and the wharfage and transport of merchandise, it may be confidently expected that the estimates of the Company's chief Resident Engineer and General Manager will be fully verified by actual results.

The Concessions granted to Senor Don Guillermo Matti for constructing the Railway, by the Governments of the Argentine Confederation and of the Province of Buenos Ayres, have been transferred to the Company; and a Contract has been entered into with him for acquiring and conveying to the Company the whole of the Land required for the Railway, Stations, and Station Grounds, and for the Wharves and Warehouses at the Port of Campana.

A Contract has been entered into with Messrs. Edwin Clark, Punchard, and Company for the construction of the Railway, with Stations, Rolling Stock, &c., and for building Wharves and Warehouses at the Port of Campana, together with the machinery and appliances requisite for rapidly loading and discharging vessels and warehousing goods and merchandise, in accordance with the plans and specifications, and to the satisfaction of the Company's Engineers, and for maintaining the Line for one year after it is completed and opened for public traffic, for the sum of £790,000.

This Contract also provides for payment of interest at Seven per cent. per annum on the entire Capital of the Company during the construction of the Railway. The Contractors have further evinced their confidence in the rapid development of the traffic by guaranteeing a net minimum dividend of 7 per cent. for the first year, and of 8 per cent. for the second year after the Line is opened for traffic on the Shares now offered for subscription.

The Directors have concluded a very satisfactory arrangement with Mr. Neville B. Mortimer, C.E., for superintending the Works as Chief Resident Engineer of the Company, and to assume the position of General Manager as soon as the Line is completed and opened for public traffic. Mr. Mortimer's long and valuable experience in the construction and working of Railways in the Argentine Republic, and his personal influence, will be eminently serviceable to the Company, and will assure for it a competent and energetic administration in Buenos Ayres.

The construction of the Railway was duly commenced, and on the 11th of October, 1872, the works were officially inaugurated by his Excellency Don Velez Sarafield, Home Minister in the Argentine Government, the ceremony being attended by the principal Ministers of the National and Provincial Governments; nearly the whole of the permanent way materials, including rails, iron sleepers, &c., &c., have been shipped, and the operations are being pushed forward with the view to completing the Line at the earliest possible date.

The Capital of the Company consists of £500,000 in Shares, and £400,000 in Debenture Stock; it being intended to apply the net revenue of £28,000 per annum, guaranteed by the Argentine Government for 20 years from the opening of the Railway, to the payment of interest on the latter.

Provisional Scrip Certificates will be issued on allotment, which on due payment of all the instalments, will be exchanged for the Share Certificates.

Where no allotment is made the deposit will be returned to the applicant without deduction. Should a less number of Shares be allotted than the number applied for, the surplus of the deposit will be applied towards the amount payable on allotment.

Failure to pay any instalment at the due date will render all previous payments liable to forfeiture.

The original Concessions and Certified English translations of the same, with copies of the Articles of Association and Contracts, can be seen at the Offices of the Company.

Applications, accompanied by the payment of £1 on each Share applied for, must be made on the annexed form, and forwarded either to the Bankers of the Company, Messrs. Robarts, Lubbock, and Co., 15, Lombard-street, London, E.C.; or to the Secretary, at the Offices of the Company.

Propectuses and Forms of Application can be obtained at the Company's Brokers, Messrs. Lawrence, Son, and Pearce, 13, Copthall-court, Throgmorton-street, London, E.C.; or of the Secretary, at the Offices of the Company, 47A, Moorgate-street, London, E.C.

By order of the Board,

SYDNEY J. SMITHERS,
Secretary.

London, June 9, 1874.

The following Contracts have been entered into by the Company:—

Dated 19th January, 1874.—Between Don Guillermo Matti and the Buenos Ayres and Campana Railway Company (Limited), being an Assignment of the Concessions, and agreement for purchase of the Land required for the Railway, &c.

Dated 19th January, 1874.—Between the Buenos Ayres and Campana Railway Company (Limited), and Messrs. Edwin Clark, Punchard, and Company, for the construction of the Railway and Works, and payment of interest on Capital of Company during construction.

Dated 19th January, 1874.—Between the Buenos Ayres and Campana Railway Company (Limited) and Neville Bath Mortimer, C.E., appointing him Chief Resident Engineer and General Manager of the Company.

Dated 9th June, 1874.—Between the Buenos Ayres and Campana Railway Company (Limited) and Messrs. Edwin Clark, Punchard, and Company, guaranteeing interest for two years after the opening of the Railway for public traffic.

ISSUE OF 19,000 SHARES OF £20 EACH (£380,000),
being the Balance of £500,000, forming the Share Capital of the
BUENOS AYRES AND CAMPANA RAILWAY COMPANY
(Limited.)

FORM OF APPLICATION.

To the Directors of
THE BUENOS AYRES AND CAMPAGNA RAILWAY COMPANY
(Limited).

GENTLEMEN,—

Having paid to your Bankers, Messrs. Robarts, Lubbock, and Co., 15, Lombard-street, London, E.C., the sum of pounds, being a deposit of £1 per Share, on Shares of the Buenos Ayres and Campana Railway Company (Limited), I request you will allot to me that number, and I hereby agree to accept the same, or any smaller number that may be allotted to me, and to pay the instalments thereon in accordance with the Prospectus, dated the 9th day of June, 1874.

Name (in full).....
Address.....
Description.....
Date.....
Signature.....

(Addition to be filled up if Applicant wishes to pay in full on Allotment).

I desire to pay up the above in full on Allotment, in terms of the Prospectus.

Signature.....

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OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Sydh	... June 21	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Alphée	... July 5		
Tigre	... July 19		
Amazone	... August 2		
Ava	... August 16		
Iraouaddy	... August 30		

The Steamers of the 5th July, 2nd and 30th Aug. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 21st June, 19th July, and 16th Aug. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... ... ,, Saturday, 5 P.M.
Algiers ... ... ,, ,, ,,

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

THE AGRA BANK (Limited)
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

K. de PIOTROWSKI,
COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE,
JAPAN.
Agent for the *London and China Express*.

HONG KONG AND SHANGHAI BANKING CORPORATION.
Capital, 5,000,000. All paid up.
Reserve Fund, $1,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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LIEBIG COMPANY'S EXTRACT OF MEAT
as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

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IMPORTANT FOR THE DELICATE.—It is difficult to determine which is the more trying to the human constitution—the damp, cold days of autumn and winter, or the keen, dry, easterly winds of spring. Throughout the seasons good health may be maintained by occasional doses of Holloway's Pills, which purify the blood and act as wholesome stimulants to the skin, stomach, liver, bowels, and kidneys. This celebrated medicine needs but a fair trial to convince the ailing and despondent that it will restore and cheer them without danger, pain, or inconvenience. No family should be without a supply of Holloway's Pills and Ointment, as by a timely recourse to them the first erring function may be reclaimed, suffering may be spared, and life saved.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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GLASS CHANDELIERS.
WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU
KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.
TABLE GLASS OF ALL KINDS.
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LONDON—Show Rooms, 45, Oxford-street, W.
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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.
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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.
Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.
AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL. NEW YORK.
ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.
THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

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SITUATED on the Alster. A first class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.
SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.
12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.
PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.
Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.
CHARGES MODERATE.

COWASJEE DINSHAW,
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

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PRIZE MEDALS, 1851.

BURROUGHES & WATTS,

PRIZE MEDALS, 1862.

SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

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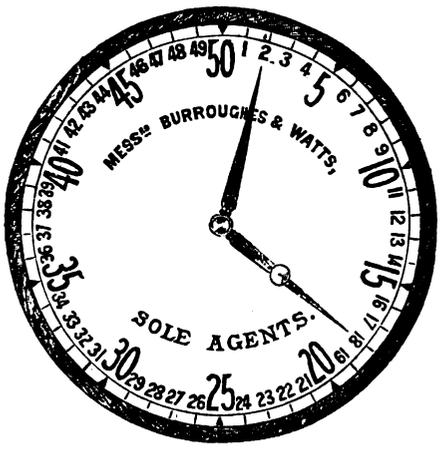

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	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	,, ,,	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, June 4 & 18, at 2 P.M., and every alternate Thursday.	Friday morning, June 12 & 26, and every alternate Friday.	Monday, June 15 & 29, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, June 4, at 2 P.M., and every fourth Thursday.	Friday morning, June 12, and every fourth Friday.	Monday, June 15, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 123, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 ,, ,,
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Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

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THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The s.s. VASCO DA GAMA, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama and Hong Kong on or about the 30th July. The s.s. VANCOUVER, 3,000 tons, on the 30th August, for the same ports.

Through tickets from Liverpool to Japan and China may be obtained, together with full information, on application to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C., shipping agents in London to the C.T.P.S.S. Company.

Steam via the Suez Canal. To sail on the 30th June.

FOR PENANG, SINGAPORE, and HONG KONG, the splendid Clyde-built full-powered screw steamer PARIS, 100 A1, 920 tons register, 125-horse power nominal; G. NYBURG, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to Messrs. DONALD R. MACGREGOR and Co., Leith: to SMITH, SUNDIUS, and Co., 33, Gracechurch-street, E.C.; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM TO YOKOHAMA, PENANG, SINGAPORE, and HIOGO.—The magnificent steamship MURIEL, A1 18 years, 880 tons; to sail June 24; will load in the Victoria (London) Docks.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The undermentioned high-classed SHIPS will be despatched as follows:—

Ports.	Ship.	Class.	Tns.	Dck.	Last shipping day.
Chefoo	Bridgetown ..	A1 13 yr.	314	E I.	With des
Yoko. & Higo.	Carnarvonsh.	A1 14 yr.	388	E.I.	With des
Do.	Black Prince	A1 17 yr.	750	E.I.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).

FOR HONG KONG DIRECT, with quick despatch, the well known, Clyde-built, clipper ship CHINAMAN, A1 14 years (built by Messrs. Robert Steele and Co.), 667 tons register; S. MCKENZIE, Commander; East India Docks.

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The new Eastern form of bill of lading required for this ship.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfinlas	100 A1	2,120	330	June 30
Glenartney	100 A1	2,106	330	July 31
Glenfalloch	100 A1	2,126	275	To follow
Glenengles	100 A1	2,120	330	To follow
Glenearn	100 A1	2,130	330	New boat
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow

For terms of Freight and Passage apply to MCGREGOR Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Batavia and Sourabaya.	Eme.....	A1 16 yr.	S.W.I.D.	With des.
Hong Kong..	Beemah	A1 12 yr.	S.W.I.D.	With des.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	AA13yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Dewa Gungadhur ...	595	Wright Bros. & Co.	June 20
Glenfinlas, s.s. ...	2,120	McGregor, Gow, & Co.	June 30
LIVERPOOL.			
Hector	1,522	Alfred Holt ...	June 27

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,

Importer of Havana and Manila Cigars.

16, GREAT WINCHESTER-STREET, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 15, 1874.

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VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 564.] LONDON, TUESDAY, JUNE 23, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received June 23.
JAPAN—Yokohama	Mar. 6	April 22	April 29
Yedo			
Osaka and Hiogo	Feb. 20	„ 15	„ 19
Hakodadi			
Nagasaki	„ 27	„ 16	„ 24
CHINA—Peking	—	—	„ 22
Tien-tsin	—	—	„ 24
Chefoo	—	—	„ 26
New-chwang			
Hankow	—	—	„ 27
Kiu-kiang	—	—	„ 27
Chin-kiang			
Shanghai	Mar. 13	„ 28	May 8
Ningpo	—	—	„ 1
Foochow	„ 20	May 2	„ 4
Formosa			
Amoy	—	—	„ 5
Swatow	—	—	„ 6
Hong Kong	„ 27	„ 7	„ 9
Canton	—	—	„ 7
Macao	—	—	„ 8
PHILIPPINES—Manila	„ 13	Apr. 23	Apr. 28
COCHIN-CHINA—Saigon	—	—	May 8
SIAM — Bangkok	„ 20	May 1	„ 10
BORNEO—Labuan	—	—	Apr. 29
Sarawak	—	—	May 2
JAVA — Batavia	Apr. 3	„ 7	„ 11
Samarang	—	—	Apr. 25
Sourabaya	—	—	„ 30
MALACCA STRAITS—Singapore	„ 10	„ 10	May 17
Penang	„ 17	„ 15	„ 18
CEYLON—Galle	May 1	„ 24	„ 28
Colombo	—	—	„ 26

THE MAILS, &c.,

The P. and O. mail, with advices dated as above, was delivered, *via* Brindisi, this afternoon, one day late. The next inward (French) mail, with dates Yokohama, 6th; Shanghai, 10th; Hong Kong, 16th; Singapore, 25th May, which is due, *via* Marseilles, on Monday next, the 29th inst., left Suez on its due date, the 19th inst.

List of Passengers.

PASSENGERS INWARD.

List not to hand.

PASSENGERS OUTWARD.

Per French steamer *Sindh*, June 21 (booked from London).—To Shanghai: Mr. Maertens. To Hong Kong: Mr. McIntosh. To Batavia: Mr. Courregolles, Mr. Filhoe, Mr. de la Grye, Mr. Hatt, Mr. Kerton. To Singapore: Mr. Morrison, Mr. W. McGrorty. To Saigon: Mr. A. Dennis. To Galle: Mr. Elphinstone, Mr. Ludgyens, Mr. Jameison, Mr. A. Ross, Mr. Walter.

Per French steamer *Anadyr*, July 5 (booked from London).—To Yokohama: Mr. and Mrs. Goriachs, Mr. P. Montabette. To Shanghai: Mr. Fleuriars, Mr. Blazez, Mr. Lapied, Mr. Huet, Mr. Monnier. To Singapore: Mr. Prudhomme, Mr. Dessolles, Mr. Ringer, Mr. V. Gendt. To Galle: Mr. Prime, Mr. S. Carey, Mr. Herring, Mr. Metcalfe. To Saigon: Six Missionaries, Mr. Mathey, Mr. Martin, Mr. Paris, Mr. Faron.

Per French steamer *Tigre*, July 19 (booked from London).—To Hong Kong: Mr. Mollard, Mr. Roussin, Mr. Cagnard. To Shanghai: Mr. and Mrs. J. J. Buchheister, Mr. Neumkirch, Mr. Scherrier. To Batavia: Mr. Andre, Mr. Angot, Mr. and Mrs. Ankersmith. To Singapore: Four Missionaries.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. De [illegible], Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children.

Per P. and O. steamer *Mirzapore*, from Southampton, June 18.—To Hong Kong: Mr. Robb, R.N. To Ceylon: Mr. Barter, Mr. N. H. Dawson, Mr. J. P. Murray.

Per P. and O. steamer *Ceylon* from Brindisi, June 29.—To Penang: Mr. W. Scott. To Ceylon: Dr. E. L. Rock, Mr. M. L. Fieres.

Per P. and O. steamer *Bokhara*, from Southampton, July 2.—To Hong Kong: Mr. E. H. Orley. To Singapore: Dr. Robertson. To Penang: Asst. Comr. McLeod.

Per steamer *Mactan*.—For Singapore: Mr. and Miss Buyers. For Manila: Mr. and Mrs. C. R. Blair Pickford, Mr. James Anderson, Mr. Earnest Heald, Mr. Blyth.

Per Netherlands Company's royal mail steam ship *Prinses Amalia*, from Nieuwediep, June 16, for the Java ports, *via* Southampton.—From Nieuwediep: Messrs. J. C. Colenbrander, D. B. J. Baron van Lynden, M. G. Diepenheim, A. Hesselink, L. J. de Roock and wife, C. Meyboom, W. P. Andreas, Charles Gaffron, M. G. Nahapiet, Miss T. S. Formenoy, Messrs. M. W. Thyssen, G. Wermuth, E. Wermuth, Miss M. Wermuth, Mrs. F. C. Haasen, Mrs. T. G. Eskens and daughter, Miss E. M. H. Eskens, Messrs. L. E. Klyberg, M. J. E. Muller, N. R. Reyne. From Southampton: Messrs. Donald, wife, and son, B. Kruys, children, and wife, J. A. P. de Visser, F. J. Beckman, J. C. Romswinckel, F. Neuman, P. G. van Hoogstraten, A. Hamakers, wife, and child, C. D. van den Berg and wife, K. J. de Weerth, C. van der Linde, H. Prins, N. H. Klassen, A. C. Defoer and wife, A. J. and W. B. Meyboom, J. B. Hubenet, G. A. van Haastert, A. F. Balebrega, N. van de Roemer.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are only four days later than those already received, and they contain no news of importance. The Pacific mail, *via* San Francisco, is overdue.

CHINA.

PEKING.

A correspondent writes:—The Emperor returned from his visit to the Western Tombs on the 17th inst. He reached the first resting place or station from the capital, known by the name of Wang-hae-low, at about ten o'clock in the forenoon. When seen nearing this place he was riding the iron-grey pony which has lately been immortalised in the *Gazette* under the name Keuh-hwa-lew. Prince Pih (Pih yen na mo hoo) was riding on the near side, about a couple of yards from his Majesty, holding a rein which was attached to the bridle of the Emperor's pony. This was evidently done with the view of being able to control it should it become affrighted at the crowds of Chinese who were kneeling on both sides of the road. The Emperor rode at a slow walk, and seems to have derived benefit from his trip, for this time he was looking about him at the people, to the number of tens of thousands, who, with their hats off, were kneeling on both sides of the road. As they were permitted by the imperial guard to approach the road to within five yards of his Majesty's person, it was quite easy for them to see their Emperor distinctly. At a couple of *li* from the Wang-hae-low, the Emperor caught sight of an old grey-headed, grey-bearded man, kneeling by the roadside. He at once pulled up his pony, and called upon him to approach. This he did as quickly as his advanced age would permit. His Majesty asked him a few questions, regarding his name, his age, and to what part of China he belonged, and after receiving the replies bestowed on him a silver medal or badge.

There can be no doubt that the Emperor appeared on the occasion under the most favourable circumstances before his people. They saw him returning to his capital from the good work of praying at the tombs of his ancestors; appearing on horseback in a manly way, his face bronzed from exposure to the sun, and from time to time *en route* noticing the aged men who were present amongst his numerous subjects in a way most gratifying to them. Knowing the reverential feelings which the Chinese people entertain for their Emperor, we may surmise that the spectators on this occasion, when they return to their homes, many of these situated in the most distant part of China, will not fail to recount what they saw on the 17th April, 1874, of his Majesty and of his acts; and these recitals will assuredly have a beneficial influence that will tend to bind the most distant parts of China still closer to the Ruler at the metropolis. I consequently view the proceedings as a political action fraught with future substantial advantages to the present dynasty.

I should now mention that the Wang-hae-low is the first station from the capital on the western route, and to it, on the Emperor leaving for the Tombs, a large number of the high

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functionaries of the metropolis, besides those who had to go with the Court, followed his Majesty, and from it saw him depart on his journey. On the near approach of the Emperor to that station on his return, these high officials were there, waiting to receive him and accompany him back to the palace. The high functionaries who had not, as well as those who had, accompanied the Court wore fine silk Court dresses. Their gay appearance then, and the knowledge on the part of the spectators that they had before their eyes their Sovereign and the highest functionaries of the Empire, could not fail to impress every one present.

SHANGHAI.

The present mail brings advices from this port to the 3rd May; the French mail from London March 13 arrived out on the 28th April. The following items of news are from the *North China Herald* :—

Shanghai has been intent on racing during the week, and only collected itself to face the outgoing mail. The weather has been perfect—a cloudless sky, and the heat of the sun tempered by a pleasant breeze. The racing was very good, and a large number of spectators attended to witness it on the Grand Stand. The Spring Racket Handicap has been played through, and has resulted in Turnbull winning the A. and McMinnies the B. Sweepstakes.

A report has been circulated by the Chamber of Commerce, in English and Chinese, regarding the deterioration in quality of Chinese Silk. Attention is called to the warnings issued by the Chamber in 1872, and to the verification of its prediction that great reduction in value would follow unless more care were taken in reeling and packing. The warning having been neglected, and the result having happened, Chinese Silk Merchants are now urged to impress further on the producers the necessity for more careful and honest preparation, to enable China Silk to recover its position in the market.

The fact that the French Municipal Council intend making one or more roads through the ground in which the Ningpo joss-house stands, and which is very generally underlaid by old graves, has called forth a display of feeling on the part of the Ningpo Chinese. The other morning some 800 or 1,000 assembled on the ground, where they remained four or five hours, protesting by their presence and utterances against the proposed invasion. A policeman was sent to warn them off, and the more excited suggested that he should be taken into the joss-house and well beaten, but calmer counsels prevailed.

The riots on the French Settlement commenced with the repairs on a road leading past a Joss-house, objection to which had been made by the Ningpo men, who raised a mob, stoned the foreigners, and burnt houses. Armed police were called, who shot several of the rioters, sailors from the men-of-war landed, and the volunteers were called out. The riot was confined to the French Settlement.

A new morning paper has been started in Shanghai under the title of the *Morning Gazette*. We extract the following paragraph from to-day's number :—Yesterday was the day appointed for the Shanghai team to shoot off the military rifle match with Hong Kong ; but as the wind was somewhat gusty in the morning, it was thought advisable to postpone the firing until a more propitious day. The team is composed of Capt. Tucker, of No. 3 Company, Privates Carnie, Cullen, and Hall, of No. 1 Company, and Dunman and Glass, of the Mih-ho-loongs. This contest is the issue of a small-bore rifle challenge offered to the Shanghai Volunteer Corps by the Hong Kong Rifle Association, which the former accepted on the condition that the latter entertained the present competition. The arrangement having been completed prior to the recent prize meeting of the S. V. C., the six best men of its last autumn meeting were nominated to represent Shanghai, and they were Capt. Cann, Lieut. Sim, Sergt. Bishop, Privates Carnie, Dunman, and Glass. The matches were to come off some time before the 30th May, each team being allowed to select its own day for shooting.

A successful amateur dramatic performance has been given at Ningpo, which seems to have taken a new lease of life.

The Foochow *Herald* says Admiral Shadwell is expected to visit that port very shortly. He will be accompanied by a portion of the squadron under his command, and, after a brief stay, will proceed northward.—The usual exodus of Teamen and others connected with the supply of "the leaf" is taking place, and the customary preparations are being made for the coming season.—A billiard handicap is being played.—A rifle meeting is spoken of.—An athletic sports meeting was held on the 17th.—The races came off with great success on the 7th and 8th April.

With reference to a paragraph regarding the *Scotland*, we now learn by the steamer *Kiushiu*, from Swatow, that a barque supposed to be the *Scotland* has been totally lost on the White Rocks (Lammocks group.) The masts of the vessel were above water, and divers were to be sent down to her. Up to the time the *Kiushiu* left nothing had been heard of the crew. A despatch from the United States Consul at Swatow to the Consulate-General here, which has been courteously placed at our service, gives all that is known so far. Mr. Wingate states that on the 11th inst. he heard it was reported by Chinese fishermen that the masts of a sunken vessel were visible off the Island of Namoah, and that it was supposed every one on board was lost. Thinking it probable this might be the wreck of the *Scotland*, Mr. Wingate at once wrote to the Chinese Admiral at Namoah, asking him for the facts known as to the occurrence. He also sent his constable to Namoah, to obtain any information possible regarding the wreck or the crew ; the rough weather, however, prevented the constable from visiting the wreck. The Admiralty in reply, referring to the storm of March 20th, in which one hundred native boats and some three hundred lives were lost, said he had not heard of any foreign vessel being wrecked, but that he would order a search and inquiry, and would inform Mr. Wingate of the result. We hear also that Messrs. Boyd and Co.'s wrecking steamer, the *Leven*, is at work on the *Sedan*, which now lies about a mile and a half to the N.N.E. of the bearings given as the place where she struck.

HONG KONG.

Our advices by the present mail extend to the 9th May; the French mail from London March 27 was received on the 7th May. We take the following items of news from the *China Mail* :—

A meeting of the Council was held on the 5th, pursuant to notice. There were present H.E. Sir Arthur Edward Kennedy, K.C.M.G., C.B. (President), the Hon. Chief Justice (Sir J. Smale), the Hon. Colonial Secretary (Mr. Austin), the Hon. Acting Attorney-General (Mr. Hayllar), the Hon. Acting Colonial Treasurer (Mr. C. May), the Hon. R. Rowett, the Hon. W. H. Alexander, and the Hon. James Whittall. The minutes of the last meeting having been read and confirmed, H.E. proposed that the second reading of the Emigration Ordinance be resumed. The Acting Attorney-General pointed out that this was merely a consolidation of previous Ordinances, and that no new principle was introduced. The only changes there were in it had been discussed before. The only new change since the last adjournment was the power given to seize ships to the Governor instead of to the police magistrate. The latter course was inconvenient, inasmuch as information on oath must be made, and this might cause delay. Besides, the seizure of a ship was a serious step, and the power should be placed in the hands of the highest authority in the Colony, and this was the Governor himself. Moreover, serious damages might be claimed for the seizure of a ship ; therefore the power should be placed in the hands of the Governor, who had also power to release any ship at once, even after condemnation by the Supreme Court.

The second reading of the Ordinance was then proceeded with. It, however, raised no discussion whatever, and in the end was passed.

Before adjourning the Council *sine die*, his Excellency said that personally he felt, and no doubt the public would feel too, that they were under great obligations to the Acting Attorney General for having taken the consolidation of these Ordinances in hand. He thought the consolidation was very convenient, and would be of great benefit to the Colony.

H.E. Major General Whitfeild, Lieutenant Governor of Hong Kong, left in the French Mail steamer on the 2nd for England. On leaving Government Wharf in H.E. the Governor's barge a salute was fired by H.M.S. *Princess Charlotte*, and he was received on board the mail steamer by a large number of military and Government officers, merchants and others. A deputation, consisting of the Chief Justice Sir John Smale, the Hon. P. Ryrie, the Hon Richard Rowett and James Greig, Esq., went on board the steamer and presented to H.E. the General a numerously signed address. The Chief Justice said he had been requested by the other members of the deputation to present an address to H.E.

The steamer *Legislator*, which arrived last week, has docked, for the purpose of having her bottom cleaned ; she has been chartered by the Australian Mail Steamship Company, in place of the *Sunfoo*, recently lost. She however only goes as far as Singapore this trip, and then returns to take her turn for Australia with the mails.

We understand that a Club is being got up, the list of members being headed by H.E. the Governor, to introduce rabbits into Stone Cutter's Island, the special object being for shooting. This will be allowed when sufficient time has been given for breeding purposes. A consignment of rabbits has been ordered from England and Australia.

Two small junks laden with iron plates (part of the wreck of the late steamer *Sunfoo)* arrived on the 6th, and were discharging alongside of Messrs. Vogel and Hagedorn's Wharf. We hear that the two ends of the vessel have not broken up, and will have to be blown to pieces by gunpowder so as to recover them ; the engines are lying on the bottom, apparently not much injured, and no doubt will be eventually recovered.

The first collection of Hong Kong plants ever sent to the British Museum was shipped per last mail by the Rev. James Lamont, Pastor of the Union Church. The consignment includes 350 specimens (including 53 ferns), all indigenous to Hong Kong. We understand that the rev. gentleman hopes shortly to be able to send a good many more, so that in course of time a

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complete collection will doubtless be found in the British Museum Herbarium. At present Kew is the only place boasting anything like a Hong Kong collection.

We much fear that a final tragedy will soon have to be recorded in connection with the coolie trade. Many months ago the steamer *Rosita y Nina*, late the *Venus*, left Macao with some 800 coolies on board. News of the vessel was occasionally heard, connected with break-downs in her machinery, but the latest news, it is asserted, is her reaching Rio de Janiero with only between 130 and 150 alive! We shall be glad to be placed in a position to contradict this story, which is at all events going about the colony and adding another item to the difficulties which beset emigration in any form.

All the ships of war in the harbour flew their colours half-mast on the 7th, in memory of ex-President Fillmore, of the United States, recently deceased.

Admiral Shadwell will meet the *Cadmus* at Swatow, and change his flag to her. The *Iron Duke* is going to Japan for docking purposes.

STRAITS SETTLEMENTS.

SINGAPORE.

Our advices by the present mail extend to the 17th May. The French mail from London April 10th arrived out on the 10th May. The following summary of news is from the *Straits Times*:—

The Legislative Council meetings still fail to afford any interest to the public. The only subject under consideration has been an amendment to the Courts Ordinance passed last year, by which, in addition to retaining the jurisdiction of the Courts of Requests up to $50 in Province Wellesley and Malacca, the power for distraining for rent, which is at present limited to $50 in the Courts of Requests, is in Singapore and Penang to be placed under the control of the Summary side of the Supreme Court, without any limit whatever. This will at least be advantageous to landlords, who will no longer be at the mercy of independent and untrustworthy distraining agents.

The principal event of political importance during the past fortnight has been an expedition undertaken by H. E. the Governor, in conjunction with the Naval officers on the station, to Sunghie Ujong, with a view to put a stop to the illegal exactions and extortions from British traders levied from certain stockades on the Rumbow side of the Linghie river, on the borders of our territory of Malacca. As the chief who held the principal stockade failed to meet the expedition amicably, or even to come to a conference at all, the naval boats proceeded up the river, and the men were landed, and clambered up a steep hill to the fortification, which they found had been hastily evacuated, without a shot being fired on either side. The stockade was demolished, and the attap erections in it burned, as was also another stockade lower down the river. As the Datu Klana of Sunghie Ujong, who is desirous of opening up his country and developing its resources, professed himself able to prevent the re-occupation of the old or the erection of new forts, the expedition returned to Singapore.

The visit of Mr. Birch, Colonial Secretary, to Laroot, has not been so successful as could be desired. Mr. Birch, accompanied by Mr. Swettenham,—an official from the Penang Land Office,—went to Laroot and thence overland to Perak, with a view to learn something of the country and its people. The main object of the visit, however, was to induce the submission of the Rajah Bindahara of Perak to the succession of the Rajah Mudah as Sultan, and obtain from him for the latter the regalia of royalty which the Bindahara holds. As however, the Bindahara still claims the throne, he declined to part with the jewels to his rival, and Mr. Birch was not able to get sight of him until the arrival of the new Sultan, accompanied by an influential chief who succeeded in bringing about several interviews, which, however, ended in nothing. Messrs. Birch and Swettenham were therefore obliged to return without having accomplished their object, and though the Bindahara has at present no apparent power, he is evidently well aware that he holds a decided advantage in the retention of the jewels, which the new Sultan may himself have to obtain by force, unless they are got hold of by our own Government and placed in his keeping. The natives, we understand, evinced a very unfriendly spirit to Mr. Birch's party, and were forbidden to furnish assistance or even necessaries to them. From this it is evident that unless the Government assumes a determined attitude it will find its relations with the native States exceedingly difficult to maintain on a satisfactory basis.

The *Government Gazette* contains only two or three fresh notifications. E. A. Irving, Esq., as Acting Auditor-General, was on the 25th April sworn in as a member of the Executive Council. His Excellency the Governor has appointed J. B. Caldbeck, Esq., a justice of the peace.

The average note circulation of the local banks during April was:—

Oriental Bank	$227,160
Chartered Mercantile	393,250
Chartered Bank	650,850

The arrivals *via* the Suez Canal have been the *Nestor* on the 9th, and *Sarpedon* on the 12th, from Liverpool; *Japan* and *Ionia* on the 13th, and *Glenlyon* on the 14th, from London. The only departure homeward has been the *Emiliano*, on the 6th, for Liverpool. The *Ulysses* leaves for London to-morrow.

The concert in the Town Hall took the shape of a complimentary concert to Madame Goddard by amateurs of Singapore, and no homage which could be paid by amateurs to such musical genius as Madame Goddard's could be too great. The "padding" of the concert was as pleasant and satisfactory as on the former occasion, the only novelty in this department being the performance of a trio for the violin, piano, and harmonium. Each performer in this did the best that could be done with the rather stupid and meaningless piece of music selected—a Nocturne by Tours. The piano part of this was kindly undertaken and well performed by a young lady.

A squall swept through the harbour yesterday about noon, which, striking the British barque *Kusrovie* abeam, threw her over on her beam ends, and she filled and sank in three fathoms water, where she now lies on her side. Those on board succeeded in getting off in sampans before the vessel went down. Efforts are now being made to get her up again.

MALACCA.

The British steamer *Khiva*, Captain Daniels, arrived here from Singapore last Monday afternoon, and sailed again for the same port the following night. She brought a large number of Chinese passengers, who came expressly for the purpose of following a grand Chinese funeral procession which took place last Tuesday.

H.M.'s steam gun-boat *Avon*, Commander Powlett, from Penang with dates to the 25th ultimo, anchored in the harbour last Monday afternoon, sailed for Qualla Linghy on the morning of the 30th April, and returned to this port the following morning. She left again for the same place in company with H.M.'s steamer *Charybdis*.

The Straits steamer *Sharpshooter*, Captain Augustine, from Penang, *en route* to your port, arrived here early last Wednesday morning, and sailed again the following afternoon.

The British steamer *Medina*, Captain Kneen, from Jeddah (*via* Penang), bound to Singapore, arrived here last Thursday, and sailed the same evening for her destination.

His Excellency the Governor has visited this settlement. As it was not his Excellency's intention at first to land, but only an afterthought, no demonstration of any kind was made on his Excellency's landing; indeed very few persons received any intimation of the fact, excepting a few Government officials.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—In consequence of extended credit being allowed in most instances, large sales had been made in Plain Cottons during the fortnight, principally in 8¼ lb. Grey Shirtings, which had been quitted to the extent of 67,400 pieces. A good business had been done in Raw Cotton, and the stock was estimated at 12,000 piculs. Prices were quoted at Tls. 9.80 to 10.50 per picul.

SHANGHAI.—The market generally had remained in an unsatisfactory state, and prices in some instances showed a further decline, more especially for common qualities, of which the bulk of the stock consisted. Cottons: A modest business had been done in 8¼ lb. Grey Shirtings at about previous prices for best chops, but rates for inferior goods had again given way. T-Cloths had also been dealt in to a limited amount, and prices were quoted without alteration. Transactions in Drills showed a further decline. There was no change to note in other descriptions of Plain Cottons. Fancy Cottons continued dull, without improvement. Woollens: The demand continued very limited, and prices for most kinds were quoted nominally lower. Early in the fortnight some business was done in Camlets, but the demand had not been maintained and towards the close there had been nothing done. Metals continued very quiet, and nominally unchanged.

FOOCHOW.—Sales had been—Grey Shirtings, 8¼ lbs., 400 pieces, at $2.53 per piece; T-Cloths, 7 lbs., No. 1, 500, at $2.55; Do., 7 lbs., No. 2, 500, at $2. Lead, 500 pigs, at $8.50 to 8.75 per picul.

HONG KONG.—The market showed no signs of life, and the advices from the North were still very discouraging. In spite of these adverse influences heavy supplies continued to be forced upon the market, and while this continued to be the case it was hopeless to expect any response on this side to the reported firmness and advancing prices in Manchester.

CANTON.—There had been little demand for Lead within the fortnight, and the business transacted had been of a retail character. Sales had amounted to 500 pieuls L.B. quality, leaving about 2,400 piculs in stock. Quotations:—$7.60 to $7.75 for L.B., and $8 to $8.20 for W.B. Quicksilver was quoted $180 to $185.

BATAVIA.—The market for Cotton Goods had been flat, the demand being confined principally to Dutch Staples, in which, however, only a limited business had been done, owing partly to the firmness of holders, and partly to the scarcity of money among dealers who buy only on long credit terms. English Grey Goods and Cambrics were in very little inquiry, and values were a shade lower. There had been no revival in the inquiry for Yarns

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SINGAPORE.—The market for all descriptions of Piece Goods and for Woollens had been very dull, and prices had tended in buyers' favour. Metals had been quiet, and Coals were without change.

PENANG.—The market for all descriptions of Goods had been extremely quiet. The few sales that had occurred had been made generally at lower rates.

EXPORTS.

—o—

TEA.

YOKOHAMA.—A few small samples of the new leaf had been shown, and the new Teas were expected to commence arriving about the 1st June.

SHANGHAI.—Black: Latest advices from Hankow reported favourable weather for the picking of the new leaf. The market was said to have opened in the Ningchow district at extreme prices for finest quality. Green: No arrivals or settlements had taken place during the fortnight. The stock was composed of 1,017 half-chests Country Tea, 189 half-chests Pingsuey, and 700 half-chests Local packed. No reliable information had been given regarding the new season's Pingsuey.

FOOCHOW.—No positive information had been received from the interior and none of the country markets had been reported as opened.

AMOY.—The supply of Congous was expected to be larger than that of last year, and it was thought that high prices would most likely rule at the opening.

CANTON.—Messrs. Deacon and Co.'s report says very sanguine ideas of the course of the London market would appear to be entertained by operators in Tea at this port. Contracts are eagerly made, wherever natives are found willing to commit themselves; and prices to be paid seem quite a secondary consideration, so long as the Tea can be secured for early shipment. Several Hongs are understood to be under engagement for some quantity, still to be delivered, and are purchasing the crude leaf at very full rates for rather poor quality. So close has the new season followed on the former one, and several shipments reported as new having been old and new leaf mixed, it is impossible to separate the figures, for an exact comparison of export. Below we give the quantities including contracts, as reported by the Chinese. Congous:—Those on offer have been mostly of the thin flavoury descriptions, which are now somewhat neglected, and reduced rates would be accepted. The supply of first crop is now almost exhausted. Scented Teas are decidedly preferable to recent seasons. Capers are generally clean, and of olive complexion, with good strength and pungency, but as to the scenting, it is yet premature to venture an opinion, for so eager have some been to hurry forward supplies, a large quantity has been shipped without scent, a little has been partially scented. while only a few parcels have been properly cured, and even these are somewhat deficient, the flower as yet possessing but little virtue, by reason of the cold wet weather, but unprecedented prices, as high as Tls. 100 per picul, are said to have been paid. Rates for Capers, as far as can be ascertained, even allowing for the better quality of the leaf, are about Tls. 5 per picul over the basis of value current last May. Of Pekoes, the supply is rather short, on account of the competition for the leaf to make into Congous. Holders name very full prices, and purchases could not be made within Tls. 2 to 3 per picul of last year's rates. New-make sorts have been settled as high as Tls. 22 per picul. The following are the settlements, including contracts reported by Chinese to date:—District Congou, 15,000 boxes at Tls. 23 to 28; Scented Orange Pekoe, 3,500 boxes at Tls. 22 to 30; Scented Caper, 25,000 boxes at Tls. 21 to 34; Canton Greens, Imperial, 300 boxes at Tls. 20 per picul.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4½d. to 4s. 4¾d.	4s. 4¾d.	4s. 4¾d.
Shanghai ,, ...	5s. 11½d. to 6s. 0d.	6s. 0d. to 6s. 0¼d.	6s. 0d. to 6s. 0¼d.
Canton ,, ...	4s. 4¾d. to 4s. 4¾d.	4s. 4¾d. to 4s. 4¾d.	4s. 4¾d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 4¾d.	4s. 6d.	4s. 5¼d.
Manila ,, ...	4s. 1d.	4s. 1¼d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	224
,, Hong Kong	27⅛ to 27⅛ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	,, 73.8.6	1 to 1½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 36 per cent. premium.
Hong Kong Gas Company, $75 par share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $800 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 13 per cent. premium.
Hong Kong Fire Insurance Company, $405 prem.
Union Insurance Society (new shares) $50 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $23 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 12 per cent. prem.

The China Trans-Pacific Steamship Company's steamer *Vancouver*, Captain Thomas Shaw, arrived at San Francisco from Yokohama and Hong Kong on the 18th inst., and sails again for same ports on the 25th inst.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, June 11, Chusan.

At SHANGHAI.—From London, April 28, Gordon Castle (str.), Hong Kong (str.); 30, Tchihatchoff; from Clyde, June 21, Hankow.

At HONG KONG and CANTON.—From London, May 4, Osaka, Derwent; 6, Montgomeryshire (str.); 7, Vancouver (str.); 8, Glenearn (str.); from Liverpool, April 26, Glaucus (str.); 27, Hochung (str.); May 5, Achilles (str.); from Hamburg, 5, Sedan; from Cardiff, 6, Johanna.

At MANILA.—From London, Trinidad.

At SINGAPORE.—From London, May 12, Japan (str.); 13, Ionia (str.); 14, Glenlyon (str.); from Liverpool, 9, Nestor (str.); 12, Sarpedon (str.); from Plymouth, 2, Indiana; from Sunderland, 3, Water Lily; from Cardiff, 6, William Fruing; 2, Calcutta; 14, Louis de Geer; from London, &c., June 16, Estepona (str.), Leon (str.), Jupiter, Helena, Jacoba; 20, Ambota.

At PENANG.—From London, May 5, Nestor (str.); 10, Sarpedon (str.); from Hamburg; 14, Bellona; from Falmouth, 10, Japan (str.).

At BATAVIA.—From Glasgow, April 25, County of Argyl; May 1, County of Elgin; from Liverpool, 5, Ernestine; from Texel, 3, Java; from New York, 6, Lepanto.

DEPARTURES.

From HANKOW.—For London, June 16, Cutty Sark.

From SHANGHAI.—For London, April 29, Ulysses (str.).

From HONG KONG and CANTON.—For London, May 8, Ulysses (str.)

From SINGAPORE.—For London, May 8, Blackwall; for Liverpool 16, Loo-choo; 6, Emiliano (str.), via Cadiz; for London, with new season's teas from Hankow, June 15, Cawdor Castle (str.).

From PENANG.—None.

From BATAVIA.—For England, April 26, Jeazer; for Channel, 5, Staatsraad van Ewijek; April 27, Gazelle; for Holland, 26, Amstelstroom; 27, Petronella; 28, A.M.E.; 29, Maria Elize; May 1, Ferdinand and Louis; 3, Kosmopoliet II.

VESSELS LOADING.

At HONG KONG and CANTON.—For London, Osaka.

At SINGAPORE.—For London, Rover of the Seas, Brisbane, Hannah and Mary, Caldew, Windermere; for Glasgow, Pauline; for Hamburg, L. Campodonico; for New York, William Fruing; for Boston, Nydia.

FREIGHTS AND CHARTERS.

At SHANGHAI.—There are no vessels on the berth for Europe.

At HONG KONG AND CANTON.—Tonnage is in better demand, and rates have improved.

At SINGAPORE.—To London, by steamer, £2 for Tin, £3 10s. for other heavy Goods, £4 10s. for measurement, £4 15s. Pepeer, £5 Hides; per sailing vessel the rate is £2 17s. 6d.; for New York £2 5s. Tin, £3 Gambier, &c., and £3 7s. 6d. light freight.

At PENANG.—To London, Bag Sugar, £3 5s.; Hides, £4 5s.; Rattans, £5 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Apr. 22 ...	Calderon ...	Hong Kong ...	London
,, 23 ...	Swiftsure ...	Cardiff ...	Hong Kong
,, — ...	Wilhelm ...	Saigon ...	Falmouth
,, — ...	Jemning ...	Cardiff ...	Singapore
,, — ...	Nelly Hasting ...	New York ...	Anjer
,, — ...	Young Queen ...	-- ...	Singapore
,, 25 ...	Lola ...	Macao ...	Callao
,, 27 ...	Deerhound ...	London ...	Hong Kong
,, — ...	Gazelle ...	Batavia ...	Falmouth
,, 30 ...	Freia ...	Cardiff ...	Manila
,, — ...	Benefactor ...	New York ...	Yokohama
May 1 ...	Tamerlane ...	Batavia ...	New York
,, — ...	Chusan ...	Liverpool ...	Yokohama
,, — ...	Whinxell ...	Cebu ...	London
,, — ...	Belted Will ...	Manila ...	New York
,, 3 ...	Annie Gray ...	Liverpool ...	Singapore

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BROOKER.—On the 18th May, at Rio de Janeiro, at the residence of her father, William de Lara Tupper, the wife of Capt. Brooker, H.M.S. *Egmont*, of a daughter.

JONES.—On the 17th June, at 9, Dacre-park, Lee, S.E., the wife of E. Duffield Jones, M.A., late of H.M. Consular Service in China, of a daughter.

MACIVER.—On the 9th June, at Stornoway, the wife of Murdoch MacIver, of a daughter.

POTTER.—On the 19th June, at 6, Houghton-place, Ampthill-square, the widow of the late Capt. Frank Potter, 67th Regiment, of a son.

ST. JOHN.—On the 19th June, at Stokefield, Thornbury, Gloucestershire, the wife of Capt. H. C. St. John, R.N., of H.M.S. *Sylvia*, of a daughter.

WOOLLEY.—On the 8th April, at H.B. Majesty's Legation, Yedo, Japan, the wife of W. A. Woolley, of a son.

MARRIAGES.

DEANE—SYKES.—On the 13th June, at the Church of the Holy Innocents, Fallowfield, Manchester, by the Rev. J. J. Twist, assisted by the Rev. T. R. Willacy, Charles T. Deane, of Brixton, late of Hong Kong, to Mary Emily, younger daughter of the late Benjamin Sykes, of Manchester.

DENT—SWINDELL.—On the 18th June, at Christ Church, North Finchley, George Middlewood, only son of John Dent, of Finchley Lodge, Blackheath, to Charlotte, fourth daughter of J. J. Swindell, of North Finchley. No cards.

HOOPER—WRIGHT.—On the 17th June, at the British Consulate, and also at the English Church, Oporto, by the Rev. R. B. Leach, George Bradbury Hooper, second son of J. K. Hooper, of Newlands, Tooting-common, and Queenhithe, London, to Ellen, youngest daughter of J. R. Wright, of Oporto.

MCLEAN—MANSON.—On the 16th June, at 22, King-street, Aberdeen, by the Rev John M. Sloan, M.A., David McLean, Hong Kong and Shanghai Banking Corporation, London, to Elizabeth Livingston, second daughter of John Manson, of Fingask, Aberdeenshire.

DEATHS.

BLYTH.—On the 29th April, at Bangkok, John Blyth, Manager of the Borneo Company (Limited).

LEDGER.—On the 14th June, at his residence, Gothic Lodge, Balham-hill, Frederic Ledger, proprietor of the *Era* newspaper, aged 58.

MORRISON.—On the 18th June, James Morrison, of 4, Fenchurch-street.

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LATEST TELEGRAMS.

THE ATCHIN WAR.

THE HAGUE, JUNE 16.—An official despatch bearing date Penang, June 14, has been received here from Colonel Pel, who is in command of the Dutch troops in Sumatra. The despatch says:—"Yesterday (probably the 10th inst.), the enemy, who is in strong force in the neighbourhood, attacked all the Dutch posts, especially that at Blangoe; but after a severe engagement he withdrew with loss. The health of the troops is bad."

KASHGAR AND CHINA.

BERLIN, JUNE 20.—The report imputing to China the intention of making an attack upon Kashgar is denied, on the ground of what professes the authentic intelligence from China. The concentration of Chinese troops in Barkul and Khara is being effected merely in self defence, in order to meet an apprehended attack from Yakoob Khan.

MARKET REPORT—JAPAN.

YOKOHAMA, JUNE 19.—Cotton Yarn, Nos. 28-32, $37.80; Grey Shirtings, 9 lbs., $2.72½, 8¼ lbs., $2.35 to $2.40; Nail Rod Iron, $4.25. Market for Woollens over-stocked and quotations nominal.

CHINA.

SHANGHAI, JUNE 20.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.7; Cotton: Shanghai, Tls. 9; Lead W.B., Tls. 5. Silk: Moderate business doing: Tsatlee, No. 3, Tls. 380 to Tls. 395. Exchange on London: Bank bills six m.s. 5s. 11½d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JUNE 20.—The P. and O. Company's steamer Ceylon, with the homeward India and China mail arrived at 10.30, and the mail left at 11.30 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JUNE 17.—The P. and O. steamer Khiva left here to-day, and may be expected at Southampton about the 4th proximo.

NEXT INWARD MAIL.—SUEZ, JUNE 20.—The Messageries Maritimes steamer Tigre, with the inward French mails, from China and Japan, left here yesterday for Port Said and Marseilles, at which latter port she may be expected on the 27th inst.

INWARD MAIL DUE JULY 13.—GALLE, JUNE 17.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF MAY 22.—GALLE, JUNE 17.—The Messageries Maritime steamer Donnai, from Marseilles on May 24, left here to-day for Singapore.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, JUNE 18.—The P. and O. Company's steamship Mirzapore sailed to-day for Gibraltar, Malta, and Alexandria, with the heavy India and China mails, a full cargo, and 431 boxes of specie, &c., value £108,783. The Mirzapore took out 31 first and 28 second-class passengers, and 14 proceed by the corresponding steamer from Venice and Brindisi, making a total of 73.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June —, off Deal, from Batavia, for Copenhagen, Signe; 17, at Falmouth, from Rangoon, Amity; 4, at San Francisco, from Hong Kong, Midnight; 16, Jean Sands; —, from Swatow, Craigie Lee; 19, at London, from Manila, Dauphin; at New York, from Singapore, Agate; 19, off Swanage, from Maulmain, Kenyon; 20, at Mount's Bay, from Batavia, for Amsterdam, J. P. Wheeler; at Falmouth, from Rangoon, Ava Maria; 22, at London, from Maulmain, Peter Joynson; from China, Antenor (str.); at Queenstown, from Samarang, Emilia Seconda; from Rangoon, Richard; 20, off Dungeness, from Batavia, for Nieuwe Diep, Java (str.); at Greenock, from Java, Mathilde; 19, at Bremerhaven, from Rangoon, Espresso.

DEPARTURES.—June —, from Liverpool, for Manila, &c., Beunaventura (str.); 18, from Penarth, for Singapore, Ugglan; for Hong Kong, Marina; 20, from Liverpool, for Galle, Huddersfield; 22, from London, for Hong Kong, Lord Macaulay; 20, from Cardiff, for Java, Maarten v. Rossem; from Penarth, for Hong Kong, Stefano; from Greenock, for Singapore, Ringdove.

CASUALTIES.—Batavia.—Singapore, June 18, 4.50 P.M.—The Wilhelmina (Dutch barq.), with salt, is a total wreck at Bali Straits; crew saved. Cape Town, May 26.—The Tromp, Hoeksha, from Amsterdam to Batavia, put into Simon's Bay, 19, for repairs, having experienced heavy weather from April 18 to 22, in lat. 39 S., lon. 22 E. The Challenge, Ritchie, which arrived at San Francisco, June 1, from Swatow, reports having sustained considerable damage to stanchions and afterhouse, during heavy gales in from lon. 155 W. to 140 W.

SPOKEN.—Æolus, Rotterdam, to Sourabaya, May 6, 8 N., 27 W.

STEAMERS PASSED THE SUEZ CANAL.—June 18, Craigforth, from the Clyde, for Colombo; 19, Borneo, from Texel, for Batavia.

MISCELLANEOUS.—At Port said, June 21, Paraguay (str.), from London, for Colombo.—Aden, June 18.—The Sumatra (str.), from Batavia to Holland, is lying at anchor, short of coal, off Burnt Island, Berbera; came to anchor there on the 10th; the first mate has arrived here, and coal is to be sent to the steamer to-morrow.

NEW SEASON'S TEAS.

We have advices of the sailing from Foochow of the steamers *Glenearn* on the 14th inst., the *Braemar Castle* on the 15th, the *Mongol* on the 19th, and the *Glaucus* on the 19th; also of the departure of the *Cutty Sark*, sailing vessel, on the 16th inst. The following is a statement of the cargoes afloat so far as they are known:—

Woosung Dates.	Name.	From	Cargo—lbs
May 30 ...	Agamemnon (str.) ...	Hankow	2,687,500
„ 31 ...	Glenartney (str.) ...	„	2,250,000
June 2 ...	Glenfalloch (str.) ...	„	2,312,000
„ 2 ...	Hong Kong (str.) ...	„	2,062,500
„ 6 ...	Cawdor Castle (str.) }		
„ 11 ...	Gordon Castle (str.) }	„	3,500,000
„ 16 ...	Cutty Sark ...	„	about 1,300,000
„ 14 ...	Glenearn (str.) ... }	Foochow	4,500,000
„ 15 ...	Braemar Castle (str.) }		
„ 19 ...	Mongol (str.) ...	„	—
„ — ...	Glaucus (str.) ...	„	about 1,400,000

The rate of freight is quoted at 80s. both from Shanghai and Foochow.

CANTON DISTRICT TEAS.—SEASON 1874-5.

There appears to have been greater eagerness than ever this season to secure the new leaf in the South of China, judging from the large arrivals lately to hand; the consequence is that there has not been that care given in the curing, &c., and the bulk of imports are below an average quality. Tayshan Congous have been pressed for sale, whilst a larger proportion than usual have been offered at public auction without reserve. The prices current for good to fine quality range from 1s. 2d. to 1s. 7d. per lb. There are no finest in the market. Scented Capers (as usual so early in the season) are deficient both in quality and scent, and the novel practice of colouring with turmeric (having been discovered by analysis) prejudices the sale, and prices for such are on a level with glazed leaf kinds. In the face, however, of the distrust relative to Scenteds the consumption keeps to within nearly the same standard as formerly, and there is no question if this class of tea is imported genuine, pure olive colour, as from the Tayune districts, remunerative prices to all interested would be established. There is a great scarcity in all descriptions of truly fine Scenteds, which command high figures, and prospects for first arrivals are very promising. Telegrams from China give the export of new leaf to date at 24,000,000 lbs. This is not excessive, and if followed up by a period of quietness (which telegrams from Shanghai advise) will afford a better prospect in dealing with the first arrivals from Hankow and Foochow; but under any circumstances the new country congous will be dealt with very cautiously on the part of dealers at the commencement, as trade throughout the country has not been satisfactory during the past four months.

Green.—The uncertainty as to the ultimate working of the Adulteration Act has broken up the range of prices, valuations being quite fanciful, and at the whim of the buyer. It will be well for all concerned in this important branch of the trade when the law is defined, that merchants may know the "coloured" tea to import.

Parliament.

HOUSE OF LORDS.

HARBOUR OF COLOMBO (LOAN) BILL.

(June 18th.) The Earl of CARNARVON, in moving the second reading of this Bill, said that as their lordships were aware the steamers for India, China, and Australia all touched at Ceylon. The harbour they had hitherto made use of there was that of Galle, and arrangements had been made by his noble friend opposite (the Earl of Kimberley) for the spending of a sum of money in the improvement of that harbour. Since then there had been an inquiry, the result of which was to show that the extent of the harbour of Galle was inadequate, that the currents were dangerous, that there were considerable swells there, and that it was indented with rocks. One of these rocks was only discovered last year. Many wrecks occurred there. Indeed, there was scarcely a year in which there was not at least one. A very experienced captain said that he had never gone into the harbour of Galle without a sense of apprehension, and had never got out of it without a sense of relief. Colombo was free from those drawbacks. There were no currents or dangerous swells there, and Colombo was the terminus of a line of railway by which the produce of the island was brought down to the coast. Under these circumstances, it had been thought advisable to make Colombo the harbour of call in lieu of Galle, and the object of this Bill was to transfer to the former the loan made in favour of the latter. The colony was prepared to spend £600,000 on the harbours, and the Treasury undertook to advance by way of loan a sum of £250,000 at 5 per cent., 3½ of which was to be for interest and the remaining 1½ to form a sinking fund for the repayment of the principal. The security of the island was quite a safe one. The revenues of the island had rapidly advanced during the last three or four years, and there was a considerable balance of receipts over expenditure.

The Earl of KIMBERLEY entirely concurred with his noble friend in approving the object of the Bill. His noble friend had, however, made a slight mistake in saying that the arrangements for the loan to Galle were made when he was at the Colonial-office. These arrangements had been made before his accession to office. He found that the expenditure would be so large and that the improvement of that harbour was beset with such difficulties, further inquiry was desirable. That inquiry had been made by competent engineers, and the result was a report in favour of the harbour of Colombo. He agreed with his noble friend that the security for the loan was sufficient. The colony was acting with spirit in the matter, and the advance by way of loan from this country was no more than ought to have been expected.

The Bill was then read a second time.

The Sumatra (str.) from Java to Holland was towed into Aden on the 20th inst. short of coals.

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Naval and Military.

The naval papers are still discussing the question of who shall succeed to the China command, and have brought forward the name of Rear-Admiral King Hall. These are mere rumours and conjectures, no decision having been arrived at by the Lords of the Admiralty. The Audacious, now fitting at Chatham, is not likely to be ready until September, as she is to receive new boilers. The Amethyst is intended for the Pacific and not the China station. The necessary machinery for the repairs of the engines of the Modeste, now at Bombay, will be forwarded out, and she will, when in order, proceed to the China station. The Adventure, which will convey supernumeraries to the Australian station, and thence proceed to China, will probably leave Portsmouth to morrow. The Victor Emmanuel, it is expected, will leave for Hong Kong in a week or two.

A draft consisting of three officers—Captain Whitla, Lieut. Elliot, and Lieut. Lang—three serjeants, and eighty-five rank and file of the 10th Regiment, is under orders for Singapore; and a draft of the Royal Engineers, one serjeant, one corporal, and nineteen privates, is under orders for Hong Kong. These detachments, together with the draft of the 80th Regiment for Hong Kong, noticed in our last issue, will proceed in the Victor Emmanuel.

The 81st Regiment being under orders for India, Capt. H. T. Jones becomes disqualified for the appointment of Brigade-Major in China, to which he was recently nominated, in succession to Capt. Walker.

Rear-Admiral F. A. Campbell died on the 10th inst., at his residence, in Beaufort Gardens, in his fifty-seventh year. He entered the Royal Naval College in January, 1830, and embarked, January 2, 1832, as a volunteer, on board the Madagascar, stationed in the Mediterranean, where he became midshipman of the Barham. After serving for a few months in the President and Vernon, the former of which ships conveyed his father, Sir Colin, to Halifax, he joined, in August, 1834, the Thalia, bearing the flag of Sir Patrick Campbell, at the Cape of Good Hope. From February until October, 1836, he was successfully employed in suppressing the slave trade on the coast of Africa, in the Waterwitch; he passed his examination in December of the same year; and on May 11, 1837, at which period he had been serving in the capacity of mate, again in the Thalia, he was promoted to the rank of lieutenant in the Scout. In that vessel, as in the Waterwitch, he cruised with great activity in quest of slavers. While on the coast of Africa Mr. Campbell suffered very much from fever. His appointments in the character of lieutenant, after he left the Scout, which was paid off in November, 1839, were—Jan. 28, 1840, as additional, to the Winchester, flagship of Sir T. Harvey, in North America and the West Indies; March 7, 1841, as senior, to the Cleopatra, on the same station; Feb. 11, 1842, as additional, to the Cornwallis, bearing the flag of Sir W. Parker, on the coast of China; and Aug. 25 and Nov. 17, 1842, to the Harlequin, and, as first, to the Cambrian. As additional of the Cornwallis, Lieut. Campbell served in the Driver, up the Yangtsze Kiang, and off Nanking during the latter part of the first China war. From the Cambrian he twice jumped overboard, and on one of these occasions had the good fortune to save the life of a boy. His gallant conduct in each instance was mentioned officially. On the paying-off of the Cambrian, in Aug. 1845, her officers and crew were complimented by the Admiralty upon the order and efficiency of their ship, and on April 27, 1846, her first lieutenant, who had been strongly recommended by the commodore, was promoted to the rank of commander. Capt. Campbell's next appointments were—Aug. 20, 1847, to the Espiègle, in which vessel, paid off in Feb. 1849, he was again employed on the China station; Oct. 27, 1851, for nine months, to the Rosamond, in the West Indies; and, May 16, 1854, to the Hornet, on the Home and North Sea stations. During his command of the Espiègle he twice obtained the acknowledgments of Lord Palmerston; the first time, for the manner in which he conducted a delicate and difficult mission to Nankin, and the second for affording protection to Chinese vessels against piracy. With reference to the former service, he received a letter of approval from Commodore Plumridge, the commander-in-chief on the East India station, who also thanked him for his remarks on the navigation and defences of the Yangtsze-Kiang. He was advanced to his post Sept. 13, 1854; was appointed, Dec. 8, 1855, to the Trusty, floating battery; and on June 3, 1856, to the Vulture, in the Mediterranean. He attained his flag rank on April 1, 1870, his last command being the Detached Squadron. Admiral Campbell had received the China medal.

A telegram from Simla announces the death, on the 7th inst., of Surg.-General George Stewart Beatson, C.B., M.D., principal medical officer of Her Majesty's British Forces in India, and an Honorary Physician to the Queen. The late Dr. Beatson studied at Glasgow University, and entered the Army Medical Department as an assistant surgeon in 1838, and served in Ceylon from 1839 to 1851, when he was appointed surgeon to the 51st Light Infantry, with which regiment he served throughout the second Burmese War in 1852-53, for his share in which he received a medal, with a clasp for Pegu. He also served in the Crimean War during the winter of 1854-55, being employed on the medical staff at Scutari and Smyrna; and after being promoted to the rank of Deputy Inspector-General in 1859, he served for eighteen months in the Ionian Islands, and then for two years in the Madras Presidency. In 1863 he became surgeon-general, and was appointed principal medical officer of the British troops in India. In the course of a career extending over thirty-six years Dr. Beatson had earned the reputation of being one of the ablest medical officers in the British service, and by his death the Army Medical Department has sustained a severe loss. Dr. Beatson was nominated an Honorary Physician to Her Majesty on the 13th of March, 1866, and was created a Companion of the Bath in 1869.

Navigating-Lieutenant James P. M'Ewan, R.N., has been appointed from the command of H.M.'s colonial steamer Sherbro, attached to the Government of Sierra Leone, to H.M.'s colonial steamer Pluto at Singapore.

RUSSIA AND CENTRAL ASIA.—An interesting article on "Germany's Interest in Central Asia" is contributed by Dr. Emil Schlagintweit to the *Cologne Gazette*. The States which, he says, are most interested from a commercial point of view in the advance of Russia in Central Asia and the construction of railways in Persia are Germany and Austria. The completion of the Russian railways, the abolition of serfage, and the consequent augmentation of the prosperity of the Russian peasants, the development of Russian industry, and the increase of the influence of Russia on her Asiatic frontiers, have produced so favourable an effect on the trade of Germany with Russia that the opening up of Central Asia and China must produce a commercial revolution of incalculable importance. The land-trade between Russia and China is as yet comparatively unimportant. The exports and imports amount on an average to 30,000,000 marks a year, and will probably not increase during the next few years, for no improvement in this respect can be looked for until peace and order are restored in the Chinese Empire, and the roads and railways, now only in contemplation, are finished. But when this is done Russia will be a much more formidable competitor for the international trade with China than the Americans with their Pacific railway.

GEOGRAPHICAL SOCIETY.—The Royal Geographical Society held its annual meeting at Burlington-gardens, under the presidency of Sir Bartle Frere, yesterday. It was stated in the council's report that the net increase of members during the year had been 177. The President, in his review of the year, alluded to the deaths of Dr. Livingstone, Mr. Charles Livingstone, the Bishop of Winchester, Sir Henry Holland, Sir Robert M'Clure, and Mr. Francis Garnier. The Founder's Medal was awarded to Dr. Schweinfurth for his travels in Central Africa, and the Victoria Medal to Colonel Warburton for his exploration of the hitherto unknown part of North-Western Australia. In the evening the usual dinner was held at Willis's Rooms, the guests numbering about 180, Sir Bartle Frere presiding. Sir Bartle Frere has resigned the Presidency of the Society, and is succeeded by Sir Henry Rawlinson.

CHINA MISSIONS.—At Hanley, Staffordshire, a great missionary meeting was held on the 15th inst., at which addresses were delivered by the Revds. W. N. Hall and J. Lees, of Tientsin, and Mr. Edmund Wheatley, of the Chinese Customs Service. It was resolved to raise £2,000 for the special training of native preachers in connection with the Methodist Mission at Tientsin. Mark Firth, Esq., of Sheffield, gave £500 in aid of the project. A valedictory service took place on Friday night at the United Methodist Free Church, Grove-Street, Liverpool, the occasion being the departure of the Rev. R. Swallow, late of Grimsby, for China, as a missionary in connection with this denomination. The Rev. R. D. Maud, the superintendent of the Liverpool circuit, presided, and a number of ministers and ladies and gentlemen associated with the church and taking an interest in missions attended to wish Mr. Swallow "God-speed."

COLONEL GORDON'S EXPEDITION.—A letter in *The Times* from Mr. Horace Waller, referring to Colonel "Chinese" Gordon's expedition, states that the Colonel, leaving Khartoum on the 21st of April in a steamer, visited the Sobat river and the various stations on either side, and reached Gondokoro before any news of his arrival in the country could get wind, and he was back again at Khartoum on the 4th of May, the only difficulty or delay arising from the cutting wood for fuel during this forty-three days' trip. The slave trade appears to have been at its lowest ebb previous to Colonel Gordon's arrival in the land, and those who know him best may be quite sure that the power so wisely placed in his hands by the Khedive will, with firmness and mercy, be turned to the best account in extinguishing it altogether.

TEA ADULTERATION.—At the Birkenhead Police-court six grocers have been summoned for having sold adulterated green tea. The cases had been adjourned pending an appeal in the Court of Queen's Bench against a decision of the magistrates who had ordered a grocer to pay a fine of 5s. and costs for selling tea faced with gypsum and Prussian blue. The decision of the magistrates (as reported in our issue of the 5th inst.) was confirmed by the higher Court, which, at the same time, decided that sellers of adulterated tea should inform their customers of the circumstance. The magistrates did not attribute any dishonest intentions to the defendants, but were of opinion that a verbal notice should be given to their customers. The defendants, who pleaded guilty, were then each fined 5s. and costs.

THE TONNAGE MEASUREMENT OF MERCHANT VESSELS.—At a conference held on the 13th inst. at the Board of Trade, regarding the Merchant Shipping (Measurement) Bill, there was a large attendance, including representatives from London, Liverpool, Hull, Glasgow, and Leith, and the following Scotch members:—Mr. Grieve, Mr. Anderson, Mr. Whitelaw, and Mr. Macgregor. The clauses of the Bill were discussed at great length, and after three hours' conference, Sir Charles Adderley, the President of the Board of Trade, consented to a select committee of the House of Commons to consider the Bill.

THE Netherlands Mail Steamship Company's new steamship Prinses Amalia sailed from Southampton on the 19th inst., *en route* from Amsterdam to Padang, Batavia, Samarang, and other ports in the Dutch East Indies, *via* the Suez Canal, taking out 62 passengers, 150 Dutch troops, 14 bags of mails, and a full general cargo.

THE China Trans-Pacific Steamship Company's steamer Vasco de Gama arrived at Hong Kong on the 13th inst., from Yokohama and San Francisco, and would leave again on her return to same ports on the 17thinst.

IT is stated that four of the competitors for the prizes offered by Mr. Edward Pease for essays on the opium traffic are young Chinese writers.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JUNE 17.

In a former letter I gave you the outlines of the interpellation about the Atchin War; but now that the official *Byblad*, containing the Parliamentary reports, has been published, I think it necessary to give you a translation of a part of the Ministerial reply. The main question was, is the War finished with the second expedition, or will a third one be necessary? The reply was, as you know, anything but satisfactory. Mr. Fransen Van de Putte shrugged his shoulders, and said it was impossible to say, as he was not yet in possession of the reports, which were forwarded by Mr. Van Swieten *at* and *since* (!) his departure from Atchin. It thus seems that it was not worth the trouble and the cost to telegraph the principal tenor of these reports, notwithstanding that an extraordinary credit of a couple of thousand guineas was asked and granted for this purpose. The Minister could only state that the following clauses appear in a report of the 17th of March, forwarded by the Commander-in-Chief to the Governor-General:—"As it will be proved to your Excellency by the several reports, the situation here is such that it is very difficult to foresee when the war will be finished by the submission of the chiefs and the people. This may occur within some months, but it is likewise possible that it will last years. The Government can only say this; it appears from a large number of communications which the Ministry received that the Atchinese flatter themselves that the second expedition will leave as it came, and that our troops cannot stay in Atchin; it is not improbable that they will be more inclined for submission when they see that they have miscalculated on this. Nothing can be said with any certainty. It is possible that we shall experience continual opposition, and that we shall be obliged again to send new troops to Atchin. But nothing is decided by the Government, neither has any proposal been received. Still less has been decided if General Van Swieten will *casu quo* return to Sumatra. How could anything be decided before the final report of Van Swieten has been received, and before some time has elapsed, during which the course of affairs can be seen? The Chamber trusts that the Government remains active, and will try to do and to prepare what might be necessary." The *Arnhemsche Courant*—the *enfante terrible* of the Liberal party—says in a criticism:—"The Minister has spoken most prudently; he did not say one word for which he cannot answer for. For an optimist it is not possible to speak less optimismously. But the reply was anything but satisfactory and encouraging. It is an excellent tactic both in and out of Parliament not to say what we do not know; but it is disappointing that the Government has so very few things to say in a matter of so much interest. For the moment we must again wait and not give an opinion. All that is done will depend on the behaviour of the Atchinese chiefs." The same paper further demonstrates that it is clearly proved that the Minister was not inclined to say anything that might hurt Mr. Van Swieten. This is quite right, he could not and might not act otherwise because Mr. Van Swieten was absent. But he spoke with so much prudence and so much reserve that it leads to the conclusion that the Minister was not quite content, and is disappointed in some degree. It does not need to be demonstrated further that our situation with Atchin is as vague as it possibly can be, and only time will show what is to happen. The thick-and-thin supporters in the press, of course, cry louder than ever, Victory! and snap at all those who dare to say that the situation is not so rose-coloured. The article of the *Penang Gazette*, which arrived by the last mail, made some impression here; formerly this paper was in opposition to our authority, but it now advises the Atchinese to submit themselves, because their opposition will be henceforth in vain. I need not say that the Reuter's telegram about Captain Van Dalen made some sensation here, the more because we did not know what had happened—we only heard this from the last mail papers. This deplorable fact proved that discontent prevails amongst the officers of the army; notwithstanding that this is denied by the Liberal papers.

The Parliamentary session will soon be closed; a number of the members have already left the Hague to enjoy the beautifnl weather elsewhere. Still very important questions are to be decided. To-day the debate will be opened about the Reform Bill, which, perhaps, will be carried; the members will further deal with the Bill proposing to abolish the duty on soap. Several papers propose the abolition of the duty on sugar, but the Minister disinclines to propose it, because the treasury needs the five millions which this tax produces. He is of opinion that the trade in this article will not suffer, now that England abolished the tax. A total reorganisation of our tax-system is, however, necessary, and it is generally wished that this should have taken place before the Reform Bill was discussed. The Minister Van Delden stated, when he demonstrated that the treasury cannot do without the five millions of the sugar-tax, that our actual budget will leave an unfavourable balance of three and a half millions, which, however, can be covered by treasury bonds. The Ministry is authorised to issue them for an amount of six millions to provide in the costs of building State railways. The question of the reorganisation plan of the navy will not be brought on the *tapis* this session, the members being of opinion that the Minister has projected his plan with too much haste. The definitive budget, viz., the figures, must be carried before 1st July.

In my former letter I told you that the Government would this session lay before the members a Bill to provide Java with railways. Now that the official *Byblad* has come to hand, it seems that this is not quite right. The Minister said that this Bill "would undertake in this session the voyage to the Chamber." A strange expression indeed, which was misunderstood by many. The Minister should have said that the Bill was on its way to the Council of State. And what a crusade will be made against it when it arrives there. And those poor Javanese who have hoped on for three years that railways would be introduced!

The King will leave the Hague before the 18th for his trip abroad. It is said that he will start at once for Ems to meet the Emperor of Russia.

Mr. Van Assen, the newly appointed editor of the *Bataviaasch Handelsblad*, will start next month with the *Prins van Oranje*.

In the district, Amersfoort, an election must take place to fill the vacant seat in Parliament. The Liberal candidate is Mr. G. M. van der Linden, the anti-revolutionary one Mr. M. M. Van Asch van Wyk.

Last Friday an annual meeting of shareholders of the International Credit and Trading Company was held. The report stated that the operations of the last year had given a most satisfactory result. The business has developed enormously, and the undertakings were crowned with success, especially on Java, which must be ascribed to the energy of the Java managers. The transactions for their own account, undertaken by the head-office, were not favoured by the circumstances that in average a lull for imported goods prevailed on the Java market, and prices generally declined. The cotton goods, which were forwarded to Japan in 1873 for an amount of f.303,432.66, have given a profit of f.21,840.35, but this profit was reduced to f.1,026.37 by a loss of f.4,513.98 (resulting from a former consignment), and by discharging the account under this head with f.16,300 on the goods in stock. The sale of the other merchandises has led to an unfavourable balance of f.5,143.98. The trade in produces, which have not taken place on a large scale, because the initiative was principally left to the Java managers, has given a loss of f.16,066.26. On the contrary, the business for account of others has developed enormously, and has been successful. The exports for account of third parties amounted in 1871 to f.362,494 only, in 1872 to f.432,584, and in 1873 to f.1,009,420, uncounted the large lots which were consigned directly to the Java branches. The consignments from Java reached also a large amount, so that *in toto* the commission account of the head-office shows a favourable balance of f.70,864.74½, that is, about 90 per cent. more than last year. The profits made by the Java branches were very important. The business for their own account resulted, at Batavia, in a profit of f.156,321.20; at Samarang, f.241,944.02; at Sourabaya, f.25,321.57; making a total of f.423,586.79. For order and account of third parties important transactions took place; in 1873 we shipped for an amount of f.3,363,571, whilst to the three branches (partly for account of the head office) was consigned for a sum of f.4,032,000. The credits that were given produced a loss of f.23,386.32 only. The following is said respecting the culture-estates:—The tobacco undertakings, Djepon and Glentingan in Rembang, have given an important profit to the tenant, of which the company receives 25 per cent. instead of rents; when the account of the crop of 1872-73 is made up, the net profit will be brought on the profit and loss account. The tobacco undertaking, Lodjadjar, has given a profit of f.60,552.19. The small estate, Djambirons, of which the company owns the half, will produce a crop valuated at 30,000 lbs. Some other tobacco affairs showed on December a debt of f.59,238. The indigo undertakings did not give a satisfactory result, they were debtors for an amount of f.671,688. Four coffee planters, working with their own capital, remained credited on the said date for f.103,986, whilst the debts of the other plantations, which are worked with capital provided by the company, amounted to f.332 762.52. The sugar manufactory in Krawang has not yet given a satisfactory result; the debt was decreased to f.443,669.60. The relations with Chinese sugar manufacturers is being developed. The commission account of the Java branches showed a loss of f.365,209.65 or 28 per cent. more than last year. The interest account closed with a favourable balance of f.112,319.54½. The total amount of profits was f.1,048,352.39, which was reduced to f.511,890.59, on account of several expenses, dividend for the Java branches, &c.; whilst there was still a favourable balance of f.1,665.88 of last year, which was added to the net profit. To the shareholders was paid on their paid-up capital an interest of 5 per cent., or f.62,500, whilst f.5,223.14 was added to the reserve account. Of the balance of f.445,833.33, 20 per cent. was destined for the reserve account, which reaches now a capital of f.207,321.44, 5 per cent. to the commissaries, 15 per cent. to the managers, and 60 per cent. to the shareholders, so that their dividend amounts to 26 4-10 per cent. The report of the books and balance was most satisfactory. The administration—the commission appointed to inquire after it—was in the very best order. Both the reports were approved. Mr. P. Havelaar was re-elected as commissary; whilst in the place of the late Mr. Sander Mr. J. Mees was duly elected.

A general dulness prevails in our Money and Stock Markets, and transactions have been of little importance.

ROTTERDAM, JUNE 18.

The First Chamber will re-assemble on the 25th inst. According to statistics presented by the Minister of Finance, our war with Sumatra has already cost 13 millions of guilders, and will cost probably 6½ millions florins more. The last calculation however, is rather vague.

The Minister of the Naval Department has answered the section report about his Budget. I gather from his reply that in his next Budget he will ask the necessary credit to increase the pay of naval officers.

The valuation of the 86,637 bales Coffee, to be put up in auction by the Trading Company on the 24th inst., is based on a quotation of 56c. for good ordinary Java.

Prince Alexander has been appointed a Captain in the navy.

The King started to-day for his trip abroad.

PRODUCE MARKETS.

COFFEE.—There has been a good demand for consumption, and prices have advanced 1c. Good ordinary Java is quoted 56½c., and but small quantities are offered at this price. A lot of 1,500 bags Macassar, ex Batavia, has found buyers.

RAW SUGAR.—The market is firmer, and a steady trade is being done for export and home refineries. The sales amount to about 10,000 mats at f.2½ to f.2, under November values.

TEA.—The trade is busy inspecting the cargo of China, ex Kirkland, which will be offered for sale on the 18th inst. About that date some lots of Java will also be offered by private tender.

RICE.—The market is rather dull, and the only sale has been 4,498 bags Java, ex Maddaloni; the parcels ex Java Packet remained unsold.

JAVA VANILLA.—About 60 kilo, ex Prins Van Oranje, were sold at high but secret prices.

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The London & China Telegraph.

LONDON: TUESDAY, JUNE 23, 1874.

THE NEW TREATY WITH SIAM.
BRITISH INTERESTS IN LAOS.

THE text of the new Treaty concluded between the King of SIAM and the Viceroy of INDIA, for the more satisfactory settlement of our relations with the tributary chief of Chiangmai, will be found *in extenso* in another column of this journal. The ratifications have, we believe, been already exchanged, and the Treaty itself will come into operation on the first of the ensuing year. It is too late for any modifications to be made in its provisions now, and our business therefore is to review the probable effects of an arrangement which for good or for ill we have bound ourselves to accept, and which cannot be revised till seven years shall have expired. There are few British subjects, if any, really born in the West to be found in Chiangmai; and it may perhaps be a very long time before a white colony is established in Laos; but for all that there are a great number of our Birmese people there, trafficking, many of them, with English capital advanced in Moulmein, at work in the Chiangmai teak forests, or pushing trade in English goods among the towns. Such persons as these, if unprovided with passports, are no longer to enjoy the protection of extra-territorial rights; but, in the case of claims brought against them by Siamese, they are to be dealt with in the ordinary local Courts. The same rule is to prevail with respect to criminal matters. Native Indians, subjects of Her Britannic MAJESTY, if they enter Chiangmai without passports, shall be liable to the local Court, and to the local law, for offences committed by them in Siamese territory. This is a concession of doubtful expediency. It is an attempt to steer between two broad principles, each of which has hitherto obtained supporters, though from widely opposed schools of thought. In the one camp we are urged to remember that native Courts depend for their evidence on torture, that the underpaid judges are bribed as of course, and that the interests of justice and civilisation, to say nothing of commerce, require that Great Britain should everywhere look to it that her children are always tried by those rules which righteousness and justice require. On the other are gathered those who argue that we have no right to force our usages and predominating power upon an independent unoffending nation completely against her will, pointing out that if a British trader repairs to a foreign country he does so for his own profit or pleasure, and must abide by the laws established there, or else remain at home. We are not going to investigate this subject here; our wish is rather to point out that in our little Treaty with Chiangmai we have given up one principle, and yet not gone wholly over to the other. By so doing we have committed a serious error, and we shall by no means find litigation among the British Birmese in Chiangmai made any the more easy to deal with than it was before. As to passports, they are of some use undoubtedly, but a man ought not to be deprived of his rights as a British citizen because he has lost that valuable document, or turns up unprovided with it to support his claims. Birmese and Tongsoos travel in companies, and each company obtains a single passport, containing the names of the party, and entrusted to the leader's care. Often they quarrel when on their journey, and turn some of their number adrift; or else by assent, for the sake of trade, or because they cannot agree upon the better of two routes to pursue, they voluntarily divide their expedition. Those who quit the main body of course leave their passports behind, and thus respectable persons, entrusted with English goods or capital, may be deprived of their lawful protection by accident or caprice. Nothing is so common among Asiatics as to bring false charges against one another. Sometimes it is an accusation of theft got up to recover the value of property alleged to have been stolen. Sometimes it is the crafty weapon of a rival in trade, or of a personal enemy athirst for his revenge. Hence any British Birman or Tongsoo—and these people are always falling out—who knows that his antagonist has not his passport in his own possession, may get the latter involved in the meshes of a Chiangmai Criminal Court by laying some information there against him. These are no fancied evils, we are raking up no imaginary cases. Disputes of this kind will assuredly occur, as those well know who have had any experience of the litigious and quarrelsome Birman or Tongsoo. Another question we may well ask is, why British Indians unprovided with passports are to be tried for their crimes by the local courts in one remote province of Siam and not in any other remote province? On what principle can we concede this right to the Court at Chiangmai and refuse it at Ubon, for example, or Tringanu, which are equally portions of his Siamese MAJESTY'S realms, places which British Indians frequent, but where no British officers reside? Treaties should be based on well-defined comprehensive principles, and not patched up to meet some difficulties in one particular spot.

Now as to the teak forests. It ought never to be forgotten that these forests are the property of the members of the reigning family in Chiangmai, and are one of the main sources from which, in the shape of a duty on the trees felled there, their incomes are derived. Hence the more teak cut in the forest the better for its proprietor. And because the latter gives one man a permit to work there, he never considers himself bound to refuse similar permits to every other applicant. This is the custom of the country. Monopoly grants are not understood, and naturally so. In the forest there is room enough for all whom its owners authorise to cut there. And because a man is the first applicant for a permit usage does not grant him a right to the forest in severalty for a term of years. How could the proprietor obtain his revenues if this were the case? The grant *must* be for a term of years, otherwise no one would embark the necessary capital in the undertaking, and hence any grantee who failed to raise the money for his operations might, if the permit were construed as a monopoly grant, keep the forest actually closed, and the owner without income (tolls, that is, not rent) for a protracted period of time. After this explanation our readers will probably agree with us that the 11th clause of the new Treaty makes a very unsatisfactory attempt to settle this part of the question. "The "Prince of CHIANGMAI," so it runs, "shall endeavour to "prevent owners of forests from executing agreements "with more than one party for the same timber or forests." The PRINCE "shall endeavour." Yes, but what if he fails? He will certainly insist that he has done his best, and tried his utmost, and that he has not found himself able to get the owner to agree. The wording, be it remarked, is not "The PRINCE will prevent," which would bind him to compel, but "will endeavour to prevent," a phrase going no further than persuasion or advice. Unless great caution is used in clearing this point up by a memorandum of the two contracting Governments appended to the Treaty while there is yet time, the forest owners, whose incomes depend upon their timber tolls, will find themselves in a very hard case, and difficulties will assuredly arise. If rights in severalty are henceforth to be conveyed, the whole conditions of the permit ought to be changed. First rents should be reserved, instead of tolls or dues on the trees actually felled. Each forest should be parcelled out into small districts, and every such district made the subject of a separate grant. Lastly, the grantee should be obliged to find sufficient security for at least one year's rent of his district; and a clause should be introduced giving the owner a right of re-entry in the event of his dues being in arrear. It seems, from a consideration of this Treaty, to be most desirable that a resident British officer should be permanently stationed at Chiangmai; endless trouble, litigation, and ultimate miscarriage of justice would thus be avoided, at a really trifling cost to our

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national exchequer. The teak trade is good, and the business in piece goods is not inconsiderable in Northern Laos, if credit were only sufficiently established there to attract capital into the country. Nothing is so necessary for this purpose as the knowledge that a British officer is on the spot, ready to settle disputes, to see agreements duly carried out, and to press the native officials to keep their highways clear of dacoits. This point is of all the more importance because the overland route with China is once more drawing public notice. The first step towards opening up that channel of commerce is to do what we can to get the Shan tribes in a settled condition, with their highways open, and their trade untrammelled either by political jealousies or burdensome local dues. In this the British Resident would be in the true sense a pioneer. The French, too, now are in treaty with Birma, and we ought for this reason all the more to open our eyes in the direction of Northern Laos, instead of shutting them to all that happens outside the British frontier lines.

M. VON BUTZOW AT PEKING.

BY a telegram *via* Kiachta we learn that M. VON BUTZOW, the newly-appointed Russian Minister to China, was officially received by the EMPEROR at Peking on the 20th May, with the usual ceremonials. This intelligence, so far as it goes, is eminently satisfactory, and though we await, with some little anxiety, the details of the reception of the Russian Plenipotentiary, there seems no reason to suppose that there was any material difficulty about the matter, or that his Excellency allowed himself to be treated with the same scant courtesy as was exhibited on that memorable day at the end of last June towards Mr. WADE and his colleagues. We trust that, in future, all Envoys will, immediately on their arrival at Peking, imitate M. VON BUTZOW'S good example, and demand audiences of the EMPEROR for the purpose of presenting credentials from their respective Sovereigns in the same manner as if they had been accredited to any European Court. If they will only take this course in a firm and at the same time properly respectful manner, we doubt not that ere long the ridiculous exclusiveness of the Chinese Court will be effectually broken down, and that official intercourse will then be carried on more in accordance with the ideas and usages of civilised nations. Some people may think this a matter of small moment, and so it may be in some respects, but yet it has its importance, for it cannot be doubted that, when it is once patent to the Chinese Empire at large that their Sovereign is ready and willing on proper occasions to receive foreign Envoys as coming from his equals, the relations existing between the middle kingdom and the outside world will be placed on a far more satisfactory footing—a result which in itself is much to be desired, and will furthermore be productive of the greatest possible advantage to all parties concerned.

IN the last number of the *London and China Telegraph* we reproduced a notable document emanating from Her MAJESTY'S Legation at Peking, and signed by Mr. W. GRAHAM SANDFORD, Secretary of Legation. Mr. SANDFORD has, we find, served the QUEEN in various capacities, but though he has been in the Diplomatic Service some sixteen years, he is evidently still the veriest tyro at the composition of circulars and despatches; otherwise he would hardly have informed the British residents at Peking that "the streets along which his MAJESTY goes and returns will be closed to all passengers." The educational tests to which Mr. SANDFORD was subjected before becoming an attaché could not have been of a very severe order, for, on reference to the Foreign-office List, we observe that "he passed an examination [presumably not "competitive] before the Civil Service Commissioners, and "obtained an honorary certificate," all in one day! Apart from the style and composition of this circular, we object *in toto* to its substance and promulgation from the Legation. It is another example of the manner in which Mr. WADE maintains the *prestige* and dignity of the British Minister at Peking.

IT appears that private telegrams have been received which announce that a misunderstanding between China and Japan has resulted from the operations undertaken by Japan against Formosa. This is what we foreshadowed would take place if the Japanese persisted in the expedition. The precise nature of the *casus belli* is not yet known; but the telegram goes so far as to say that the difficulty has led to a declaration of war.

WE understand that the Hon. T. G. GROSVENOR has been appointed to succeed Mr. SANDFORD as Second Secretary at Peking. Mr. GROSVENOR has already served in that capacity, and only returned last year from Peking.

TREATY CONCLUDED AT CALCUTTA BETWEEN LORD NORTHBROOK, GOVERNOR-GENERAL OF INDIA, AND HIS MAJESTY THE KING OF SIAM.

ARTICLE I.

His Majesty the King of Siam will cause the Prince of Chiangmai to establish and maintain guard stations, under proper officers, on the Siamese bank of the Salween River, which forms the boundaries of Chiangmai belonging to Siam, and to maintain a sufficient police force for the prevention of murder, robbery, dacoity, and other heinous crimes.

ARTICLE II.

If any persons having committed dacoity in any of the territories of Chiangmai, Lakhon, and Lamphoon, cross the frontiers in British territory the British authorities and police shall use their best endeavours to apprehend them. Such dacoits, when apprehended, shall, if Siamese subjects, be delivered to the Siamese authorities at Chiangmai; if British subjects, they shall be dealt with by the British officer in the Yoongzaleen district.

If any persons having committed dacoity in British territory cross the frontier in Chiangmai, Lakhon, or Lamphoon, the Siamese authorities and police shall use their best endeavours to apprehend them. Such dacoits, when apprehended, if British subjects, shall be delivered over to the British officer in the Yoongzaleen district; if Siamese subjects, they shall be dealt with by the Siamese authorities at Chiangmai.

If any persons, whether provided with passports under Article 4 of this Treaty or not, commit dacoity in British or Siamese territory, and are apprehended in the territory in which dacoity was committed, they may be tried and punished by the local courts without question as to their nationality.

Property plundered by dacoits, when recovered by the authorities on either side of the frontier, shall be delivered to its proper owner.

ARTICLE III.

The Siamese authorities in Chiangmai, Lakhon, and Lamphoon will afford due assistance and protection to British subjects carrying on trade or business in any of those territories, and the British Government in India will afford similar assistance and protection to Siamese subjects from Chiangmai, Lakhon, and Lamphoon carrying on trade or business in British territory.

ARTICLE IV.

British subjects entering Chiangmai, Lakhon, and Lamphoon from British Burmah must provide themselves with passports from the Chief Commissioner of British Burmah, or such officers as he appoints in this behalf, stating their names, calling, and description; such passports must be renewed for each journey, and must be shown to the Siamese officers at the frontier stations or in the interior of Chiangmai, Lakhon, and Lamphoon on demand. Persons provided with passports and not carrying any articles prohibited under the Treaty concluded between Her Majesty the Queen of England and his Majesty the King of Siam on the 18th of April, 1855, and the supplementary agreement concluded between certain Royal Commissioners on the part of the Siamese Government, and a Commissioner on the part of the British Government, on the 13th of May, 1856, shall be allowed to proceed on their journey without interference; persons unprovided with passports may be turned back to the frontier, but shall not be subjected to further interference.

ARTICLE V.

For the purpose of settling further disputes of a civil nature between British and Siamese subjects in Chiangmai, Lakhon, and Lamphoon, belonging to Siam, the following provisions are agreed to.

A. His Majesty the King of Siam shall appoint proper persons to be Judges in Chiangmai, with jurisdiction—

(1.) To investigate and decide claims of British subjects against Siamese subjects in Chiangmai, Lakhon, and Lamphoon.

(2.) To investigate and determine claims of Siamese subjects against British subjects entering Chiangmai, Lakhon, and Lamphoon from British Burmah, and having passports under Article 4, provided such British subjects consent to the jurisdiction of the Court.

B. Claims of Siamese subjects against British subjects entering Chiangmai, Lakhon, and Lamphoon from British Burmah, and holding passports under Article 4, but not consenting to the jurisdiction of the Judges at Chiangmai appointed as aforesaid, shall be investigated and decided by the British Consul at Bangkok, or by the British officer of the Yoongzaleen district.

C. Claims of Siamese subjects against British subjects entering Chiangmai, Lakhon, and Lamphoon from British Burmah, but not holding passports under Article 4, shall be investigated and decided by the ordinary local Courts.

ARTICLE VI.

Siamese subjects in British Burmah having claims against each other may apply to the Deputy Commissioner of the district in which they may happen to be to arbitrate between them. Such Deputy Commissioner shall use his good offices to effect an amicable settlement of the dispute, and if both parties have agreed to his arbitration his award

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shall be final, and binding on them. Similarly British subjects in Chiangmai, Lakhon, and Lamphoon having claims against each other may apply to any of the Judges at Chiangmai appointed under Article 5, who shall use his good offices to effect an amicable settlement of the dispute, and if both parties have agreed to his arbitration his award shall be final, and binding on them.

ARTICLE VII.

Native Indian subjects of Her Britannic Majesty entering Chiangmai, Lakhon, and Lamphoon, from British Burmah, who are not provided with passports under Article 4, shall be liable to the local Courts and the local law for offences committed by them in Siamese territories. Native Indian subjects as aforesaid who are provided with passports under Article 4 shall be dealt with for such offences by the British Consul at Bangkok or by the British Officer in the Yoongzaleen district according to British Law.

ARTICLE VIII.

The Siamese authorities in Chiangmai, Lakhon, and Lamphoon, and the British authorities in Yoongzaleen district will at all times use their best endeavours to procure and furnish to the Courts in the Yoongzaleen district and the Consular Court at Bangkok and to the Court at Chiangmai and the Court of Siam respectively such evidence and witnesses as may be required for the determination of Civil and Criminal cases pending in the Courts.

ARTICLE IX.

In cases tried by the British Officer at the Yoongzaleen district or by the Judge at Chiangmai appointed under Article 5 in which Siamese or British subjects may respectively be interested, the Siamese or British authorities may respectively depute an officer to attend and listen to the investigation of the case, and copies of the proceedings will be furnished gratis to the Siamese or British authorities respectively if required.

ARTICLE X.

British subjects provided with passports under Art. 4 who desire to purchase, cut, or girdle timber in the forest of Chiangmai, Lakhon, and Lamphoon must enter into a written engagement for a definite period with the owner of the forest. Such agreement must be executed in duplicate, each party retaining a copy, and each copy must be sealed by one of the Siamese Judges at Chiangmai, appointed under Art. 5, and by the Prince of Chiangmai. A copy of every such agreement shall be furnished by the Judge at Chiangmai to the British officer in the Yoongzaleen district. Any British subject cutting or girdling trees in any forest, without the consent of the owner of the forest, obtained as aforesaid, or after the expiry of the agreement relating thereto, shall, if provided with a passport, be liable to pay such compensation to the owner of the forest as the British Consul at Bangkok or the officer of the Yoongzaleen district may deem reasonable; if unprovided with a passport he may be dealt with by the local Courts according to the laws of the country.

ARTICLE XI.

The judge at Chiangmai appointed under Art. 5, and the Prince of Chiangmai shall endeavour to prevent owners of forests from executing agreements with more than one party for the same timber or forests, and to prevent any person from improperly marking or effacing marks on timber which has been lawfully cut or marked by another person; and shall give such facilities as are in their power to purchasers and fellers of timber to identify their property. If the owners of forests prohibit the cutting, girdling, or removing of timber under agreements duly executed in accordance with Art. 10, the Judge at Chiangmai appointed under Art 5, and the Prince of Chiangmai, shall enforce the agreements. And the owners of such forests acting as aforesaid shall be liable to pay such compensation to the persons with whom they have entered into such agreement as the Judges at Chiangmai appointed as aforesaid many deem reasonable.

ARTICLE XII.

British subjects entering Siamese territory from British Burmah must, according to custom and the regulations of the country, pay the duties lawfully prescribed on goods liable to such duty; Siamese subjects entering British territory must, according to the regulations of the British Government, pay the duties lawfully prescribed on goods liable to such duty.

ARTICLE XIII.

The British officer of the Yoongzaleen district may, subject to the conditions of this Treaty, exercise all or any of the power that may be exercised by a British Consul under the Treaty between H.B.M. the Queen of England and H.M. the King of Siam on the 18th April, 1855, and the supplementary agreement concluded between certain Royal Commissioners on the part of the Siamese Government and a Commissioner on the part of the British Government on the 13th May, 1856.

ARTICLE XIV.

Except as and to the extent herein specially provided, nothing in this Treaty shall be taken to affect the provisions of any treaty or agreement now in force between the British and Siamese Governments.

ARTICLE XV.

After the lapse of seven years from the date on which this Treaty shall come into force, and on twelve months' notice given by either party, this Treaty shall be subject to revision by Commissioners, appointed on both sides for this purpose, who shall be empowered to decide on and adopt such amendments as experience shall prove to be desirable.

ARTICLE XVI.

This Treaty has been executed in English and Siamese, both versions having the same meaning, but as the British Plenipotentiary has no knowledge of the Siamese language it is hereby agreed that, in the event of any question of construction arising on this Treaty, the English text shall be accepted as conveying in every respect its true meaning and intention.

ARTICLE XVII.

The ratification of this Treaty by his Excellency the Viceroy and Governor-General of India having been communicated to the Siamese Plenipotentiary this Treaty shall be ratified by his Majesty the King of Siam, and such ratification shall be transmitted to the Secretary to the Government of India in the Foreign Department at Calcutta, subject to modification within four months, or sooner, if possible. This Treaty, having been so ratified, shall come into force on January 1, 1875, A.D., corresponding with the first day of the third Siamese moon, in the year of Choh, 1236, of the Siamese Era, or on such earlier date as may be separately agreed upon.

TEA ADULTERATION.

The Committee of the House of Commons appointed to enquire into the operation of the Adulteration Act have taken further evidence on the subject of Tea Adulteration. The evidence of the witnesses was in substance as follows:—

Mr. Volckner, the analyst of the Royal Agricultural Society of England, was examined by Mr. C. S. Read. He gave his opinion that it could not be allowed that "colouring" or "facing" should be recognised as lawful, as this would be opening the door to every adulteration. He would not, however, have considered 1½ per cent. of facing an adulteration. Asked who would be the best judge of tea, a dealer of experience or an "average analytical chemist," he held that an analyst could do very little in regard to tea, as it was a matter more of quality than anything else. As to the judgment of the "average analysts," he thought this should be open to question; many of them, who were hastily appointed after the passing of the Act, had had to learn their business, and many of them had not even now had a sufficient training to enable them to be judges of fact in food analyses. Some of their statements in evidence had been very flippant and unwarrantable, and they had done harm by rendering the Act obnoxious to honest men, who had been wronged by analysts' statements founded on a want of knowledge. The witness referred to the statement of the "wholesale examinations" (many thousands in a brief period) described by Dr. Tidy as having been made by him, and said that this was not the way that analyses should be made, for it was impossible, from the number made, to take every case carefully, and thoroughly examine every sample with all the *minutiæ* necessary to arrive at the truth. This could not be done in a wholesale or hasty way. The witness did not think that tea was adulterated in this country, and he thought the sale of adulterated tea would come to an end here if all such teas were stopped at the Customs. He had not found any decidedly adulterated tea. In reply to Sir Henry Peek, he said he thought there should be a laboratory at Somerset-house to give the means of judging the analyst's analyses. He looked upon damaged tea when used to mix with other tea and sold as pure as an adulteration. He did not know that it was necessary to "face" tea to make it bear the voyage. He could not say—either in agreement or disagreement with Dr. Allen of Sheffield (whose evidence we reported last week)—whether when there was 69 per cent. of insoluble matter found in tea the tea contained exhausted leaves. In reply to Mr. Sandford, the witness said that though he knew that the facing of the tea was practised to make the tea appear better, yet he did not think it was morally an adulteration, because it was generally understood that tea was faced, just as it was known there was colour in butter and cheese; but in these cases the working man ate his butter and cheese and did not think about it. As to the facing of green tea being required to enable it to bear the voyage, black tea bore the voyage and was not faced.

Mr. James Barringer, who was described as a starch manufacturer, and who is known as a local administrator in London, said that years ago he had been employed to colour teas, and he now uncoloured teas. Before the passing of the Act he had been engaged by Lloyd's Salvage Committee to re-dry damaged tea, and this was done in bond. That tea (there was only one instance, he said, of this being done) was damaged by sea water, and he "faced" the whole of it, putting in colouring to some in order to make the whole of a uniform colour, but what was the colouring matter used he objected to say. The re-drying was done with the knowledge and concurrence of the Customs' authorities, and the officers came to his place, where they stopped day and night. He had faced "scented caper" to make it like "Canton gunpowder," and it was sold as gunpowder. What he had done had not added to the weight of the tea in any way, and the quality was not in any way injured. He considered, in fact, that in some cases it was improved by what was done. He had refused to have anything to do with green tea colouring since the decision in the Birkenhead adulteration case by Justice Blackburn, under the Act. Since the passing of the Act he had been engaged in taking the colour off tea. He had never mixed exhausted or foreign leaves, nor had he ever been asked to do so by his customers. He knew of no factory where exhausted leaves were remade up, and he did not believe it possible that there could be a factory for this purpose in England. He had not himself considered "facing" tea an adulteration, for it was not in any way injurious to the public. He considered the "facing" practised by him no deception upon the public, and he would not be a party to any such deception if he had thought it was such. He did regard himself as a "tea improver." There was no concealment in the conduct of his business. Having had read to him the statement of the witness Jackson (reported in our last issue) the witness said he did not believe the statement. The tea he "improved" was good tea, and only altered in appearance. Examined by Mr. Carpenter Garnier, the witness said he had "improved" this tea chiefly for country dealers. He kept two men at work upon it. In reply to Mr. Sandford he said he had not faced any of late. He chiefly received the teas he improved from wholesale dealers for customers in the country, but not entirely. What the object of his customers was in facing "scented caper" as "Canton gunpowder" he could not say, for in the scented caper the customers would get a good tea—as good as if they had the "gunpowder," for he believed that originally the two teas were alike. Of course there were different qualities of the teas, and perhaps the "facing," if it did not make the tea of better quality, made it of more value. Facing did not make tea heavier, for he had had a difficulty in getting the teas he had had to go back the same weights

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as they came—some of the dust being lost in the process. He had been engaged in taking colour from teas since this inquiry, and he thought in consequence of it. In reply to Sir H. Peek, the witness said that in the bonded damaged tea he had redried and coloured he did not think there was anything unwholesome about it. As to the reasons for colouring and uncolouring teas, in some parts of the country the people would only have black and in other parts only green, and so the teas were altered to suit the varying tastes. He knew nothing of the composition called catechu (said to be used to make teas astringent), and it was not true, as stated by Mr. Jackson in his letter to *The Times*, that damaged tea worth only 14d. a pound was made up into fine tea. In reply to Mr. Heygate, the witness said he thought that by removing the colour off tea he "improved" it. He did not desire to say publicly what the composition was with which tea used to be faced by him. He had treated teas for many houses in the country, but not for many in town. He had not faced tea since the judgment in the "Birkenhead case," for he did not wish to make himself amenable to the law. He could say nothing as to the value of the teas before they were unfaced by him, and what their values were after, and he could not say positively what the reason was for the change being desired. In reply to Mr. Welby, the witness said he had made no inquiry as to the reasons for changing "scented caper" into "gunpowder," and *vice versâ*, and he did not know, and he could not account for it, except that it was desired to make the change when there was a stock of the one on hand and a scarcity of the other in the markets. His immediate business was that of a starch manufacturer, and not that of a "tea improver," and he supposed that Lloyd's Salvage Committee found him out to improve the damaged tea in 1864 because the apparatus employed for starch-making suited the drying of tea. He had, however, special apparatus for dealing with tea. It was not unlikely that the object of taking colour from tea was to make the article appear of a superior quality to what it was. He could not say—positively he could not—what was the value to the dealers of the teas before and after being improved. He took the colour out of 2 cwt. or 3 cwt. a week now, and two men were engaged at this branch, but not all their time, for he carried on two or three other businesses, though only in one establishment. The witness was also examined by Mr. Colman, Dr. Brady, and Mr. Muntz, and denied that the colouring matter used by him was injurious.

Mr. Horniman, a tea importer, stated that he had been engaged in the trade for many years. He dealt in uncoloured teas, and as they ordered them to be so from the growers they thus received them. In reply to a question pressed by Mr. Sandford, the witness acknowledged that he had bought coloured tea in the market and had had the colour removed. His reason for doing this was that his firm had a speciality for uncoloured teas.

Dr. A. H. Hassall, the well-known analyst, gave some interesting evidence. He said that he had given his attention to the subject of the composition of foods for about twenty-five years, and had written various works on different matters connected with it. Some of the most frequent and most important adulterations were, he declared, very easily detected with a little observation. For instance, artificially coloured tea was easily discovered, and the presence of mineral substances (steel filings) and sand could be found, the one with a magnet, the other by placing the tea in the mouth. The retailers were in a great measure answerable for the adulterations he indicated, for, he said, they did not pay for the adulterated articles, the price which would be charged for genuine articles, and the dealer who did not desire to sell adulterated articles ought to be placed on his guard even by the price charged to him wholesale. Besides, the retail dealer was not without protection, for he could make the wholesale trader or manufacturer give him a warranty as to the genuineness of the goods bought by him; and, moreover, it would not be too hard to insist that the dealer himself should know something of the goods in which he dealt. The witness said he should most decidedly say that any artficial colouring of tea whatever was an adulteration, for this was practiced to make a tea assume a higher quality, and to make one class of tea appear to be another; but he should not say that the usual colouring in cheese and butter was adulteration. With respect to the suggestion made that there should be a public laboratory at Somerset House, he pointed out that the Government analysts had enough to do to protect the revenue; but while he was against any court of appeal, he thought the Government Inspectors were quite competent to stop the adulterated teas in bond. He thought that if tea was inspected and stopped in bond when adulterated there would be little adulterated tea in this country. In reply to Lord Barrington, he said that it was not necessary for the carrying of tea and the protection of it on the voyage that it should be "faced" previously. Tea could be brought here without "facing." He considered all mineral substances in sugar an adulteration. He did not think the customs should take duty on all substances which passed as tea, or should permit "lie" tea to go through on duty. In reply to Mr. Mundella, he repeated what he had previously stated, that, in general, "faced" green tea was not injurious to health; but, he said, whatever might be the demand for green tea, he would debar it from coming into the country, it being, in his opinion, the duty of the State to prevent such a thing coming into consumption; and this stoppage would instruct the people that the colouring was an adulteration to make the quality of the tea sold appear of a better quality than it was, and to command a higher price than it was worth. Even one per cent. of colouring matter he should consider as adulteration, for it altered the character of the tea. In reply to Sir Charles Dilke, the witness said that in some cases the Prussian blue used for colouring tea was not injurious, but in tea-dust and siftings there was likely to be a large quantity of the Prussian blue—large enough, at all events, to be injurious to health. Mr. Carpenter Garnier asked if taking off the colouring matter removed the deleterious qualities used in "facing," and the witness replied that he apprehended this operation would do so, and he was not of the opinion of Mr. Jackson (the "Wholesale Grocer"), that the deleterious matter would only be concealed. Sir Henry Peek handed the witness some samples of nutmegs, and asked if they were pure. The witness looked at them, and said that possibly they were "limed," and Sir Henry asked, if they were, could witness say they were adulterated. The witness said he should like to see what proportion of lime there was in the nutmegs before he answered, and, of course, he allowed, logically, he ought to object to the limed nutmegs as he did to faced tea. He was not aware, he said, in answer to Sir Henry, that years ago the Dutch Government would not permit any but "limed" nutmegs to be exported, and if that were so then we should have to put up with it; but it should be said on the label that the things were limed.

At the last public meeting of the Adulteration Committee, on the 22nd inst., the inquiry turned back to the "tea question" by Mr. William Jackson being called. Examined by the Chairman (Mr. C. S. Read), this witness said he had been twenty-six years in the tea trade, and was in trade now in Manchester. He was the uncle to Mr. Whitworth Jackson, who had given evidence before the Committee and proved to be the writer of the letter signed "A Wholesale Tea-Dealer" in *The Times*. Witness was the confidential manager for twelve years of Mr. Robert Jackson, the father of Mr. Whitworth Jackson, and neither witness nor his brother, Mr. Robert Jackson, practised such adulteration as was described by Mr. Whitworth Jackson in the letter in *The Times* of May 15. Witness was with his brother six months after Mr. Whitworth Jackson joined his father's business. The attention of the witness was then directed to the official notes of his nephew's evidence. These said:—"I have from time to time been in the confidence of persons whom I should consider to be skilful colourers or tea improvers. . . . I entered a business some years ago in which the confidence of the public was reposed upon the one ground, that the house was in a position to guarantee the genuineness of the articles they supplied, and I was, therefore, under the necessity of directing my special attention to adulteration, with a view of detecting and avoiding it." . . . Adulteration is resorted to, "as far as I have seen, with a view of enabling a person who resorts to it to put his hand into the pocket of the purchaser, which has invariably been the object, so far as I have seen, for extracting money from him and selling him something which it is not what it represents itself to be." These things, he said, were accomplished "by giving the tea a fictitious appearance of value, or by imparting to it some quality in which it may be deficient, or by increasing its weight and bulk by the addition to it of articles of lesser or no value." The witness examined on this evidence, said it was untrue. Sometimes caper tea "coloured" was sold as green, but that was not done to increase the value, but to supply grocers with a cheaper green tea than they could otherwise get. Witness had coloured some teas and had uncoloured some. Those teas which were thus changed in appearance were not heightened in value by the change, but all they did was to undersell Chinese coloured tea. It was untrue, as his nephew had stated, that a "scented caper" could be changed to be worth 10d. a lb. more—namely, a tea worth 14d. changed to be worth 2s. The talk about such profits was perfectly absurd. Then, the facing or unfacing of tea would not permit the wholesale dealer to obtain the price of unadulterated tea, as stated by his nephew. Witness never heard of the case of catechu until mentioned by his nephew before the Committee, and then he tried it on some samples with the worst results. Witness said he did not think any adulteration of tea was done in this country; but the Chairman specifically asked if he did not call "colouring" or "facing" adulteration, and the witness replied in the negative. Mr. Robert Jackson, when witness was his manager, did have an engine and cylinder, but these were not kept for colouring tea. They were kept for roasting coffee and grinding chicory, and occasionally a strap was put on to colour a little tea, for that operation by itself "would not have paid to light a fire for." This cylinder, he believed, had been sold about twelve years, and his brother had it for three. He again said he did not believe tea was adulterated in this country, and again answered that he did not regard the colouring operation as an adulteration. Many of the wholesale dealers, he said, sent their teas to their customers direct from the bonded warehouses, and no adulteration was allowed while in bond; and the witness denied most emphatically that the wholesale dealers could impose upon the retailers by selling them a coloured tea for a pure green, for the latter, the witness said, knew their business, and so Whitworth Jackson, who had started the controversy, knew well. As to Manchester being the "hotbed of adulteration," he believed, and he spoke as one who had called upon the grocers, that they were most anxious to have a pure article. The witness was then asked to say, having given a contradiction to some of the statements made by his nephew, what his opinion generally was on that evidence and on the letter to *The Times*. The witness laughed and hesitated a little, and then said he could say that a large part of what Mr. Whitworth Jackson had stated existed only in his own imagination and the other part consisted of exaggerations. Asked what part was true, the witness said it was true as to the colouring of tea, but not as to all the rest. Examined by Mr. Muntz, the witness said he was with his brother from 1847 until Christmas, 1860, in which year Mr. Whitworth Jackson joined the business—in the June of that year. The "scented caper" was coloured sometimes to meet the demand for "green," and the grocers got the extra profit between what the coloured tea cost and what the Chinese coloured tea would have cost. The grocers certainly know the difference between Chinese coloured tea and tea coloured here. The ingredients used to "colour" tea were "Dutch pink," French chalk, and Prussian blue. This colouring had not now been done for years, for there was now no demand for coloured teas. In nine times out of ten wholesale dealers sent their teas direct out of bond to the retailers, but sometimes they mixed them (the inferior with the better) themselves. This was done in the wholesale dealers' warehouses. Witness had known teas to be damaged by water, when a fire occurred at a tea warehouse, but the only damage was water and the tea was dried on a hot iron and re-made up. Asked by Dr. Brady if he thought the mass of the public were aware that the coloured teas made up as described by the witness were not pure teas, the witness replied that the public asked for green teas and would take no other; and when pressed with the question whether it was fair to pass off coloured teas, the witness laughingly answered that the public at that time would take no other than green tea, and it had to be made to suit the public taste. The

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question was pressed by Mr. Garnier, and the witness again replied, "If the grocer wanted to sell a pure tea the public would not have had it, and it was made up to meet the requirement of the time." In answer to Sir Henry Peek, the witness agreed that in Canton teas were manufactured up to a certain stage, all that was done here being to put in some colouring matter. There was nothing unwholesome in this, and he denied that there was such an amount of colouring matter as added to the weight of the teas. The statement of Mr. Whitworth Jackson had done great harm to the tea trade, especially in Manchester.

Mr. Robert Jackson, brother to the last witness, and father to Whitworth Jackson, was called, and stated that the witness referred to (the "Wholesale Teadealer") had been in no other "house" to serve save witness's and the Himalaya Tea Company, of the East-end. Witness could say that there was no such adulteration in his warehouse as was spoken of, except that of the colouring, which had been carried on up to four or five years ago. If his son had seen any such practices in any "house" in which he was employed, it could only have been in witness's or in the Himalaya Tea Company's, for his son had been in no other; but this evidence was thoroughly false so far as witness's house was concerned. In reply to Mr. Muntz, the witness said he did have a cylinder and an engine for coffee roasting and other purposes, and this was used for colouring tea. Witness bought it second-hand from Glasgow, and sold it again after three years' use. In reply to Lord Barrington he said he did not believe there was any manufactory for making up used tea leaves, and he certainly did not think it would pay to do it. Witness declared, too, that so far from being "one of the largest purchasers of 'lie' tea," he had never bought a pound of it. In reply to Sir H. Peek, the witness said the Himalaya Tea Company consisted at one time of his son and himself, but they were not together now. An extraordinary scene then occurred. The witness Whitworth Jackson, whose father had just been giving evidence against him, then advanced and said he wished to corroborate his own evidence. He was proceeding to read a statement as to his opinion of the evidence given in opposition to his own and to disprove his, when he was stopped by the Chairman, who requested him to give any facts if he had any to give. The committee conferred together for a moment and then ordered the room to be cleared. When the doors were again opened,

The Chairman said he had been requested by the committee to say that they unanimously declined to receive any further evidence from Mr. Whitworth Jackson.

Mr. Lumley, Q.C., counsel to the Local Government Board, then, in examination, suggested various amendments, chiefly relating to legal technicalities and interpretations. The three statutes now in force with respect to adulteration should, he thought, be repealed and re-enacted in a consolidated form. He also proposed that there should be a definition in the Act of what adulteration was. He saw no reason why the Act should not take effect upon imported articles—such as faced Green Tea from China—as well as upon those of home manufacture. Water, he thought, ought to be dealt with in a Sanitary Act; it could hardly be regarded as the subject of adulteration. It was a grievance that only the analyst of the district where purchases were made could make an analysis of such purchases. A trader in Stafford, for instance, who bought groceries in London, had now to be at the expense of sending them to London to be analysed. Witness thought there should be no such restriction on the duties of analysts. Another difficulty which had tended to obstruct the Act in its working was, that the inspector who seized goods on suspicion of their being adulterated had to deliver them to the analyst in person. It was a general thing that the inspector and the analyst lived widely apart.

Monetary and Commercial.

A prospectus has been circulated of the Royal Exchange Shipping Company (Limited), an undertaking formed "to own first-class ships, to be employed in the foreign and general trades." The new iron sailing ship, *Eastern Monarch*, 1,768 tons register, has already been purchased, and has sailed under charter out and home. The capital is £200,000, in 20,000 shares of £10 each.

The directors of the Imperial Ottoman Bank recommend a dividend of 10 per cent. for the year 1873. This will give a payment of 10s. per share on the 1st of July, and leave £18,400 to be carried forward.

The directors of the Colonial Bank have decided to declare at the half-yearly general meeting, on the 2nd July, a dividend of 7½ per cent. for the half-year ending the 31st December last.

The report of the Bank of South Australia recommends a dividend of 10 per cent. per annum.

The directors of the London and Provincial Insurance Company have decided on the payment of the usual interest at the rate of 10 per cent. per annum for the half-year ending June 30.

The directors of the British and Foreign Marine Insurance Company (Limited) have declared an interim dividend for the half-year of 6s. per share, being at the rate of 15 per cent. per annum.

The Home and Colonial Marine Insurance Company announce a payment of interest for the half-year ending the 30th June at the rate of 6 per cent. per annum.

The report of the South Australian Company recommends a dividend of 8 per cent. per annum.

The report of the Lebong Tea Company (Limited), to be presented on the 24th inst., shows a profit of £10,480; £1,000 has been carried to reserve, and a balance dividend of 6 per cent. is recommended, making, with the interim dividend paid in December, 11 per cent. for the year 1873.

The annual report of the Ceylon Company shows a net profit of £78,701, out of which the directors recommend the payment of a dividend at the rate of 6 per cent. per annum. A large proportion of the amount paid as dividend in the year ending 31st March, 1873, was taken from the reserve of undivided profits; that amount has been repaid, and a further sum has been added to reserve, which now stands at £39,033 9s. 7d. The report says:—

The directors have completed the sale of Mount Temple (one of the estates in Ceylon), and the difference between the amount it realised and that at which it stood in the books has been written off from profit and loss. They have also sold the estates Gongoltenne and Mahapitty, for rather more than the amount at which they stood at in the books; but, as the sale of the latter was not completed before the 31st March, the result does not appear in the annual accounts. In Mauritius, a sale of Riviere Noire, one of the estates acquired by foreclosure, has been effected, and the amount realised has been credited to the account of foreclosed estates in that island. The whole of the annuities (amounting to £3,636 per annum) charged on the estates in Mauritius have been redeemed, and the balances of purchase money (amounting together to £10,100) due in respect of those estates have been paid off.

The bullion per P. and O. steamer Mirzapore, which left Southampton June 18, was, in gold, to Galle, £1,560; in silver, to Shanghai, £8,630; to Hong Kong, £24,333; to Singapore, £72,300. Total in gold, £1,560; in silver, £105,263.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th June, 1874, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th June, 1874, 6,985,733 yards; for the twelve months, 120,504,643 yards; for the twelve months, 1873, 84,985,915 yards; for the twelve months, 1872, 90,041,407 yards. Increase for 1874 against 1873, 35,518,728 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1874, 465,030 yards; for the twelve months, 5,245,423 yards; for the twelve months, 1873, 4,210,773 yards; for the twelve months, 1872, 2,362,892 yards. Increase for 1874 against 1873, 1,034,650 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1874, 43,200 yards; for the twelve months, 1,140,664 yards; for the twelve months, 1873, 1,864,614 yards; for the twelve months, 1872, 2,910,293 yards. Decrease for 1874 against 1873, 723,950 yards.

COTTON YARN.—Export for the month ended 16th June, 1874, 1,085,600 lbs.; for the twelve months, 11,270,396 lbs.; for the twelve months, 1873, 7,950,150 lbs.; for the twelve months, 1872, 8,881,748 lbs. Increase for 1874 against 1873, 3,320,241 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th June, 1874, 17,349,845 yards; for the twelve months, 246,566,122 yards; for the twelve months 1873, 277,116,372 yards; for the twelve months 1872, 324,159,922 yards. Decrease for 1874 against 1873, 30,550,251 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1874, 1,209,095 yards; for the twelve months, 16,385,279 yards; for the twelve months 1873, 16,733,059 yards; for the twelve months 1872, 8,504,839 yards. Decrease for 1874 against 1873, 347,780 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1874, 465,407 yards; for the twelve months 5,884,891 yards; for the twelve months 1873, 8,535,581 yards; for the twelve months 1872, 8,477,397 yards. Decrease for 1874 against 1873, 2,650,690 yards.

COTTON YARN.—Export for the month ended 16th June, 1874, 94,060 lbs.; for the twelve months, 739,787 lbs.; for the twelve months 1873, 1,805,886 lbs.; for the twelve months 1871, 812,906 lbs. Decrease for 1874 against 1873, 1,066,099 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th June, 1874, 1,838,005 yards; for the twelve months, 34,272,156 yards; for the twelve months 1873, 35,195,043 yards; for the twelve months 1872, 23,298,444 yards. Decrease for 1874 against 1873, 922,887 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1874, 350,244 yards; for the twelve months, 2,923,303 yards; for the twelve months 1873, 6,154,788 yards; for the twelve months 1872, 2,413,940 yards. Decrease for 1874 against 1873, 3,231,485 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1874, 105,600 yards; for the twelve months, 830,332 yards; for the twelve months 1873, 3,334,130 yards; for the twelve months 1872, 1,259,620 yards. Decrease for 1874 against 1873, 2,503,798 yards.

COTTON YARN.—Export for the month ended 16th June, 1874, 833,602 lbs.; for the twelve months, 11,295,875 lbs.; for the twelve months 1873, 14,660,334 lbs.; for the twelve months 1872, 9,835,179 lbs. Decrease for 1874 against 1873, 3,364,459 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th June, 1874, 8,811,708 yards; for the twelve months, 81,682,112 yards; for the twelve months 1873, 62,154,802 yards; for the twelve months 1872, 60,993,660 yards. Increase for 1874 against 1873, 15,527,310 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1874, 678,373 yards; for the twelve months, 5,170,376 yards; for the twelve months 1873, 5,077,421 yards; for the twelve months 1872, 5,215,742 yards. Increase for 1874 against 1873, 92,955 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1874, 429,240 yards; for the twelve months, 3,293,278 yards; for the twelve months 1873, 3,298,630 yards; for the twelve months 1872, 4,161,048 yards. Decrease for 1874 against 1873, 5,352 yards.

COTTON YARN.—Export for the month ended 16th June, 1874,

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205,476 lbs.; for the twelve months, 1,856,315 lbs.; for the twelve months 1873, 2,086,159 lbs.; for the twelve months 1872, 1,675,660 lbs. Decrease for 1874 against 1873, 229,884 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th June, 1874, 4,939,283 yards; for the twelve months, 29,312,024 yards; for the twelve months, 1873, 20,514,936 yards; for the twelve months, 1872, 16,970,954 yards. Increase for 1874 against 1873, 8,797,088 yards.

COLOURED COTTONS.—Export for the month ended 16th June 1874, 1,215,001 yards; for the twelve months, 8,450,886 yards; for the twelve months 1873, 11,863,442 yards; for the twelve months 1872, 8,431,762 yards. Decrease for 1874 against 1873, 3,412,556 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1874 1,018,879 yards; for the twelve months, 6,123,645 yards; for the twelve months 1873, 10,892,993 yards; for the twelve months 1872 9,813,727 yards. Decrease for 1874 against 1873, 4,769,348 yards.

COTTON YARN.—Export for the month ended 16th June, 1874, 125,945 lbs.; for the twelve months, 623,254 lbs.; for the twelve months 1873, 602,150 lbs.; for the twelve months 1872, 511,730 lbs. Increase for 1874 against 1873, 21,104 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th June, 1874, 2,599,856 yards; for the twelve months, 22,911,284 yards; for the twelve months 1873, 13,121,232 yards; for the twelve months 1872, 9,453,161 yards. Increase for 1874 against 1873, 9,790,052 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1874 1,103,489 yards; for the twelve months, 14,377,575 yards; for the twelve months 1873, 14,651,297 yards; for the twelve months 1872, 7,810,273 yards. Decrease for 1874 against 1873, 273,722 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1874, 518,089 yards; for the twelve months, 3,460,348 yards; for the twelve months 1873, 1,730,502 yards; for the twelve months 1872, 314,113 yards. Increase for 1874 against 1873, 1,756,846 yards.

COTTON YARN.—Export for the month ended 16th June, 1874 67,800 lbs.; for the twelve months, 916,778 lbs.; for the twelve months 1873, 498,770 lbs.; for the twelve months 1872, 464,241 lbs. Increase for 1874, against 1873, 418,018 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th June, 1874, 3,030,045 yards; for the twelve months, 35,593,607 yards; for the twelve months, 1873, 27,649,482 yards; for the twelve months 1872, 22,401,624 yards. Increase for 1874 against 1873, 7,899,125 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1874, 261,763 yards; for the twelve months, 3,024,109 yards; for the twelve months 1873, 1,594,887 yards; for the twelve months, 1872, 2,199,181 yards. Increase for 1874 against 1873, 1,429,222 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1874, 367,622 yards; for the twelve months, 2,750,238 yards; for the twelve months 1873, 4,165,905 yards; for the twelve months, 1872, 3,703,937 yards. Decrease for 1874 against 1873, 1,659,460 yards.

COTTON YARN.—Export for the month ended 16th June, 1874, 30,700 lbs.; for the twelve months, 308,650 lbs.; for the twelve months 1873, 323,076 lbs.; for the twelve months 1872, 178,937 lbs. Decrease for 1874 against 1873, 14,426 lbs.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 9	Johanna	Rosingh	Java	Off Dungeness
15	Waalstroom	Manje	Do.	Texel
10	Guilia	—	Sourabaya	Falmouth
9	Twee Cornelissen	Boonstra	Banjoewangie	Brouwershaven
15	Callforne	Deinum	Java	Texel
May 1	Nueva P. Nidamezaga	—	Macao	Callao
28	Bainbow	Thayson	Zebu	Boston
Jun. 11	Ingrida	Bennett	Banjoewangie	Brouwershaven
14	India Packet	Diepering	Do.	Texel
	Martin (s.)	—	Akyab	Plymouth
	Glencan	Webster	Rangoon	Queenstown
15	Sultan (s.)	Maddison	Colombo, &c.	London
	Vanessa (s.)	Martin	Akyab	Plymouth
12	Nieuwland	Ruhaak	Rangoon	Brouwershaven
13	Stanley	Littlehailes	Moulmain	Antwerp
	Lepanto	—	Java	Shanklin
9	Diana	—	Singapore	Falmouth
15	Ruth	Minto	Java	Liverpool
15	Imatra	Feilcke	Do.	Greenock
16	Chancellor (s.)	Reynolds	Rangoon	Liverpool
12	Pallas	Luders	Saigon	Hamburg
5	Cyclone	King	Pasaroeang	Boston
17	Irrawaddy (s.)	Poulson	Rangoon	London
17	Diomed (s.)	Jackson	China, Singapore, &c.	Do.
16	Nereus	Dirksen	Java	Off Dungeness
16	Ydun	Troye	Akyab	Flushing
17	Marie Rickmers	Westend	Rangoon	Queenstown

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
June 16 ...	... Granus (?) Glamis Castle...	London	... Singapore, China, &c

DEPARTURES.

Date.	Ship.	Captain.	For	From
June 5	Princes Amalia (s.)	Holland	Java via Nieuwe Diep	Glasgow
12	Guinevere	Anthony	Shanghai	London
10	Candali	--	Java	Newcastle
12	Laurel	Davies	Yokohama and Hiogo	London
10	Glenfinlas (s.)	Wilcox	Singapore, China, &c.	Glasgow
13	Eldorado (s.)	Kerr	Colombo, &c.	London
13	Kinfauns Castle	Dodds	Hg. Kg., via Cardiff	Do.
12	Western Chief	Hill	Singapore	Do.
13	Patroclus (s.)	Dunning	Singapore, China, &c.	Liverpool
17	J. C. Munro	Crane	Anjer	London
16	George Shotten	Miller	Colombo	Do.
14	Otago	Thorndyke	Galle	Swansea
17	Galley of Lorne (s.)	Burgoyne	Singapore, China, &c.	London
18	Lyra	Carr	Bangkok	Do.
13	Caranjah	Cawse	Hong Kong	Cuxhaven

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenfinlas. For Singapore, Yokohama, and Hiogo: Charles Albert. For Colombo, &c.: Navarino, Africa, Sultan, John Tennant.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Carnarvonshire, Black Prince, Evelyn. For Shanghai: Velocity. For Hong Kong: Beemah, Chinaman, Windhover, Invincible. For Penang: Excelsior, Glenisla. For Singapore: Dewa Gungadhur, Celaena, For Colombo: Electra, Letty Gales. For Batavia and Sourabaya: Eme. For Sourabaya, &c.: Canaan. For Chefoo: Bridgetown. For Galle &c.: Heather Bell.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Singapore: Banian. For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.). For Ceylon, &c.: Alexandra. For Batavia and Sourabaya: Yanikale. For Galle: Affezione Secundo.

At GLASGOW.—For Singapore: Sumerset (str.), Brisbane (str.). For Singapore and Hong Kong: Alice Ritson.

SPOKEN.

A. H. WILLE (Ger. barque), Singapore to Liverpool, May 2, 26 S., 25 E.
MINNA (Ger. barq.), Japan to Falmouth, March 24, 22 S., 7 E.
VARUNA (Ger. barq.), Bangkok to Falmouth, May 9, 24 S., 3 E.
PIETRONELLA, Newcastle to Anjer, April 7, 1 S., 27 W.

FREIGHTS AND CHARTERS.

There is no apparent improvement in berth rates of freight to the Eastern ports since our last issue. Coal freights have a downward tendency. Some inquiry exists for forward sailing ships from Java.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 55s. weight, 45s. meast. To Hong Kong: 55s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 50s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 45s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast. To Chefoo: — weight, — meast. To Galle: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £33, f.o. To Penang: £31, f.o. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: (small) 32s. To Singapore: 28s. To Galle: 26s. To Manila: 25s. to 30s.

From Birkenhead, per ton.—To Singapore; 24s. To Hong Kong 25s. To Galle: 23s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama: Steamer, 35s. to 40s.; ship, 40s. To Shanghai: Steamer, 35s.; ship, 40s. To Hong Kong: Steamer, 30s.; ship, 35s. To Singapore: Steamer, 20s. to 25s.; ship, 27s. 6d. to 30s.

MISCELLANEOUS.

At ST. HELENA.—May 14, Canton, Deneken, from Saigon, and sailed for Falmouth; Canadienne, Habail, from Manila, and sailed 15, for Lisbon; 15, Diana, Davies, from Java, and sailed 16, for London; 18, Salvadora, Hormachea, from Manila, and sailed same day for Santander; 20, Anna, Eissenmenger, from Singapore, and sailed for Hamburg; 21, Kelsyth, Watson, from Panaroekan, and sailed 22, for Falmouth; 21, Idella Berry, Berry, from Pasaroeang, and sailed 22, for New York; 21, Omba, Thompson, from Manila, and sailed for London; 22, Conchita, Goyenechea, from Ilo Ilo, for Cadiz.

At ALGOA BAY.—May 9, Avon Rennie, and sailed for Galle.

At REUNION.—May 21, St. Aignan, and sailed for Galle.

The Committee of Lloyds will be glad of any information respecting the Royal Minstrel, Price, which is reported to have sailed from Hiogo on the 17th October last for Falmouth.

The Admiralty have invited tenders for the conveyance of 77 tons of stores to Hong Kong, and 291 tons to Trincomalee.

NEW STEAMER FOR THE MANILA TRADE.—The steamer Mactan, which lately left for Manila, *vid* Suez Canal, is intended for local traffic, and has been despatched by Messrs. Macleod, Pickford, and Co., Manchester, to their Manila house. She has a fine upper deck and saloon, suitable for hot climates, is 175 ft. length, 25 ft. beam, and 12 ft. 6 in. depth. The engines are 110-horse power, nominal, and on her trial trip she attained 11½ knots.

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VIOLET, PARIS.

VIOLET, PARIS.

VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

PARIS, 225, RUE ST. DENIS (FORMERLY 317).

NOTICE.

VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness, velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Ess. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the skin

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

£15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
83, King William street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000.000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,

Importer of Havana and Manila Cigars.

16, GREAT WINCHESTER-STREET, E.C.

HOLLOWAY'S PILLS

LIVER, LUNGS, AND KIDNEYS.—A large number of internal maladies arise from obstructions, over the removal of which these celebrated Pills exercise the most perfect control. A course of them is strongly recommended as a remedy for almost all chronic affections, as liver complaint, congestion of the lungs, torpidity of the kidneys, and other functional disorders which cause much present suffering, and, if neglected, lay the foundation of dangerous diseases. Holloway's Pills are specially adapted for the young and delicate; their gentle and purifying action ranks them above all other medicines. In indigestion, nervous affections, gout, and rheumatism these Pills have achieved for themselves universal fame. They expel all impurities from the blood, and thus restore cheerfulness and vigour.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUAIED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

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OVERLAND ROUTE.—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, June 4 & 18, at 2 P.M., and every alternate Thursday.	Friday morning, June 12 & 26, and every alternate Friday.	Monday, June 15 & 29, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, June 4, at 2 P.M., and every fourth Thursday.	Friday morning, June 12, and every fourth Friday.	Monday, June 15, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to H. STARR and Co., Agents, 23, Moorgate-street, London.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

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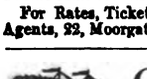

OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Anadyr	July 5	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre	July 19		
Amazone	August 2		
Ava	August 16		
Iraouaddy	August 30		
Hoogly	Sept. 13		

The Steamers of the 5th July, 2nd and 30th Aug. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 19th July, 16th Aug., and 13th Sept. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... ... „ Saturday, 5 P.M.
Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The s.s. VASCO DA GAMA, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama and Hong Kong on the 20th July. The s.s. VANCOUVER, 3,000 tons, on the 30th August, for the same ports.

Through tickets from Liverpool to Japan and China may be obtained, together with full information, on application to MALCOLM, HUDSON and Co., 5, Crosby-square, E.C., shipping agents in London to the C.T.P.S.S. Company.

STEAM TO YOKOHAMA, PENANG, SINGAPORE, and HIOGO.—The magnificent steamship MURIEL, A1 18 years, 880 tons; to sail June 30; will load in the Victoria (London) Docks.

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Steamer.	Class.	Tons.	Docks.	H.-p.n	To sail.
Hankow	100 A1	3,594	S.W.I.	450	July 15
Hong Kong ...	100 A1	1,881	S.W.I.	200	To follow
Nankin	100 A1	2,423	S.W.I.	300	To follow
Canton	100 A1	1,881	S.W.I.	200	To follow

These fine Steamships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill). E.C.

FOR CHINA AND JAPAN.—The undermentioned high-classed SHIPS will be despatched as follows:—

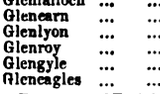
Ports.	Ship.	Class.	Tns.	Dck.	Last shipping day.
Chefoo	Bridgetown..	A1 13 yr.	314	E.I.	With des
Yoko.& Higo.	Carnarvonsh.	A1 14 yr.	388	E.I.	With des
Do.	Black Prince	A1 17 yr.	750	E.I.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfinlas	100 A1	2,120	330	June 30
Glenartney	100 A1	2,106	350	July 25
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat

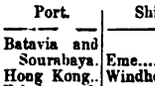
For terms of Freight and Passage apply to MCGREGOR, GOW, and Co., No. 1, East India-avenue, London.



ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Batavia and Sourabaya.	Eme.....	A1 16 yr.	S.W.I.D.	With des.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	AA13yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail
LONDON.			
Glenfinlas, s.s. ...	2,120	McGregor, Gow, & Co.	June 29
Hankow, s.s.... ...	3,332	Norris & Joyner...	July 15
LIVERPOOL.			
Hector, s.s.... ...	1,522	Alfred Holt ...	June 26
Diomed, s.s. ...	1,201	„ ...	July 11
GLASGOW.			
Somerset, s.s. ...	1,000	T. Skinner & Co.	July —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen.,Sing.,& Hg.Kg.)	Paris, s.s., via S.C.	100 A1	920	S.W.I.	July 10
Hong Kong..	Invincible.	A1 13 yr.	657	S.W.I.	With des
Shanghai ...	Velocity ...	A1 14 yr.	491	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR HONG KONG DIRECT, with quick despatch, the well-known, Clyde-built, clipper ship CHINAMAN, A1 14 years (built by Messrs. Robert Steele and Co.), 667 tons register; A. MCKENZIE, Commander; East India Docks.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

The new Eastern form of bill of lading required for this ship.

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The COUPONS of the above LOAN, due 1st prox., will be PAID on and after that date at the Office of the Oriental Bank Corporation, 40, Threadneedle-street.

Coupons must be left three clear days for examination. 40, Threadneedle-street, June 15, 1874.

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MAC EWEN AND CO.,

QUEEN'S ROAD, HONG KONG.

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

LONDON AND CHINA EXPRESS.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 565.] LONDON, MONDAY, JUNE 29, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received June 29.
JAPAN—Yokohama	Mar. 13	April 30	May 6
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	„ 13	May 2	„ 3
CHINA—Peking	—	—	„ 1
Tien-tsin	—	—	„ 1
Chefoo	—	—	„ 2
New-chwang			
Hankow	—	—	„ 6
Kiu-kiang	—	—	„ 7
Chin-kiang			
Shanghai	„ 20	„ 3	„ 10
Ningpo	—	—	„ 7
Foochow	„ 20	„ 2	„ 10
Formosa	—	—	„ 10
Amoy	—	—	„ 13
Swatow	—	—	„ 14
Hong Kong	April 3	„ 11	„ 16
Canton	—	—	„ 14
Macao	—	—	„ 15
PHILIPPINES—Manila	Mar. 27	May 5	„ 10
COCHIN-CHINA—Saigon	April 10	„ 13	„ 22
SIAM—Bangkok	—	—	„ 15
BORNEO—Labuan	—	—	„ 16
Sarawak	—	—	„ 19
JAVA—Batavia	„ 17	„ 20	„ 21
Samarang	—	—	„ 15
Sourabaya	—	—	„ 16
MALACCA STRAITS—Singapore	„ 24	„ 24	„ 25
Penang	„ 17	„ 15	„ 18
CEYLON—Galle	May 8	„ 20	June 2
Colombo	—	—	May 31

THE MAILS, &c.

The French mail, with advices dated as above, was delivered, *via* Marseilles, this morning, its due date. The next inward (P. and O.) mail, with dates Yokohama, 13th Shanghai, 17th; Hong Kong, 23rd; Singapore, 31st May, which is due, *via* Brindisi, on Monday next, the 6th proximo, left Galle on its due date, the 11th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Tigre*, arrived June 27.—From Yokohama: Mr. Even. From Shanghai: Messrs. Stokes, Falconer, Lewis, Brett, Pearse, Mulder, Slaghek, Budt, Borel, Mr. and Mrs. Potter, Mrs. Spencer and child. From Hong Kong: Messrs. Hawkins, Burge, Garland, Barrelet, Mrs. Heard. From Saigon: Messrs. Dillère, Jacob, Seurat, Roque, Mayer. From Batavia: Messrs. Von Langen, Praeger, Gallenkamps, Du Perron, Von Ekesten, Mr. and Mrs. de Waal, Mr. and Mrs. Wanoué. From Singapore: Messrs. Smith, Delvalle, Liano, Sabatini, Noguez, Olin, Fonseca, Saralegni, Bonafous, Capozzi, Cesary, Inch, Pinto, Hervé, Mr. and Mrs. Horst, Mrs. Trafford. From Galle: Mr. Corbet, Mr. and Mrs. Kelly.

By last mail to Brindisi, per P. and O. steamer *Ceylon*, arrived June 20.—From Galle: Mr. Grant, Mr. Carsons. To Venice, from Hong Kong: Mr. E. Spring. From Singapore: Capt. and Mrs. Smith. From Galle: Mr. Duncan, Mr. Cresswell, Mr. Robinson, Mr. Grieve.

To Southampton, per P. and O. steamer *Avoca*, expected to arrive June 29.—From Yokohama: Mr. Davidson, Mr. Hildebrandt. From Shanghai: Mr. T. Brown. From Hong Kong: Mr. C. Bryant. From Singapore: Capt. Densicke, Mr. Hecht. From Galle: Mr. Wandby.

PASSENGERS OUTWARD.

P. and O. steamer *Mirzapore*, from Southampton, June 18.—To Singapore: A. Smith. To Hong Kong: Mr. Robb, R.N., and two second-class passengers. To Ceylon: Mrs. Barter, Mr. N. H. Dawson, Mr. J. P. Mirayeff, Lieut. A. O. Hamilton, and one second-class passenger.

Per P. and O. steamer *Ceylon* from Brindisi, June 29.—To Penang: Mr. W. Scott. To Ceylon: Dr. E. L. Rock, Mr. M. L. Pieres.

Per P. and O. steamer *Bokhara*, from Southampton, July 2.—To Yokohama: Mr. H. Heinemann. To Hong Kong: Mr. E. H. Oxley. To Singapore: Dr. Robertson. To Penang: Asst. Comr. McLeod.

Per French steamer *Anadyr*, July 5 (booked from London).—To Yokohama: Mr. Butta, Mr. Meazza, Mr. and Mrs. Gorlachs, Mr. P. Montabette. To Shanghai: Mr. Fleuriars, Mr. Blazez, Mr. Lapied, Mr. Huet, Mr. Monnier. To Hong Kong: Baron Overbeck. To Singapore: Mr. Prudhomme, Mr. Dessolles, Mr. Ringer, Mr. V. Gendt. To Galle: Mr. Prime, Mr. S. Carey, Mr. Herring, Mr. Metcalfe. To Saigon: Six Missionaries, Mr. Mathey, Mr. Martin, Mr. Paris, Mr. Faron.

Per French steamer *Tigre*, July 19 (booked from London).—To Hong Kong: Mr. Mollard, Mr. Roussin, Mr. Cagnard. To Shanghai: Mr. and Mrs. J. J. Buchheister, Mr. Neumkirche, Mr. Scherrier. To Batavia: Mr. Andre, Mr. Angot, Mr. and Mrs. Ankersmith. To Singapore: Four Missionaries. To Galle: Mr. Carey, Mr. Herring.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from this port to the 6th May; but the Pacific mail steamer *Great Republic* arrived at San Francisco on the 15th inst., with a fortnight's later news, viz., to the 23rd May. The following summary has been telegraphed to New York:—

The Japanese Government, after countermanding the Formosa expedition, was compelled to resume it, as the troops declared positively they would go, and refused to obey all orders to the contrary. The Government took the matter in hand and sent them to Amoy, where it was intended they should remain until it heard from a special envoy sent to Peking on this particular business. This plan was changed, and news reached Yokohama on May 23 that the evpedition had landed at Formosa without opposition.

There is a decidedly improved tone in the demeanour of the Japanese Government towards all classes of foreigners.

Eighteen Japanese, who were wrecked on the coast of Corea, were beheaded simply because they were Japanese. The Coreans are building forts and drilling their troops for defence against Japan.

There is much excitement at Yedo, owing to an alleged attack on the British Legation. It has transpired that the police were pursuing an individual connected with the Legation and supposed to be guilty of some offence against Japanese law.

The *Herald* has the following:—A rumour has found its way from Peking to the effect that the Chinese Government are so irate at the presumption of the Japanese in sending an expedition to Formosa that there is a probability of their making a reprisal by taking possession of the Loo Chew group of islands. It is a significant fact that the Chinese are in the market for arms, several thousand having been purchased in Yokohama during the last few days.

The *Japan Mail* says:—A Korean expedition from this country is a mere question of time. But there is much to be done before it takes place. It must be by the voice of the country speaking through its representatives, and this as yet cannot be heard. It has been already told that the establishment of the representative parliament is agreed upon; but it is deferred for the present. This places it almost in as unsatisfactory a position as if it were rejected altogether. And this seems likely to provoke civil discord of a more severe nature than the late rebellion.

The return of Shimadzu Saburo to Tokei is closely connected with it. His object in going to Kagoshima was primarily to induce Saigo Kitchinoski to come to Tokei and assist the Government. Saigo so fully explained to him the impossibility of carrying on the Government in its present shape that Shimadzu is a convert; and he has himself demanded the fulfilment of the prayer of the petitioners who asked for the establishment of a parliament. If it be not carried out he will assume his former rank, and call his clansmen to their own country. If it be carried out all will be well.

The delay arises from the disclosures that are sure to follow the assembling of the members. Every department of State to some extent dreads the betrayal of its secrets; and the old Sangi

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assert that, under the present system, it is impossible to obtain from the departments the information required by Government, or to have their orders enforced.

NAGASAKI.

Our advices extend to the 3rd May; the French mail from London March 13 arrived out on the 2nd May. We take the following from the *Nagasaki Express*:—

On the 18th April some 600 soldiers, intended to form part of the expedition, arrived here from Kagosima, *vid* Mogi. They had been landed at that village, and thence marched overland to this place. On the 20th the P. M. steamer *New York*, which has been chartered by the Japanese Government, arrived from Yokohama. She brought down treasure and stores, and amongst the passengers was Okuma, Minister of Finance, chief in command of the Formosa expedition, accompanied by General Le Gendre. The Japanese steamers *Yuko-maru* and *Hozui-maru* arrived here the same day from Kumamoto (Higo), the former bringing 280 and the latter 800 soldiers. These were landed at the Ohato. On the following morning the British steamer *Yorkshire*, from Shinagawa, arrived with 580 more soldiers, stores, &c., but this vessel was only chartered by the Japanese Government to come to this place. On the 25th April, the Japanese steamer *Hockai-maru* arrived from Shinagawa with 200 more soldiers. These troops form part of the expeditionary force. We hear that several officers will be despatched to Formosa in advance of the main body of troops about to proceed there from this place. Further detachments of troops are expected here shortly from Higo, and it is stated on excellent authority that the total number, including those already arrived at this place to join the expedition, will be about 5,000 men.

Several of the expeditionary vessels have started on their journey, the first one, the Japanese mail steamer *Yuko-maru*, (late *Nepaul*), leaving this port for Amoy on the 28th April, with one hundred and fifty soldiers on board, and besides these she also took a supply of ammunition, provisions, stores, &c. We learn that she also embarked for conveyance to Amoy, several Japanese officers, who are to form the staff at the Consulate about to be established at that port. Further detachments of troops were subsequently embarked, some at the Ohato, others at Sagaramatz jetty, and were conveyed on board the Japanese steamers *Meiku-maru* and *Mikuni-maru*, which have been chartered by the Government, and left this port on the 2nd May, in company with the Japanese corvette *Nitsin-kan* and the gunboat *Teibo-kan*, but on account of the bad weather and heavy sea the four vessels have returned and anchored just inside Takaboko Point, and will leave again as soon as the weather moderates. Their destination is Amoy. About three thousand five hundred soldiers in all, and the whole of the transports are commanded by foreign officers. Over two thousand soldiers have already been despatched, and the remainder will follow by the Japanese steamer *Hockai-maru*, which will leave shortly. The warlike preparations which have been made have given an air of activity to this place. Both the town and harbour of Nagasaki have presented a bustling appearance not often visible, and were this activity caused solely by the progress of commerce it would indeed be a most satisfactory picture to contemplate.

The names of the twelve insurgent leaders executed at Saga, have been made public by the local government, they are:—Shima Yoshiwo, Yeto Shimpei, Fukuchi Tsuneaki, Nishi Yoshitada, Nakashima Rinzo, Asakura Hisatake, Katsuki Tsunegoro, Yamanaka Ichiro, Shigematsu Motokichi, Murayama Nagayashi, Nakagawa Yoshizumi. Soyeshima Yoshitaka. Yeto Shimpei was formerly a Cabinet Minister.

Sanjonishi Suyetomo and Tanakayori-mochi, two important officers of Department of Religion (Kiobusho), together with the Shinto priest of Ishe, and some other officers are expected to arrive here shortly, to establish a branch of the department at this port. The Chewkiyoin is to be erected in Fugiya-machi, and in it the festival of 4th chief Shinto God is to be celebrated on the 16th of May.

The United States corvette *Lackawanna, en route* from Hong Kong to Yokohama, arrived on the 30th April. After coaling she again proceeded. H.B. Majesty's flag-ship *Iron Duke* has arrived from Amoy, and salutes were exchanged between her and the Japanese corvette *Nitsin-kan*. We hear that Admiral Shadwell is expected to arrive here about 21st May in the *Cadmus*, and both vessels will proceed to Yokohama. The *Iron Duke* is to go into dock at Yokoska.

Lot 26A, Oura, known as Messrs. Walsh, Hall and Co.'s tea firing premises, has been sold by public auction by the China and Japan Trading Company to Messrs. Henry Gribble and Co. for $1,500. The tea-firing pans, together with the brickwork settings, were sold separately, and realised fifty cents each pan.

The amount of revenue collected at the Custom-house for the month of April was:—

Duty on Imports	Yen	4,566.22.4
„ Exports	„	6,406.16.0
Ships' entrance and clearance fees ...	„	578.73.0
For storage...	„	25.00.0
Total	Yen	11,576.11.4

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 10th May; the French mail from London March 20 arrived out on the 3rd May.

The great event of the week had been a serious riot on the French Concession, in which several foreigners and Chinese were badly injured, and eight Chinese killed. The origin of the riot was an objection by the Ningpo Guild to certain roads which the French Municipal Council wished to run alongside their Joss House, and which the Guild declare would pass over land that is full of graves. They had been remonstrating for some time against the Council's action, but so far ineffectually, although the question had not been closed. It is difficult to learn the immediate cause of the outbreak—whether it were the spontaneous act of the Ningpo men (of whom there are many thousands in Shanghai), or whether it were inspired by the Guild in the hope of supporting their remonstrance. We incline to acquit the latter, and to attribute it to an accidental collision with the police, which in the excited state of popular feeling was sufficient to cause outbreak. At any rate the riot was a most serious one, and necessitated the calling out of the Volunteers, and the landing of men from the American and French men-of-war in harbour. The Consul-General gave in to the demand of the Guild, on the second day, and quiet was restored. The following account of the disturbances is condensed from the columns of the *North China Herald*:—

A Chinese mob assembled on Sunday afternoon, May 3rd, in the quarter of the French settlement near the Ningpo Joss House, attacked the house of the Inspector of Roads, maltreated M. Percebois and his family, gutted and subsequently set fire to his house; attacked the neighbouring house, occupied by Miss Maclean, a missionary lady, seriously maltreating the occupants, and went on to burn down M. Charrier's stables (in the neighbourhood) and a number of adjacent Chinese houses. Eight Chinese met their death in the riot, one being shot during the first attack on Mr. Percebois, and the others shot or bayoneted later in the evening. The Volunteer Force was called out at 9 P.M., and warning of their arrival induced the rioters to disperse; the streets were nearly empty when the men reached the ground. While it lasted, the incendiarism seems to have been of the most determined character, the rioters thrusting wisps of burning straw into the premises they wished to destroy. Rumours had reached the Chief of the French Police that an outbreak was imminent, and the heads of the Ningpo Guild had indeed represented to the Taoutai, and the latter to the French Consul, lhat the excitement of the people was becoming serious. Still the extent of the danger was not fully credited. The leaders of the Ningpo community affirm, and there seems reason to believe them, that the riot occurred against their wish, and wholly without pre-arrangement. But public feeling was excited to the point at which an incident suffices to cause explosion.

The immediate cause in the present instance seems to have been a collision, about 2 P.M., between some Ningpo men and the police. The police declare the Chinese attacked them; the Chinese, that the police first used violence. However this may be, the fact remains that a policeman on his beat at the western end of the Rue du Consulat was maltreated by a crowd of about 200 Chinese. He was hit in the side, his sword taken hold of from behind and pulled from the scabbard, his shako knocked off, and the man was otherwise beaten badly. Some Europeans passing came to the rescue, and conveyed him to the Central Station. The next thing heard at the station was through Mr. Percebois, the Inspector of Roads, who came in with his wife and five children. Mr. Percebois showed wounds on his head, and stated that his house had been surrounded, the windows smashed in, the rooms gutted, and that the place was also being set on fire. He had been injured by stones, while his wife had been dragged by the hair along the ground. She managed to escape down the Rue Wekwei, however, and three sailors from the mail steamer *Tigre*—who were also assaulted, and one of whom lost his watch—secured the safety of the children and brought them to the station. M. Barbe, Chef de Police, sent to advise the Consul-General of the disturbance, and went with the police at hand, under arms, to disperse the crowd. When they arrived they found a number of Chinamen, dancing in rings, with the clothes of Mrs. Percebois parcelled out amongst them, after having gutted the house and smashed everything to minute atoms. The house was a perfect wreck from top to bottom. The police fired three or four shots, as M. Barbe states, in the air, to intimidate the mob.

About seven o'clock the mob again came to the charge, and set fire to M. Percebois' house. M. Charrier's stables, exactly opposite, were also set fire to, as well as some new Chinese houses in the Rue Hue, in the same neighbourhood. The mob prevented the mafoos from taking out the carriages stored at M. Charrier's, which were therefore destroyed, but the ponies got away. About this time a lieutenant of the French gun-vessel *Couleuvre* came on the spot with twenty men, and took command of the situation. Fifteen volunteers were sent under a sergeant of police to protect the gasworks, and remained there. The police did not return to the scene of the fray. At nine o'clock the East Gate Police Station, where only four men were placed, was attacked, and twenty sailors from the U. S. S. *Ashuelot* (of whom a detachment of eighty with one gun had been landed) were sent th[illegible]. Forty more were temporarily stationed in the Consular Compound [illegible]d the remaining twenty at the Hotel Municipal, where they were quartered in the large hall. A hundred and fifty Chinese soldiers from Kaou-changmeau were also sent in by the Chinese authorities, at the request of the Consul-General. The Chihsien was asked to secure ten of the leaders of the mob, in order to afford a clue to the real raisers of

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the disturbance, but up till 10 P.M. only three prisoners had been made. Many of the Chinese in the neighbourhood of the fires and of the Municipal Hall began to remove their effects, owing to warnings they had received from the rioters that their houses would be burnt down.

The foregoing relates almost wholly to the attack on French property, but with this the mob had not stopped. Following up the attack on M. Percebois' house, they at the same time assailed the neighbouring one, tenanted by Miss Maclean, late of the Union Chapel Mission. Here they knocked in the windows, and assaulted the inmates—Miss Maclean, and Messrs. D. Cranston and Weir (chief engineer of the steamer *Gordon Castle*). Mr. Weir escaped with fortunately slight injuries, but Mr. Cranston received a severe wound on the head from a stone, as well as other injuries, which have necessitated his removal to hospital. Miss Maclean was thrown down the stair of the house and roughly treated, but upon her calling out to the mob in Chinese that she was not French, they desisted, and friendly hands helped her to a place of safety. The furniture of this house was then partially saved by foreigners, who went to the scene after the French police had checked the mob. The appearance of a number of foreigners and the Chinese authorities—the Chehsien and magistrate of the French Mixed Court—restored a season of quiet; but still the mass of Chinese remained in the open space between the places attacked and the Ningpo josshouse, and surged about excitedly. At this time there were probably over 5,000 Chinese on the ground. The Chehsien and his chair were the objects of hostile demonstrations, but he was ultimately allowed to pass through.

At 8 P.M. the Chairman of the Anglo-American Municipal Council called out the Volunteers, who were ordered to muster immediately at the Main Guard, where the Treaty Consuls also met in consultation. The men were formed up in the road, Rangers on the Right, and Nos. 1, 2, and 3 Rifle Companies and the Miholoongs in the order named. The news was that the excitement was subsiding; but it was thought well to march the force into the French Settlement, and especially round the quarters where the rioting had been most active. Even if their active services were not required, their presence would tend to deter further outbreak. Captain Cann announced that Captain Hart would take command for the evening; and the force was countermarched to the Bund, along which they proceeded to the Rue du Consulat, and down that street to the Municipal Hall. Here a halt was called, while further measures were concerted, and seamen from the *Ashuelot* came up. The whole force was then marched down past the scene of the conflagration to the Ningpo joss-house, where it was rumoured that some of the ringleaders were shut up—as well as that a number of rioters were assembled on the green, with the intent to stone all comers. Whether the reports were imaginative, or whether any Chinese who may have been out there decamped on hearing of the approaching force, we cannot say. At any rate, not a man was seen. The volunteers were then formed in column opposite the entrance to the joss-house (in the French Road), the rangers patrolling the roads, while the sailors proceeded—in the presence and by the wish of the Chehsien—to break open a side door on the Settlement side, through which the magistrate, accompanied by the British, American, German, and other Consuls, at once entered. But here the result was the same—no one was found; and after a thorough search the volunteers were marched back in reversed order to the Bund.

Subsequent to this time no fresh attempt to disturb the peace of the Settlement was made. Chinese soldiery occupied the streets in the neighbourhood of the disturbance during the night, and the men-of-war's men from the *Couleuvre* and *Ashuelot* guarded the Municipal buildings. Some few foreigners residing nearest the threatened quarter removed to the English side, and many of the native residents took the same precaution; but there arose no occasion for alarm. Next morning it was reported that disaffected crowds again filled the streets, and an "Express" reminded the Volunteers to turn out. A visit to the locality, however, showed that though certain portions of the streets were unusually crowded, and a number of people were grouped about the Ningpo joss-house, all was perfectly quiet. The bodies of the dead, to the number of six, had been removed across the creek to a place close by the City Wall, where thousands visited them; but there was no display of feeling. A meeting of treaty Consuls was held during the afternoon, when they resolved to use all the force at their disposal to maintain order. The Taoutai was invited to join the meeting; he agreed in condemning the action of the mob, and promised to issue a proclamation that such outbreaks would be repressed by all available foreign and native force.

There have been some proceedings at the French Mixed Court with regard to the men captured during the riot. The men caught with firebrands, having set fire to the houses, were sent to the Taoutai for severe punishment, as also were four others charged with riotous conduct and assaulting the police. Twelve men arrested by the Che-hsien's soldiers were dealt with in various ways, some being remanded, some sent to the Che-hsien, and others released on security. A number charged with theft which had been committed during the fire were settled in various ways, the majority of the culprits being sent to the city magistrate for punishment; while some of the small offences were disposed of on the spot, the defendants receiving in Court a certain number of blows with the bamboo, and then being required to make a speedy exit. Some of the charges for using abusive language to the police in the compound of the Municipal Hall were also bambooed, with the distinction that they received their quantum in the compound. Others, again, were sentenced to 100 blows, and then to be sent to the Che-hsien for punishment. The number convicted was over thirty.

Matters seem now to be perfectly quiet on the French Concession.

The following items of news are also from the *North China Herald*:—

We have received a copy of the Municipal Budget Estimate for 1874-5. The income for 1873-4 (including Tls. 21,000 raised by loan, and Tls. 7,500—proceeds sale of iron bridge) was Tls. 265,005.96, and the expenditure Tls. 264,844.97 (including Tls. 15,899 deficit left by the Council of 1872-3). The estimated income for 1874-5 is Tls. 237,160, and the estimated expenditure exactly equal.

The A.D.C. have given their fourth performance for the season and it came off with the success that always attends A.D.C. entertainments. "In Possession" did not go off with quite the amount of life a farce should, though some of the parts were very amusingly sustained. "Checkmate," however, was capital throughout; the leading parts cleverly done and the subsidiary well filled. The scenery also evoked applause. The orchestra, under M. Remusat, played three selections in their usual admirable style.

A sale of race ponies has been held at the Horse Bazaar, when nearly fifty were offered. Half the number were actually sold, at prices generally from Tls. 50 downwards. For Doubloon, the winner of the Griffins, Tls. 450 were offered, but he was reserved at Tls. 600; and Maron Glacé was bought in at Tls. 375. Pice was sold for Tls. 150; Jossakeed, Tls. 100; Gownee, Tls. 80; Alone, Tls. 55; Savernake, Tls. 40; the rest generally at lower rates, unless bought in.

The body of a marine, dressed in full uniform, has been picked up in the river. It was past identification, but is supposed to be that of a man named Mullaney, who while on guard at the gangway of the American man-of-war *Lackawanna*, early one morning during her recent stay in this port, suddenly fell overboard in a fit, to which it appeared he was subject.

The postponement of the annual meeting of ratepayers from the 11th to the 18th inst. is notified, various causes having hindered the publication of the report for the past year.

Our Peking Correspondent writes that the Peruvian mission was to leave for Tientsin on the 27th May, there to conclude negotiations for a treaty with Li Hungchang.—The examinations for the degree of Tsin-sze commenced on the 23rd May.

We hear that, in consequence of the action taken by M. Godeaux in connection with the recent riot at Shanghai, the members of the French Municipal Council have all sent in their resignation.

HONG KONG.

Our advices by the present mail extend to the 16th May; the P. and O. mail from London April 3 was received on the 11th May. We take the following items of news from the *Daily Press*:—

The first hearing of the case of Tsoo-Wing Yong *v.* Woo-soo and others came before the Supreme Court. Mr. Hayllar, in opening the case, said the plaintiff had been a trader in the well-known firm of the Wing-kee shop in this colony, and the defendant Woo-soo was also a partner in that firm. At that time, also, Woo-soo and Achang (deceased) were joint proprietors of the dock at Whampoa, called the Luk Sun Dock. It had been leased by S. P. Hall and Co., but in 1864 the Whampoa Dock Company was formed under a new Ordinance which was then passed, and the lease of S. P. Hall and Co. was assigned to them. But when the Hong Kong and Whampoa Dock Company took the lease, they discovered that the dock was not long enough for them, and they were anxious to have it lengthened to 350 feet, and the person who at that time had had negotiations with the plaintiff and defendants with reference to this was Mr. Sutherland. This brought them to the point where the disputes arose. The negotiations for the lengthening having been made, they looked about for a contractor to do the work. Li See was a contractor, and accordingly negotiations were entered into with him through a man named 'Ng-lum-cheong (deceased). 'Ng-lum-cheong knew Li See, and the matter resulted in the latter being introduced to the defendants. They then explained to him how matters stood, and also that they wanted an estimate from him of the amount of money necessary to carry out the work. They gave him the specifications and plans which had been prepared on behalf of the Dock Company by their architects. Li See took home these plans, and he made an estimate that the outside price which the dock could be altered for was $29,000, but that the contract could be carried out for a sum of $26,000. This estimate, as it turned out, unfortunately was under the mark both as to time and money, and had been a most disastrous thing for the plaintiff. It was taken by Li See and Woo Soo to Mr. Sutherland, who expressed his willingnes to enter into a contract, and to pay $8,000 in advance, provided they obtained a capitalist as security. 'Ng-lum-cheong then suggested that they should request plaintiff to become security, as he was known at that time to be a substantial man. In consideration of the sum of $2,000 he agreed to become security for the whole carrying out of the work. This being made known to Mr. Sutherland, a material guarantee was demanded from plaintiff, and in consequence of this he took the title deeds of certain property to deposit for this purpose. He was told to leave his title deeds, and call again in a week's time, after they had been investigated. Plaintiff was then told that his title deeds were of such a kind as could not be accepted. He was not very well pleased at this, and went away saying he should have nothing more to do with it. Li See, Achang, and Woo Soo then proposed terms to plaintiff, which were subsequently executed in a written deed, which the learned counsel put in. The terms were that plaintiff

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should advance the whole money, estimated at $26,000, from time to time as required; that the whole four should enter into the work as joint contractors and partners; that the money should, upon the conclusion of the work, be repaid to plaintiff by the partnership, together with twelve per cent. interest; the profits, if any, to be shared. That was especially agreed upon by the parties, and upon that agreement they went and proposed these terms to the Dock Company, and were accepted. Subsequently the deed was drawn up, accepted by the Dock Company carrying out these terms, and was signed by all the four parties. The learned counsel read the document, submitting that it formed as between the parties to it a direct contract of indemnity and contribution. He urged first that the facts showed a clear partnership; and secondly that the document created a mutual indemnity and joint interest to these transactions. The work was begun under the superintendence of Li See, and from time to time sums of money were paid to him, on account of the name under which the partnership traded. It amounted to $50,000, and went to benefit the property of defendants. The object of the present suit was, therefore, to recover from defendants their share of the money expended, or to re-arrange and settle the partnership. Li See was then called by plaintiff, and spoke to carrying out the contract, and seeing the document signed. The Court was then adjourned.

A letter from Foochow says:—The newly organised Courier service between this place and Amoy has been started, and we wish every success to its enterprising promoters. We may mention that the first trip between the two ports was accomplished in forty-six hours, which shows, as regards time, a vast improvement on the old service.

Eight battalions of Japanese troops are reported to have been landed on the East Coast of Formosa for the ostensible purpose of operating against the aborigines. As the island forms a portion of this province, we await with much interest the action of the Chinese authorities in regard to the invasion of their territory. Our impression is that the Viceroy's military force is inadequate to make a successful resistance, even if disposed to do so; and we further venture to question the ability of the Japanese Army to surmount the great obstacles presented by the mountainous nature and jungle of the country in which they will be called upon to operate, to say nothing of the difficulty that will be experienced in obtaining supplies on a coast almost, if not entirely destitute of harbours.

The steamer *China*, commanded by Captain Hennings, has completed her one hundredth trip between Canton, Hong Kong, and Shanghai. As she came into port she flew at the foretopmast head a very large and handsome white silk Chinese flag, edged with a red scalloped border, with black characters recording the meaning of the flag and its object. This flag was presented to Captain Hennings by the most influential Chinese merchants of Shanghai, in commemoration of the vessel having with safety completed her 100th trip. About twenty of them sat down to a dinner on board, when they presented to the captain the flag and a very handsome testimonial, and expressed in most laudatory terms their appreciation of the fitness of the vessel to carry the cargoes.

By the *China* an English lady has arrived, whose maiden name is Miss Roberts, but she is a princess by marriage to a Japanese prince, named Matchung, of high distinction.

BORNEO.

SARAWAK.

The 3rd of June was the birthday of Rajah Brooke, and a salute of twenty-one guns was fired in honour of his Highness, and the day was observed as a general holiday. The inauguration of the New Court House took place at noon; it has been seven years constructing, and is pronounced to be a very handsome building.

Several interesting reports appear in the *Sarawak Gazette* on the subject of Borneo coal. The Government are working the Sadong coal mines, and turning out sufficient to supply their own steamers. The coal is reported on very favourably.

The arrival is announced of a gentleman who has had considerable experience of diamond working at the Cape. He will examine the diamond fields in Sarawak.

STRAITS SETTLEMENTS.

SINGAPORE.

Our advices by the present mail extend to the 25th May. The P. and O. mail from London April 17 arrived out on the 17th May, and the following French mail of April 24 was received on the 24th May. The following summary of news is from the *Straits Times*:—

A correspondent, under date 28th May, gives the following items:—The Colonial steamer *Pluto*, Acting Commander Welner, having on board H.E. the Governor and suite, as also the Hon. the Attorney-General, and the Hon. the Colonial Engineer, arrived here from Singapore *en route* to Penang on Wednesday the 20th May. His Excellency, together with these Government officials, landed shortly before noon and embarked about 6.30 P.M. At noon on the same day, a Royal salute was fired in commemoration of H.M.'s birth-day, and a company of soldiers belonging to H.M.'s 110th Regt., at present stationed here, fired a *feu de joie*. The Straits steamer *Sharpshooter* from Penang, and the *Japan* from Singapore arrived here yesterday morning. The Malay steamer *Telegraph*, Capt. Valberg, arrived here from Klang yesterday morning, and will return to the same port to-morrow afternoon.

The pigmy steamer *Quedah*, Capt. Jeremiah, from Singapore with dates to the 20th May, bound to Penang, arrived here last Thursday, and sailed the same night for her port of destination.

Our new Assistant Colonial Chaplain, the Reverend L. C. Biggs, arrived here on the 10th May, by the B.I.S.N. Company's steamer *Coconada*, and his predecessor, the Rev. S. R. Dingley, returned to Singapore per steamer *Benmore* last week.

The charge of criminal breach of trust preferred by the Chief Clerk of the Audit Office in Singapore, on behalf of Government, against W. Reutens, the clerk to the Magistrate of the Police Court here, was called on for hearing on Saturday, the 16th instant, when the case for the prosecution was brought to a close and the counsel for the defence, J. D. Vaughan, Esq., applied for a remand for the purpose of allowing the defendant an opportunity of minutely going over the books formerly kept by him and comparing them with the charge sheets. The remand was accordingly granted by the Hon. Captain Shaw, the magistrate who tried the case, and the matter was called on for a further hearing, when witnesses were examined on behalf of the prosecution and defence. The magistrate sentenced the defendant to three months' rigorous imprisonment. A notice of appeal to the Supreme Court was immediately given to the presiding magistrate by the counsel for the defendant. The whole of the evidence in this case, as also the outline of the speech made by the learned counsel for the defence and the legal objections raised, I hope to be able to furnish you in a future letter.

The *Straits Times*, referring to the telegram of the 20th May, containing an account of the speech of Lord Stanley of Alderley upon the subject of Sir Andrew Clarke's proceedings, says:—"It shows clearly that the efforts for good of a Governor here have not only to meet the criticism, possibly the antagonism, of local opinion, but may, as in the present instance, be taken up as a handle for the purely political purposes of a party. We confess our surprise and disappointment that the person who in this case has thought proper to complain of the proceedings of Sir Andrew Clarke is Lord Stanley of Alderley, who can be in no way ignorant of the condition of the Malay Peninsula, who has been himself on the spot to see and judge, and who at one time was looked to by the public here as their most likely champion."

The *Government Gazette* contains notices of several new appointments, which we summarise below,—and announces that in the Government offices Wednesday will be substituted for Saturday as a half-holiday until further orders. The appointments are:—

George Phillippo, Esq., to be a temporary judge of the Supreme Court.

The Hon. Capt. Shaw, R.N., Lieut.-Governor of Malacca, to be a Magistrate of Police and Commissioner of the Court of Requests at each of the three Settlements.

Capt. A. R. Ord, to be Assistant Treasurer and Assistant Collector of Land Revenue at Malacca; and E. E. Isemonger, Esq., to be Magistrate and Commissioner of the Court of Requests at Malacca.

Mr. C. H. Lloyd is appointed to act as a Member of the Pilot Board during the absence of Mr. E. M. Smith.

The leave of absence, on half-salary, of the Hon. C. B. Plunket has been extended for one month from 31st May, and that of Capt. Bradbery, for a period not stated, from 12th April.

The Court Suitors' Deposit Ordinance, 1873, was directed by the Governor in Council to come into operation on the 11th May instant.

Letters Patent have been directed to be issued, appointing Theodore Thomas Ford, Esq., Junior Puisne Judge of the Supreme Court, the appointment to take effect from the 15th ultimo; and further, that Mr. Ford has been appointed a temporary Judge of the Supreme Court at Penang, from which we infer that he has arrived there. The leave of absence of the Hon. C. J. Irving, Auditor General, has been extended for one year from the 1st proximo. H.E. the Governor provisionally recognises the appointment of Mr. H. F. Maack as Italian Vice Consul in this colony.

A cricket match has been played at the cricket ground on the Esplanade between the Singapore Cricket Club and eleven cricketers from H.M.S. *Charybdis*. The S. C. C. went first to the wickets and scored 157 in their first innings, which their competitors failed to overtake in two innings. They, however, only sent eight men to the wickets in the second innings, but the S. C. C. had so long a start that the naval party had no chance of winning. As it was, the S. C. C. had an innings and eighty-six runs to spare.

We are glad to learn that the police have succeeded in getting hold of the entire gang, six in all, who committed the robbery in Havelock-road last Friday morning. One was the man arrested by Detective Sergeant Shokalingum in Victoria-street with part of the property in his possession, and the remaining five were arrested in Chin Chew-street.

A Chinese funeral procession passing along Neill Road, when at the top of the hill just beyond the corner of Tanjong Pagar

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road, was attacked by a party of armed samsengs or fighting meu, who were secreted on the hill known as Bukit Passoh. A general fight ensued, which raged with violence for a few minutes, but an alarm being raised by sentinels posted for the purpose, that the police were coming from the Sepoy Lines, the whole attacking party rushed off in various directions. A Malay peon was seen, who according to the accounts of eye-witnesses behaved admirably, rushing into the thick of the fight, and receiving numerous blows. He succeeded in securing a prisoner from among the crowd, but as the Chinaman arrested was only armed with an umbrella, it is probable no charge will lie against him. We understand the fight arose out of rivalry between the Hai San and Ghee Hing kongsees, as to which should have the honour of burying the deceased, who had two sons, one in each kongsee. Superintendent Maxwell last night visited the Hai San kongsee house, and arrested three men said to have taken part in the attack; one of these, who was detected endeavouring to screen himself, had marks of blood on his clothes from a wound on his forehead.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson Cornabe and Co.'s Circular, dated 1st May, says, since the issue of our last report, business in imports generally has not been very active, and prices of most articles have experienced a decline. Cotton Goods: 8¼ lbs. Grey Shirtings have been in fair enquiry, but prices have been gradually tending downwards. Drills, T-Cloths, and Fancy Cottons have not been asked for, Woollens have been in but little demand. Metals: Iron, both Nail, Rod and Bar, continues readily saleable, at about our last quoted rates. Lead has been dealt in to a considerable extent, but prices, owing to supplies having come on by steamer from Shanghai, have declined.

SHANGHAI.—The *North China Herald* Market Report says:—Another unsatisfactory week has ended, and still there is no sign of improvement on the Piece Goods market. A moderately large business goes on at Hankow, but dealers have in no way been affected thereby. The lethargy that has taken hold of them is evidently immovable. It is true that, for activity, Hankow stands alone amid the reports received here since last mail day, but even there it looks like the last flicker of a candle, trade being forced by a dangerous extension of credit, without the equivalent of paying prices; and this, no doubt, has acted as a deterrent upon our River buyers. But Tientsin is the heaviest clog. From that port and from the North generally, the accounts are simply sickening. They are ever the same—no business, and rates lower; and very similar news continues to reach us from Japan. From Knight and Co.'s Newchang Circular of 1st May, we notice that Tientsin and Chefoo are short of sycee, and are sending a "cry" to that effect to Newchang. Several other ports might do well to imitate the example, if Newchwang can and will afford any help. The Circular adds, "that, whatever may be said by individuals, or furnished in official reports, the fact is incontrovertible, the trade in theD rug is impoverishing the whole North of China of its silver, to the direct ruin of the trade in Cotton and Woollen goods.' Opium is meant, but as far as the ruin of the cotton goods is concerned, the Circular might have embraced a few of the drugs that are used in Lancashire without materially lessening the worth of its remarks. It embodies a suggestion by a local buyer, "that if the goods contained less foreign matter, Grey Shirtings, &c., would not require such expensive covering protection from damp."

MANILA.—The market for Plain Staples had undergone little change and values remained in most cases the same. Dealers, who complained of the small amount of business transacted in their shops, showed but little inclination to purchase to any extent. Coloured goods were in much the same position.

SAIGON.—The market for Piece Goods had been very flat, and sales had only been effected with difficulty. Quotations were, Grey Shirtings, 8¼ lbs. $2.47, 7 lbs. $2.05; T-Cloth 6 lbs. $1.55, 5 lbs. $1.27½, 4½ lbs. $1.15; White Irishes $1.55.

NEW SEASON'S TEAS.

We note the sailing from Hankow on the 18th inst. of the steamer *Japan*, which is the only departure reported since our last issue. The total export of new season's Teas to the 25th inst. had been 20,875,000 lbs. Telegrams report the market at Foochow active, but prices declining at Canton. Freights are without alteration. The following are the cargoes now afloat.

Woosung Dates.	Name.	From	Cargo-lbs
May 30 ...	Agamemnon (str.) ...	Hankow ...	2,687,500
„ 31 ...	Glenartney (str.)	„ ...	2,250,000
June 2 ...	Glenfalloch (str.)	„ ...	2,312,000
„ 2 ...	Hong Kong (str.)	„ ...	2,062,500
„ 6 ...	Cawdor Castle (str.) }		
„ 11 ...	Gordon Castle (str.) } ...	„ ...	3,500,000
„ 16 ...	Cutty Sark	„	about 1,300,000
„ 18 ...	Japan (str.)	„ ...	—
May 31 ...	Nizam (str.)	Shanghai ...	1,200,000
June 14 ...	Zambezi (str.)	„ ...	1,450,000
„ 14 ...	Glenearn (str.) ... }		
„ 15 ...	Braemar Castle (str.) } ...	Foochow ...	4,500,000
„ 19 ...	Mongol (str.)	„	about 3,300,000
„ 19 ...	Glaucus (str.)	„	about 1,400,000

EXPORT OF TEA AND SILK, SEASON 1873-74.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1873, to May 8, 1874	71935622	51751292	361183	16006637	139139764	48007
From June 1, 1872, to May 8, 1873	75946123	51669463	104023	21375235	149094843	5890

Shipments since last report, and included in above total:—

April 23 per Anadyr (str.)	From Shanghai	...	42.800	
— 25 ... China (str.)	... Do.	...	—	349
— 29 ... Ulysses (str.)	... Do.	...	—	46
May 27 ... Hoogly (str.)	... Do.	...	—	325

TO THE CONTINENT.

		Bales.
From June 1, 1873, to May 8, 1874...	8338418	27114
Do. do. 1872, to May 8, 1873...	4269760	24999

Shipments since last report, and included in above total:—None.

April 25 per China (str.)	From Shanghai, &c.	...	—	57
May 27 ... Hoogly (str.)	... Do.	...	—	200

TO UNITED STATES OF AMERICA.

		Bls. & Cases
From June 1, 1873, to May 8, 1874...	46331098	6200
Do. do. 1872, to May 8, 1873...	60535113	9419

Shipments since last report, and included in above total:—

April 7 per Colorado (str.)	From Yokohama	...	235,501	12
— 14 ... Vasco de Gama (str.)	... Do.	...	162,057	12
— 29 ... Ulysses (str.)	... Shanghai	...	—	36

TO AUSTRALIA.

From June 1, 1873, to May 8, 1874...	...14,806,899
Do. do. 1872, to May 8, 1873...	...16,777,490

Shipments since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	44,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	93,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4½d. to 4s. 4¾d.	4s. 4¾d.	4s. 4¾d.
Shanghai „	6s. 0d.	6s. 0½d. to 6s. 0½d.	6s. 0½d.
Canton „ ... }			
Hong Kong „ ... }	4s. 4¾d.	4s. 4¾d.	4s. 5d.
Macao „ ... }			
Singapore „	4s. 1d.	4s. 5¼d.	4s. 5¼d.
Manila „	4s. 1¼d.	4s. 1¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306 to 307	227
„ Hong Kong	27⅛ to 27⅜ dis.	—
Bar silver	Tls. 111.3.5	10 prem.
Mexican dollars	„ 73.5.5	1 to 1½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 36 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $800 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium.
Hong Kong Fire Insurance Company, $305 prem.
Union Insurance Society (new shares) $65 premium.
China and Japan Marine Insurance Company, Tls. 102 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $94 premium
Indo-Chinese Sugar Company, $94 dis.
Shanghai Steam Navigation Company, 10 per cent. prem.

LATEST TELEGRAMS.

THE WOOSUNG BAR.

SHANGHAI, JUNE 24.—Advices from Peking announce that, notwithstanding the representation of the British Minister, the Chinese Foreign-office has finally declined to undertake the operation of dredging the Woosung Bar.

MARKET REPORT.—CHINA.

SHANGHAI, JUNE 27.—Grey Shirtings, 6½ catties 8¼ lbs. (Eagle Chop), Tls. 1.9.4. Exchange on London: Bank bills, six m.s., 5s. 10½d. to 5s. 10¾d.

HONG KONG, JUNE 25.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.45; Cotton Yarn 16-24, $115; Cotton, fair medium Bengal, $12½. Exchange on London: Bank bills, six m.s., 4s. 3⅞d.

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SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	143 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	110 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	67 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.350 ...	trien.
North China Steamer Company	100 ...	100 ...	30 ...	
Union S.N. Company	100 ...	100 ...	60 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	710 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.110 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$124 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	133ex73 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 pc.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, May 2, Russia (str.); 4, Hochung(str.); from Liverpool, 3, Glaucus (str.); from London, &c., previous to June 24, John R. Worcester, Forward Ho, Norman Court, Menelaus (str.), Fearless, Theresa.

At HONG KONG and CANTON.—From London, &c., previous to June 25, Swiftsure, Bengal.

At MANILA.—From Cadiz, April 30, Eliza; from Liverpool, June 15, Leon (str.).

At SINGAPORE.—From Liverpool, May 21, Yrurac Bat (str.); 24, Deucalion (str.); from Shields, 20, British Empire; 22, Aldebaran; from Cardiff, 21, Saro Cainos: from London, &c., previous to June 24, Avenir, Alma, Glenroy (str.), Alcestes, Cora Linn, Olympia.

At PENANG.—From Liverpool, previous to June 24, Ajax (str.).

At SAIGON.—From Bordeaux, May 11, Hoogly; from Havre, 18, Boreal.

At BATAVIA.—From Niew Diep, June 26, Conrad (str.), s'Gravenhage.

DEPARTURES.

From HANKOW.—For London, June 18, Japan (str.).

From SHANGHAI.—None.

From HONG KONG and CANTON.—For Cadiz and Liverpool, April 26 Emiliano (str.); for New York, May 4, Alhambra; 6, Lady Elizabeth; 9, Sumatra.

From SINGAPORE.—For London, via Penang, May 22, Hanna and Mary; 24, Braemar Castle (str.), with new season's teas from Foochow.

From Saigon.—For Falmouth, May 17, Petronella; for Rotterdam, April 30, Nederland and Oranje.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 25, at London, from Singapore, John Clark; off Deal, from Colombo, Scawfell, Cape City; from Singapore, Triton; off Dungeness, from Java, Koning der Nederlanden (str.); 24, at Falmouth, from Sourabaya, Otto; from Rangoon, Laskar; 25, from Samarang, Margaretha; at Liverpool, from Rangoon, Lady Rowena; 23, at Helvoet, from Java, Telki; at Antwerp, from Rangoon, Nerovo Angiolina; 26, at London from Galle, &c., River Boyne; off the Goodwin, from Java, Florence; 25, at Brouwershaven, from Batavia, Sophie; at St. Nazaire, from Java, Asie Mineure; 27, at London, from Zebu, Ino; 25, at Falmouth, from Hiogo, for Hamburgh Minna; 24, at Cuxhaven, from Singapore, Diana; 26, at Texel, from Rangoon, Glenearn, 29, at Falmouth, from Saigon, Canton; at London, from Colombo, Viceroy (str.).

DEPARTURES.—June 24, from London, for Singapore and Japan Charles Albert (str.); 26, from London, for Sourabya, &c., Canaan; for Singapore, Dewa Gungadhur; 27, from Liverpool, for Singapore, China, &c., Hector (str.); 26, from Cardiff, for Singapore, Endora; 27, from Liverpool, for Singapore, Banian.

SPOKEN.—T. D. V. D. (Star of China), Swansea to Hong Kong, May 4, 22 S., 29 W.; W. Q. K. M. (Adelphoi), Cardiff to Singapore, May 9, 12 S., 29 W.; P.J.G.L. (Lichtstraal), Cardiff to Batavia, May 3, 20 S., 31 W.; R.D.G.M. (Minna), Japan to Falmouth, May 30, 9 N., 28 W.; R.C.P.D. (Ino), Philippines to London, May 30, 9 N., 28 W.; Maria Elizabeth, Cardiff to Singapore, May 29, 9 N., 25 W.; Ludwig, Sourabaya to Falmouth, June 12, 44 N., 27 W.

STEAMER PASSED THE SUEZ CANAL.—June 27, Eastern Isles, from Glasgow, for Singapore and Java.

MISCELLANEOUS.—At Port Said, June 27, St. George (str.), from Bordeaux for Saigon; Glengyle (str.), from London to China.

AMSTERDAM, June 27.—Voorlichter (Dutch ship), which arrived at Texel on May 28th from Banjoewangie, capsized near the Quay, but righted with little damage.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

COUTTS—On the 6th May, at Shanghai, Mrs. G. W. Coutts, of a daughter.

JENKINS—On the 24th June, at Westside House, Clapham the wife of Edward Jenkins, M.P., of a son.

MATHESON—On the 19th June, at 8, Holly-place, Hampstead, the wife of Ewing Matheson, of a son.

SANDILANDS—On the 25th June, at York House, Bridge of Allan, the wife of G. M. Sandilands, of a son.

ST. JOHN—On the 19th June, at Stokefield, Thornbury, Gloucestershire, the wife of Capt. H. C. St. John, R.N., of H.M.S. *Sylvia*, of a daughter.

WAKE—On the 23rd April, at Nagasaki, the wife of H. Wake, of Takasima, of a daughter.

WARREN—On the 22nd June, at Bridport, at the residence of her father, Sir James Dalrymple Elphinstone, Bart., M.P., the wife of the Rev. John M. Warren, M.A., Oxon, of a son.

ZECHARIAH—On the 20th May, at Singapore, Mrs. S. I. Zechariah, of a son.

MARRIAGES.

HOLDING—QUIN.—On the 25th June, at St. Luke's, Charlton, by the Rev. Dr. Cameron, Joseph Holding, of Manila, to Sophia Charlotte, third daughter of William Quin, late Captain Superintendent Police Force. Hong Kong.

PEREIRA—STRETTON.—On the 23rd June, at St. Peter's, Southampton, by the Rev. T. H. Masters, M.A., Vicar of Lower Brading, Horsham, assisted by the Rev. C. Strange, M.A., Vicar of Holy Trinity, Southampton, the Rev. Henry Horace Pereira, B.A., Warden of the Wilberforce Memorial Mission, and Domestic Chaplain to the Right Hon. Lord Kingsale, to S. Adela de Courcy, eldest daughter of Colonel and the Hon. Mrs. Stretton, and niece of the late Lord Kingsale.

TARBUTT—WHELER.—On the 25th June, at All Saints', Windsor, by the Rev. A. C. Tarbutt, Vicar of St. Peter's, Streatham, and father of the bridegroom, assisted by the Rev. H. J. Ellison, Vicar of Windsor, the Rev. Arthur Beauclerc Tarbutt to Rosa Penelope, fourth daughter of the late Rev. H. T. Wheler, Rector of Berkley, Somersetshire.

DEATHS.

BISHOP—On the 2nd May, at Shanghai, Mary Edith, youngest daughter of J. D. and M. E. Bishop, aged two years and seven months.

BURR—On the 29th April, at Hankow, Frank W. Burr, aged nine months and two days.

HOGG—On the 26th June, at 11, Grosvenor-crescent, after a short illness, Mary, the wife of the Right Hon. Sir James Weir Hogg, Bart., and second daughter of the late Samuel Swinton, of Swinton, Berwickshire, aged 69.

*** The death of Archdeacon Campbell, reported in our issue of the 23rd March, we are informed by a letter from Shanghai, received to-day, is an error. Mr. Campbell has been in a bad state of health for some months.

Miscellaneous.

THE SILK CROP AND INDUSTRIAL PROGRESS IN ITALY.

A correspondent of *The Times* writes:—The whole of Lombardy revels this year in a perfect glut and surfeit of its beloved worms. A huge crop of this year's silk will be added to the store of last year's silk yet unsold. Prices must fall, of course; but the Italians do not despair, for they trust that plenty will enable them to undersell their rivals of Japan and China, and if they cannot earn their livelihood by spinning they will compete with the French as weavers. There is nothing more pleasing than to see the spirit of industry and enterprise which is waking up throughout the country. Politicians may blunder, financiers may be out in their reckoning, but work is brisk in Italy, and the very literature of the country is assuming an almost exclusively utilitarian and speculative character. The country is flooded with books and pamphlets on economical subjects. Journals devoted to practical agricultural and commercial pursuits are springing up in all district centres, and with them clubs and associations busy with the spread of useful technical knowledge. A good deal of trash and twaddle is the result; but occasionally, also, respectable labour with a plausible purpose and a satisfactory result. I need hardly allude to the diffusion of good economical science to which Francesco Ferrara in Piedmont, and Girolamo Boccardo in Genoa, with others in Lombardy and Tuscany, have given impulse; but even in the Venetian Provinces, more lately withdrawn from foreign thraldom, the symptoms of a stirring life are perceptible, and progress is undeniable. I have before me the works of Alberto Errera, a young Professor, whose *Italia Industriale*, and *Nuove Istituzioni Economiche*, and *Caratteri delle Società Operaie*, are entitled to as much attention as the *Vita e Tempi di Daniele Manin*, with which he has been busy for several years. Even in remote Friuli I hear of *Società Agrarie* and *Società Enologiche*, and of the plantation of many thousand vine-stocks on hill-sides which had been waste and barren for centuries. One might number by thousands the new landowners who have sprung up throughout the country owing to the sale of so many broad acres of State and Church property—100,159 lots sold for 462,475,005f. from October, 1867, to May, 1874,—and no less considerable is the extent of soil brought into cultivation by the drainage of Northern marshes and the tillage of Southern fallows. The swamps of the Valli Ferraresi and the wilds of the Tavoliere di Puglia are made to yield abundant agricultural wealth, while the extension of the system of navigation through the Cavour and other new canals doubles the productiveness of the most fertile districts of the Piedmontese and Lombard plains.

MONGOLIA.

A meeting of the Asiatic Society was held on the 22nd inst. James Fergusson, Esq., Vice-President, in the chair. Dr. S. W. Bushell read a paper on the old Mongolian capital of Shangtu. The extensive ruins of this city were visited by the writer, together with the Hon. T. G. Grosvenor, on September 16, 1872. They are situated some twenty-seven miles N.W. of Dolonnor. Abbé Huc wrongly supposed the latter place to have been built on the site of the ancient city. Shangtu was founded in A.D. 1256, during the reign of the Emperor Hien Tsung, and became the imperial residence for a time every year. In 1268 it was made the seat of a Governor-general. After the fall of the Yuan dynasty the city rapidly diminished in importance. It was taken in the second year of the new reign (A.D. 1369), but remained constantly attacked and harassed by the nomade Mongolian tribes, until it was finally abandoned by the Chinese in A.D. 1430, when the frontier was contracted to the line of the Great Wall, and the garrison removed to Tu-shih-kou.

The site was visited by the Jesuit missionary, Gerbillon, towards the end of the seventeenth century. The ruins are now known by the Mongol name of Chao naiman sumé Hotun, "the city of a hundred and eight temples." The city had a double wall, the outer forming a square of about eight li with six gates, the inner being about eight li in circuit, with only three gates, one of which, a perfect arch twenty feet high by twelve feet wide, is still intact. The ground in the interior of both inclosures is strewn with blocks of marble and other remains of large temples and palaces, the outlines of the foundation of

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some of which can yet be traced; while broken lions, dragons, and the remains of other carved monuments lie about in every direction, half hidden by the thick and tangled overgrowth. An inscription of the Yuan dynasty, in an ancient form of the Chinese character, on a memorial tablet lying amid many other relics on a raised piece of ground evidently the site of a large temple, has been copied and translated by Dr. Bushell. It is surrounded by a border of dragons boldly carved in deep relief.

Mr. Henry H. Howorth read a paper on the "Origins of the Manchus." The paper started from the etymologies of the word "Manchu" proposed by various writers, the derivation of the word from "Manchusi," the name of a Korean deity, appearing to the writer to be the most obvious. He then proceeded to examine at length the legendary accounts of the Manchus regarding their own origin, and their history from the earliest times down to A.D. 1625, the year of the death of Tai-tsu.

MISSIONS TO CHINA.

On the 26th inst. the chapel of the Society for the Propagation of the Gospel in Foreign Parts was the scene of one of those impressive services with which this Society is wont to send forth her missionaries to the ends of the earth. At 10 o'clock the chapel was filled with the personal friends of the first two missionaries sent to China by this society. Amongst other friends were the recently consecrated Bishop Burdon of Victoria, the aged Bishop of Newfoundland, the Rev. G. H. Wilkinson, the Rev. W. Cadman, and the Rev. H. Rowley, organising Secretary for London.

The special service for the "Missionary Farewell," compiled by the Society, was conducted by the secretary, the Rev. W. T. Bullock, after which the Holy Communion was celebrated by the Bishop of Melbourne, who had been selected to give the parting address.

His lordship, after commending the wisdom of the Society in appointing such a gathering in the absence of any authorised service, specially commended the life of the great Apostle to the Gentiles as a pattern for the missionaries now going to China to follow closely. (1) In his marvellous sympathy, (2) in his inflexible integrity and unswerving adherence to the truth, (3) in his strict self-government; and lastly, he exhorted them, as they were sent not singly but together, to be in all things a help and not a hindrance to one another.

At the close of the service many friends pressed round to give a last shake of the hand and bid a hearty "God speed" to the Rev. C. P. Scott and the Rev. M. Greenwood, who leave Liverpool this week for New York, *en route* for Chefoo and San Francisco.

CHINESE AND MALAY LABOUR IN AUSTRALIA.—The following is a copy of a letter from the Hon. Thomas Reynolds, of Palmerston, in North Australia, formerly the Treasurer of the South Australian Government, addressed to Lieutenant-Colonel Palmer, of Nazing, one of the original Colonisation Commissioners of 1835. The letter is dated from Palmerston, March 10, 1874:—"The construction of a trans-continental tram or railway from Port Augusta to Port Darwin supplies more than a new mode of transit. I look upon it as settling a very grave and pressing question, in which the whole of the colonies are deeply interested. I will assume that some hundreds of thousands of Chinese coolies, Malays, &c., are introduced (I prefer a mixture) to construct the rail or tramways. Large numbers of these will settle eventually upon the soil. Numbers will filter through to the other Colonies, and supply domestic servants, mechanics, gardeners, &c. Such a movement would tend to raise the Asiatic race and push the Anglo-Saxon higher. I am here, notwithstanding my antecedents in South Australia. I have placed myself here as a proof that I believe in the future of this place. I declined the residency upon many grounds. I generally prefer to be free: still, I feel a very great interest in the success of this place, and have not the slightest doubt of its eventually becoming a position of vast importance as a connection between Australia and the East. The teeming populations of Java, China, and Japan and the Dutch Islands struck me as furnishing the means of supplying our pressing wants. I should, as I said before, prefer a mixture; I prefer the Chinese from Amoy or Swatow for plodding industry; the Malay and the Cingalese for house servants; the Madurees for all kinds of hard work, from the island of Madura, lying just off Java, and all apparently a hard working and industrious class. The Javanese are a more delicate race of men even than the Malay, and more like in character to the natives of Ceylon. I think no difficulty would be experienced in selecting suitable people at any of the Java ports, or at Swatow or Amoy. It would be necessary first to get the Council of India to extend the operation of their emigration law to South or Northern Australia before any supply of coolies could be imported here.

UNITARIANS IN JAPAN.—A contemporary remarks:—The British and Foreign Unitarian Association has just been holding its forty-ninth annual meeting. It is as difficult to find out from the speeches as from the balance-sheet what the Association has done, or is doing, or intends to do with its income of some £3,000 a year. The report for the past year dilates in vague terms on the spread of "our principles" at home and abroad, and on the promotion of "the doctrines of pure Christianity," complacently assumed to be identical with Unitarianism. It gives tidings of the progress of the Unitarian faith in Japan, Australia and Iceland. But the news from Iceland is simply that a disaffected Lutheran Minister visited London and was introduced to the committee. The Australian news is little more than that "with our brethren at the Antipodes we sustain most friendly relations." The report relating to Japan shows that the Association has presented Unitarian works to the Japanese Ambassadors; the Japanese Government have requested to be favoured with a dozen reports of the Association, which, we presume, have been gladly supplied; and one of the members of the Embassy has called at the Association's offices to learn more about Unitarianism. We learn from a New York journal that Unitarianism is also declining in the United States.

INTERNATIONAL GEOGRAPHICAL CONFERENCE.—The organisation of the International Geographical Conference, to be held at Paris during the next Easter vacation, is being carried out by the Société de Géographie with great activity. The official delegates of foreign nations, whose names have just been sent in to the President of the society, Vice-Admiral Baron de la Roncière le Noury, by the Ambassadors of the great Powers, are the following:—For England: Earl Derby, Sir Bartle Frere, and Sir Henry Rawlinson. For Germany: General Bäyer, the originator of the International Commission on Geodesy; Baron von Richtoffen, President of the Geographical Society of Berlin; Herr Petermann, editor of the *Mittheilungen;* Oscar Peschel, of Leipzig, one of the most accredited professors of history and geography; Kiepert, whose maps and atlas are known all the world over; and Vappäus, author of one of the largest and most important dictionaries of geography. For Austro-Hungary: General Dobner von Dobenau, director of the Military Geographical Institute of Vienna; Admiral Wullerstorff-Urbair, commander of the scientific expedition round the world on board the frigate *Novara;* Count Sceczen, Franz Pulski, J. Hunfalvi, President of the Geographical Society of Buda-Pesth; and Hermann Vámbery, so well known for his explorations in Central Asia.

A LECTURE was delivered at the schoolroom of the Blackheath Chapel by Mrs. Edkins, of Peking. The address was extremely interesting, and dealt with the subject of missionary labours in China and of the social habits of the Chinese. With regard to the conversion of the natives, Mrs. Edkins remarked that the chief difficulty was with the women, as, although the men were indifferent, they were less stubborn, and could more easily be converted. She earnestly impressed upon her audience the necessity for female missionaries to China. Mrs. Edkins provided illustrations in the shape of pictures, dresses, toys, and models of articles of everyday life at Peking, including itinerant cookshops, &c. Mrs. Edkins, who appeared in excellent health after twelve years' residence in China, purposes to return to Peking with her husband early next year, and carry on with renewed vigour her school and other missionary work she has so well inaugurated. We trust she may find some equally able and earnest lady to accompany her.

Colonel James Robert S. Sayer, C.B.—who on the arrival of his regiment, the King's Dragoon Guards, from India, was placed on half-pay, and who for a short time has been most inadequately compensated by the command of an Infantry Depot—will succeed Colonel Conyers Towers, C.B., in the command of the 3rd Dragoon Guards, the latter officer being about to be appointed as commandant at the Cavalry Depot, Canterbury, v. Colonel Cureton.

Major-General D'Aguilar, C.B., will take over the command of the Woolwich District from Major-General Sir D. E. Wood, K.C.B., on the 1st July. General D'Aguilar served in the Crimean campaign from September, 1854, to March, 1855 (medal with two clasps, C.B., Fifth-class of the Medjidie, and Turkish medal), and in the Indian campaign of 1857-58 (mentioned in despatches, brevet of colonel, medal with clasp).

THE Messageries Maritimes steamer *Tigre*, with the present inward mail, arrived at Marseilles on the 27th inst. at 9 A.M. She brings 112 passengers and a general cargo, including 244 bales of silk, 31,693 packages of tea, and 1,572 packages of sundries for London, which part of her cargo will be forwarded to its destination per Company's steamer *Ganges*, due in London on or about the 7th of July.

THE China Trans-Pacific Steamship Company's steamer *Vancouver* Captain T. Shaw, sailed from San Francisco on the 25th inst., for Yokohama and Hong Kong. The same company's steamer *Vasco de Gâma* Captain J. F. Rice, arrived at Yokohama from Hong Kong on the 23rd inst., and sailed for San Francisco on the 25th inst.

AT a recent meeting of the Zoological Society a communication was read from Mr. Robert Swinhoe, containing an account of a new Cervine form discovered in the mountains near Ningpo, China, by Mr. A. Michie, and proposed to be called *Lophotragus michianus.*

Rear-Admiral Beauchamp Seymour, C.B., will probably succeed to the command of the Channel Squadron on the expiry of the period of service of Rear-Admiral Hornby. Captain Lord Walter T. Kerr is named as Admiral Seymour's flag-captain.

THE balance-sheets of the Methodist New Connexion shows that the expenditure last year for missions in China was £1,944 16s. 6d. This was the largest item in this class of expenditure.

SIR RUTHERFORD ALCOCK has presided at a meeting held at Willis-Rooms, with a view of forming a National Association for the Training of Nurses for the Sick Poor.

The annual distribution of prizes to the young gentlemen on board the training ship Worcester, which is moored off Greenhithe, has been made by the First Lord of the Admiralty.

Commander Marcus E. Smithett, having attained fifteen years' seniority as a Commander, has been allowed to assume the rank and title of a Retired Captain.

A good-service pension for captains of the Royal Navy of £150 a year, vacant by the death of Captain Thomas Cochrane, has been awarded to Captain Charles Wake.

THE *Antenor* (str.), which arrived from China on the 22nd, is the vessel which broke down, and has consequently made a long passage, having eft Shanghai 25th Feb.

THE French Consul at Honolulu (M. Pernet) has informed his Government of the approaching visit to Paris of the King of the Sandwich Islands.

Commander Arthur R. Wright, and Commander William R. Kennedy, have been promoted to the rank of captain.

THE Birman Ambassadors are expected to leave Paris for London on the 2nd proximo.

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The London & China Telegraph.

LONDON: MONDAY, JUNE 29, 1874.

TEA ADULTERATION.

THE subject of Tea Adulteration, which has come before the Committee of the House of Commons, appointed to inquire into the working of the Adulteration Act, is of such extreme importance to the China trade and the public at large that we think it may be well to call particular attention to that portion of the evidence adduced, which we reported in our last issue. Mr. VOLCKNER, the analyst of the Royal Agricultural Society of England, on the whole, does not think that tea is adulterated in this country, and on being further questioned, he said that, though he knew that the *facing* of tea was practised to make it appear better, yet he did not think it was morally an adulteration, because it was generally understood that tea was faced, just as it was known that there was colouring matter in butter and cheese. Although Mr. VOLCKNER is tolerably decided in his opinion about the unfitness of the analysts appointed under this Act, his own notions about what constitutes adulteration do not appear to us to be very strict. Much more interesting than the evidence of the scientific witness is that of Mr. JAMES BARRINGER, described as a "starch manufacturer." The revelations of this gentleman, though perhaps not wholly unexpected by those learned in matters connected with the tea-trade, are of a decidedly startling nature to the innocent consumer of that beverage, which "cheers but not inebriates." Mr. BARRINGER says his immediate business is that of a starch manufacturer, and not a "tea-improver," but he admits that some years ago, before the passing of the Adulteration Act, he was employed by LLOYD'S Salvage Committee to re-dry tea which had been damaged by salt-water, and that his operations were carried on *in bond*, and, therefore, with the full knowledge and consent of the Customs' authorities. Mr. BARRINGER supposed that LLOYD'S Salvage Committee found him out to improve the damaged tea, because the apparatus used for starch making suited the drying of tea; *he had, however, a special apparatus for dealing with tea;* and possibly it may have been owing to this fact that he was favoured above other starch manufacturers. In regard to this matter we cannot but express our opinion that the conduct of the Government was utterly inexcusable, and ought on every ground to be condemned, for it is clear from Mr. BARRINGER'S evidence that by its agents—the Customs' officials—it aided and abetted in the "facing" and "fixing up" for consumption of a vast amount of salted tea, which ought never to have been allowed to pass on to the market. Mr. BARRINGER also tells us that he had faced "scented caper" and turned it into "Canton gunpowder," and that it was sold as such; and he further considers that teas were improved by the manipulation to which they were subjected in his establishment. Mr. Justice BLACKBURN'S decision in the celebrated Birkenhead adulteration case has had an odd effect in changing Mr. BARRINGER'S ideas in regard to the propriety of facing tea, and now he is occupied in the converse process, and *unfaces* it. He told the Committee that he took the colour out of two or three cwt. a week now, and employed two men at this branch of his business, but not all their time.

On the whole, Mr. BARRINGER'S evidence, in reply to the searching questions of the Committee, is decidedly outspoken, and we cannot but admire his courage. A grain of comfort is to be derived from his assertion that "he had never mixed exhausted or foreign leaves, nor had "he ever been asked to do so by his customers;" and there is also another satisfactory point in his evidence, and that is, that he denies the truth of some of Mr. WHITWORTH JACKSON'S allegations, which have caused a certain amount of sensation and alarm; and it will be some further consolation to disconcerted tea drinkers who have read and pondered gloomily over Mr. WHITWORTH JACKSON'S evidence, to learn that at their sitting on June 22 the Committee, after hearing additional witnesses, unanimously declined to receive any more evidence from Mr. WHITWORTH JACKSON. The examination of Mr. HORNIMAN, whose *specialité* is said to be uncoloured teas, was decidedly amusing. Being hard pressed by Mr. SANDFORD, he acknowledged and confessed that *he had bought coloured teas in the market, and had the colour removed!* After this confession, wrung from him, doubtless, with bitter agony, people will not unnaturally think that the statements in the curious "Chinese letter" which he so often advertises must be taken *cum grano salis.* To conclude, we would remark that, although the Adulteration Act may have done wrong to some and pressed injuriously upon others, it has, on the whole, done far more good than harm, and in the interests not only of common honesty, but of the public health, we earnestly hope that, if it be amended, it may be amended on the side of the public, that its provisions may always be carried out with stringency, and that the officers to whom is entrusted the working out of the enactment may never shrink from performing to the very letter the duty imposed upon them by the Legislature. If this be the case we may in the course of time hope to hear the last of watered milk, doctored tea and beer, strange compounds for mustard and pepper, sanded sugar, alum bread, &c., &c.

THE CHINKIANG CONSULATE.

THE folly of withdrawing a superior Consular official from Chinkiang is becoming sufficiently apparent. This withdrawal was ordered by the home Government some six years ago at the instance of Sir RUTHERFORD ALCOCK and Consul HARVEY, notwithstanding that the port was gradually, but surely, increasing in importance. The orders from home, in consequence mainly of Mr. HARVEY'S damaging representations, were to withdraw the Consular Staff altogether, and thus virtually close the port to foreign trade, for Chinkiang is one of those ports where business cannot be satisfactorily carried on without a resident Consular officer to conduct negotiations with the Chinese authorities, as well at the place itself as at Nanking, Yangchow, &c. This policy was so manifestly suicidal, that the late Mr. MARKHAM, then in charge of the Consulate, who was directed to carry it out, took upon himself, with the full concurrence and advice of his colleagues at Shanghai and Hankow, to evade his positive orders and to leave an assistant at Chinkiang to attend to matters of routine. This arrangement of his was acquiesced in by the authorities at Peking and in Downing-street, and has since remained in force, the port being placed under the jurisdiction of the Shanghai Consul and forming part of his establishment, a state of things which, we need hardly point out, was of necessity very absurd, and has been attended with great inconvenience to all parties concerned. The experience of the past six years has shown conclusively that the presence of a Junior Assistant or other officer, dependent on the Shanghai Consulate, is not sufficient to ensure the proper conduct of business and the maintenance of order at Chinkiang. We are no advocates for, or supporters of, extravagant Consular staffs, but in our opinion it is essential for the prosperity of Chinkiang that an *independent* Vice-Consul of ability, well-versed in the Chinese language, and supported by a steady and intelligent European constable, should be stationed there. It should not be necessary for Her MAJESTY'S Consul at Shanghai to go up to Chinkiang to settle every dispute, whether trumpery or otherwise. The additional expense, caused by the adoption of the course we suggest, need not exceed £300 per annum, allowance being made for the sums now disbursed in travelling expenses.

The proximate cause for these remarks is the occurrence at Chinkiang of a disturbance of a somewhat peculiar nature, which has caused some excitement at that port, and some

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talk even at Shanghai. We must own that we have not been able to arrive at a very clear perception of the merits of the case, and indeed they are not very material to our position; but, concisely put, the facts appear, according to the *Shanghai Courier*, to be somewhat as follows:—The representatives of a British firm, accompanied by two Malays, entered the premises of an American, and sought forcibly to seize and remove ten chests of opium that had been stored in his godowns without his knowledge or consent, and which they alleged belonged to their firm. To settle a trivial matter like this, Mr. Consul MEDHURST had to leave his more important duties at Shanghai, and proceed in person to Chinkiang, whereas if there had been a proper Consular authority at the port, the chances are that we should have heard nothing of the affair, for he would have very easily disposed of it in conjunction with the United States Vice-Consul. As it was, of course, Mr. MEDHURST settled the matter in a very brief space of time; the Malays were directed to relieve the port of their presence, and the British subjects, "by whose orders the Malays acted, "and who took part in the trespass and menace of "violence, were called upon to write a letter of apology "to the aggrieved American," and on payment of certain charges they got back their opium. Such a case as this, we maintain, ought never to have got beyond the region of a Consular Court, and in all human probability it would never have occurred at all if there had been a proper controlling authority always present at the port, in the face of which the British subjects in question would not have ventured upon the lawless method of procedure of which we have spoken, and, we should think, the anterior difficulties connected with the local opium trade, which led to the whole disturbance, could not possibly have arisen.

WE notice with much pleasure the energy and perseverance of Sir ARTHUR KENNEDY in legislating with regard to emigration matters at Hong Kong, and in bringing all the previously-existing Colonial Ordinances on the subject into a compact and consolidated form. Although no essentially fresh principle or feature was introduced into the new Ordinance passed at the meeting of the Colonial Council on May 5th, except, perhaps, in throwing additional responsibility upon the Governor, in respect to the seizure of suspected vessels, yet, as his Excellency remarked, the consolidation of the Ordinances is a very convenient measure, and will be productive of great benefit to the colony. We need not now fear that Hong Kong can again be accused of any participation in or connivance at the vile and odious coolie trade, for which Macao has for so many years had such an unenviable and infamous notoriety. If Governor KENNEDY be equally successful in putting down, once for all, the system of overhauling peaceable trading vessels, which Chinese cruisers are reported to have recently practised in close proximity to Hong Kong harbour, he will, by these two measures alone, have done good service to the Colony.

WITH regard to the paragraph in the *China Mail* which states that the coolies on board the *Rosita Y. Nina* had suffered severely, we notice that by accounts in the Rio papers the steamer arrived at that port in December, and left in January for Havanna, with 731 coolies. She had been seven months out, four of which were passed at Assumption, her engines having broken down. Nothing is said in regard to mortality amongst the coolies. She arrived at Havana March 5.

WE understand that an agreement has been arrived at between the Post-office and the directors of the P. and O. Company for a re-arrangement of their contract, under which the Southampton portion of the mails will for the future be conveyed through the Suez Canal. It also provides for an acceleration by twenty-four hours of the Brindisi portion of the mails, which will be forwarded *via* Egypt as at present.

WE understand that H.E. SANO, with Baron VON SIEBOLD, Secretary, and other members of the Japanese Legation at Vienna, will shortly visit London, and proceed on to San Francisco and Yokohama.

WE believe that the number of Essays on Opium sent in for adjudication is over fifty. The prizes are £200 for the first, and £100 for the second in merit.

THE Right Rev. C. R. ALFORD, D.D., late Bishop of Victoria, has been appointed to the valuable living of Christ Church, Claughton, near Birkenhead.

THE Straits Supreme Court Bill passed its third reading in the House of Commons, notwithstanding a petition against it from Birmingham.

M. FLEURIET, hydrographer to the French Navy, has left Paris for Peking, to take observations of the transit of Venus.

CUSTOMS REPORTS ON THE TRADE OF CHINA.

The *Customs Gazette* for the quarter ending December, 1873, supplies the following statistics of the trade at the various ports, as compared with the corresponding period of 1872:—

NEWCHWANG.—The tonnage entered and cleared is about the same as in 1872. The imports of cotton goods are larger this year, while the exports show no marked change. The revenue is slightly lower than 1872, the figures being Tls. 73,847, against Tls. 76,347 last year.

CHEFOO.—The tonnage figures show an increase. The imports of some descriptions of cotton goods are lower. This is also observable in sugar. The exports show but little change. The revenue shows a decided decrease this quarter, the amount being only Tls. 82,930, as compared with Tls. 104,274 in 1872.

TIENTSIN.—The tonnage shows very little alteration. The imports of cotton goods on the whole show a slight increase, and the exports are rather higher also. The revenue is slightly in excess of 1872, the figures being Tls. 111,421, against Tls. 109,237.

HANKOW.—The tonnage figures are slightly higher. The import and export figures are nearly all below those of 1872. The revenue this year is Tls. 33,338, against Tls. 28,575.

KIUKIANG.—The imports show no considerable variation, while the exports are, as a rule, higher. The revenue shows a considerable increase, the figures being Tls. 174,670, against Tls. 100,972.

CHINKIANG.—The tonnage figures are higher. A slight falling off is observable in most of the imports, with the exception of opium. The revenue is lower than during the corresponding period in 1872, the amount being Tls. 39,474 and Tls. 50,948 respectively.

SHANGHAI.—The tonnage of the ships entered and cleared is rather higher than in 1872. The import of opium is less this quarter, and there is a falling off in many of the other imports. The export figures show no marked change. The revenue is higher, the figures this quarter being Tls. 931,434, against Tls. 816,989 in 1872.

NINGPO.—The imports and exports show no great change, and the revenue is Tls. 221,099, against Tls. 224,741 in 1872.

FOOCHOW.—The imports show but slight alteration, while the export of tea is considerably lower. The revenue shows an important decrease, the amount this quarter being Tls. 464,547, against Tls. 586,241.

TAMSUI (FORMOSA).—The tonnage figures are lower than in 1872. In imports there is no great change. In exports coal has fallen off. The revenue amounts to Tls. 31,381, against Tls. 38,551 in 1872.

TAKOW (FORMOSA).—The tonnage is below that of 1872, and the imports are lower. The revenue shows a slight falling off.

AMOY.—The tonnage is lower than in 1872. The tonnage entered and cleared being 72,506 tons entered, and 62,115 tons cleared, as against 78,396 tons entered, and 74,163 tons cleared in 1872. The imports are higher in grey shirtings, and lower in white ditto, while the export of hemp bags is lower than in 1872. The revenue figures are Tls. 174,905, against Tls. 170,502 in 1872.

SWATOW.—The imports of cotton goods are higher this quarter, while many of the exports are lower. The revenue has increased from Tls. 115,868 to Tls. 136,268.

CANTON.—An important increase is noticeable in the tonnage figures, although the ships entered and cleared are nearly the same as in 1872. The import of cotton goods is rather higher, while the exports are nearly all lower. The revenue is below that of 1873, the figures being Tls. 225,238, against Tls. 279,610 in 1872.

TEA ADULTERATION.

Mr. Whitworth Jackson, whose evidence before the Committee has been impeached, has since published a lengthy letter in *The Times*. The following are the principal statements put forward by Mr. Jackson:—

My evidence as to the nature of and the extent to which the adulteration of tea is carried on in China was given with the view of showing that, whatever might be the cost of the examination of tea in bond, its amount would be saved to the public over and over again. My estimates were made upon returns which I obtained from one of the

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highest authorities in such matters. Concerning the adulteration of tea in this country, my evidence had been collected from a variety of sources, and was to the effect that tea which has been below the sea has been recovered, dressed, faced—some black and some green—and sent out with the appearance of sound tea; that it has been the custom (and that until very recently) to colour scented caper and substitute it for fine green tea, and that it is now the practice to put heavily-faced green tea through a certain process, after which, although the colouring materials have not been removed, the tea is sold as unadulterated. Four witnesses proved the colouring and uncolouring of tea, and one of them gave satisfactory evidence as to the making up of sea-damaged tea. Some difference of opinion exists as to the motives with which these things are done, and as to the profits arising out of such transactions. I venture to say that no one would incur the heavy penalties which are set upon these offences or go to so much trouble unless he expected to make a large profit out of them. The figures which I gave were based upon matters which are within my own knowledge. In the letter signed "A Wholesale Teadealer" I was careful to mention such circumstances only as have come under my own immediate observation. The statements made in that letter have been traversed by two witnesses, the first of whom went out of the house to which that letter refers before the circumstances therein alluded to transpired, and having taken with him a portion of its connection, did not cultivate the acquaintance of those who remained behind. That witness and the writer had communications the one with the other only at intervals few and far between (and upon no occasion for some five years past, or more). His statements, therefore, touching my evidence are upon matters to which he is an absolute stranger. Upon the evidence of the only remaining witness, for obvious reasons, I forbear to express an opinion. He has assumed the responsibility of denying the accuracy of statements with which I carefully abstained from associating his name. In a fitting time and place I may have occasion to show that they are true. An effort is being made to relieve the retail dealers of the hardships and burdens which have been placed upon them in the action which has been taken to deal with the practices herein referred to. How, then, at such a moment can the interests of the consumers and of the respectable portion of the trade be better served than by showing in what manner, for what purposes, and by whom those practices are resorted to? This done, I am content to leave the matter in the hands of the public.

Naval and Military.

Major-Gen. Hon. F. Colborne, the newly-appointed Commander-in-Chief at Hong Kong, will leave for that port about the middle of next month.

The Rinaldo, screw sloop, Commander G. Parsons, from the China station, arrived at Spithead on the 23rd inst. to be paid off. The Rinaldo left England for China in December, 1866, and was recommissioned at Hong Kong in May, 1870.

The statement that the 57th Regiment is to be removed from Ceylon to India is altogether incorrect.

Deputy-Controller C. K. Cleeve, of the Control Department, has been ordered from China to Devonport.

The Adventure, 2, iron screw troopship, is being fitted up with cabins, and undergoing some other alterations, which are to be completed by the dockyard authorities at Portsmouth by the middle of next week. The officers of the ship are as follows:—

Captain, John D'Arcy; Lieutenants, Samuel L. Osborne, John E. F King, Arthur Furlonger; Navigating Lieutenant, William King; Staff-Surgeon, Henry N. M. Sedgwick; Paymaster, F. B. Baverstock; Chief Engineer, William H. Green; Sub-Lieutenant, Frederick St. G. Rich; Surgeon, William Pearson, M.D.; Assistant-Paymaster, William Brent Clark; Engineers, Charles MacKeever, Job Annable, William J. Coope; Assistant-Engineer, William Ord; Boatswains, second-class, Stephen J. Goodfellow, John Weeks, Frederick W. MacMahon; Carpenter, second-class, John Lakey. The ship's complement is 153.

The Adventure will first call at Plymouth, where she will take in the majority of her passengers. She will then proceed to Madeira, Sierra Leone, and Ascension. At the latter port she will leave a few passengers (the wife and children of the engineer in charge) and a quantity of stores. She will then proceed to Rio de Janeiro, with stores and supernumeraries for the Egmont and Ready, on the south-east coast of America. She will next cross to the Cape of Good Hope, where she will leave passengers and stores, and then proceed to Sydney, with supernumeraries (among whom will be about 300 marines and 150 boys) for the Pearl, flagship on the Australian station. From Sydney the Adventure will sail for China, for orders. Navigating-midshipman John H. W. Theed is taking passage in her to China. It is believed that she will there embark the crews of the Princess Charlotte, receiving-ship, and the Curlew and Avon, gunboats, for England. The battalion of marines who have been serving in Japan are also expected to return home in the Adventure.

Captain George Ommanney Willes, C.B., who has been gazetted to be Rear-Admiral, in consequence of the recent death of Rear-Admiral F. A. Campbell, is the son of the late Captain George Wickens Willes, R.N., K.F.M. He was born in 1823, being therefore in his fifty-first year. He entered the navy in 1836, passed his examination in 1842, and obtained his commission as Lieutenant in 1844. In 1859 he was appointed to the Chesapeake, 51, as flag-Captain to Rear-Admiral James Hope, C.B., on the East India and China Station, and was officially reported from the Gulf of Pecheli on July 5 for his exertions in re-embarking the force when it became evident that the attack had failed, also for his subsequent endeavour to recover the Plover, Lea, and Cormorant, and when that became hopeless to effect their destruction. In 1869 he obtained the appointment at Whitehall of Chief of the Staff, at a salary of £1,264 per annum, being one of the extraordinary creations of Mr. Childers; but in May, 1872, although he had the honour of being the only naval officer who ever held that office, he left Whitehall upon half-pay. He was nominated a Companion of the Bath in 1861, and in 1870 became a naval aide-de-camp to the Queen, which office he vacates on promotion.

Major William John Kirk, staff officer of pensioners for the Edinburgh district, died last week, in his 60th year. The deceased officer was a native of Hampshire, and joined the Ceylon Rifles in 1831, serving in that corps for eleven years. His health suffering from the climate, he returned to England in 1843, and he was afterwards appointed staff officer of pensioners in Monaghan. Thence he was, in 1857, transferred to Dundee, where he had held a similar office. In 1863 he was appointed to hold the office in the Edinburgh district, the duties of which he has discharged for eleven years past.

Colonel William Augustine John Mayhew, formerly Adjutant-General of the Bengal army, died last week, in his 67th year. The deceased officer served as Assistant Adjutant-General during the expedition to Burmah, having been present at the taking of Martaban, the operations in the vicinity and capture of Rangoon in April, and at Pegu in December, 1852. For these services he received a medal, and was promoted to the brevet rank of Major. He retired from the service with the rank of Colonel in 1861.

Corporal Henry Rowe, of the Royal Engineers, who served with his company (the 30th) throughout the Ashantee War, was one of the first to enter Coomassie, and was engaged in undermining and blowing up King's Coffee's Palace, has, although he has not been home three months, volunteered for service in Hong Kong.

It is stated that the claims of those medical officers who distinguished themselves, professionally or otherwise, during the late operations on the Gold Coast, but who, up to the present, have received no reward whatever, are now before the authorities at the War-office.

Lieut.-Colonel E. M. Grain, of the Royal Engineers, has removed from China to Edinburgh; Major A. T. Storer, of the same corps, has arrived home from Ceylon; and Captain J. R. Hogg, also of the Royal Engineers, has been ordered from Ceylon to St. Helena.

The death of Commander Charles Prickett, late of the Himalaya, who served in the 'Highflyer in China, is announced. His last service was on the Gold Coast, where he suffered from the fever. At the time of his death he was forty years of age.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JUNE 23.

The Chancellor of the Empire has just sent to the Federal Council for their approval the draft of a Bill to be laid before Parliament next session, for the formation of a new institution to be called the *Deutsche Seewarte*, or Maritime Observatory, the seat of which is to be in this city. It is very short, and runs as follows:—"Art. 1. Under the name of the 'Deutsche Seewarte' an institution is founded, having for its object to improve our knowledge of the nature of the sea, as far as it concerns the interests of navigation, and also to record the meteorology of the German coasts as a guide to facilitate the safety of ships and navigation generally. Art. 2. The Institution has its seat at Hamburg. Stations will be erected at places that may be thought advisable all along the coast, for keeping up communication between the land and vessels at sea, for the observance of the weather and giving warning of the approach of storms. Art. 3. The expenses of the establishment and its filial stations will be borne by the Empire, and placed duly in the annual estimates. Art. 4. The sphere of action of the Institution, its internal arrangements and regulations, as well as its administration, will be fixed by Imperial Decree." The accompanying explanatory "motives" lay great stress on the fact that within the last ten or twenty years the extension of a knowledge of the meteorological and physical relations of the seas, which tend so much to the safety and rapidity of navigation, has become an important branch of science, and recognised as such by all maritime countries. Similar Institutions exist in England, France, &c., for making observations and publishing the result for the benefit of navigators, and have the double object of increasing in safety and rapidity of voyages by examination of the strength and direction of the currents, the extent of the ice, the limits of fogs, calms, and trade winds, the magnetism of the earth, &c.; and, secondly, for safety from storms by regular observations of the direction and strength of the wind within reach of the coast. Such an Institution has never been formed by any of the German maritime States. The attempts of some of them are worthy of praise, such as the Hydrographic Department of the Imperial Admiralty, the Seewarte at Hamburg, and the Prussian Meteorological Institution; but their combined efforts were not able to achieve the satisfactory results required by the progress of science. The rank that German shipping now takes in international commerce demands the establishment of an institution independent of other countries. The absolute necessity of proper stations for meteorological observations in such dangerous waters as the North Sea and Baltic has been fully recognised by the unanimous vote of a commission of naval, scientific, and merchant service gentlemen convened by the Chancellor, and numerous petitions have been received from Chambers of Commerce, Insurance Companies, and Underwriters, urging the Government for safety and protection by the foundation of such an Institution worthy of the name of Germany. It is then demonstrated that this can only be carried out by the State, and that such alone would enjoy the confidence of the shipping and insuring interests.

A petition from the Chamber of Commerce at Bremen has been re-

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ceived by the Chancellor of the Empire, praying in the name of the Congress of Delegates from the German sea-port towns and places of commerce, that the Government take the initiative in proposing to the other principal maritime countries a codification of international maritime law. President Delbruck laid it before the Bundesrath at their next sitting, stating that the great importance of the subject induced him to do so in the present early and unripe stage of proceeding. The Bundesrath acknowledged the grave importance of the object sought for, and referred the petition to their permanent committees for Commerce and Traffic and for Law and Justice to report on. It is quite clear that if negotiations are opened with other Governments, the principle of declaring inviolate private property in time of war will come first to the top and be satisfactorily settled, or else the whole thing will break down; and it must be confessed that if England still adheres to the principles she has hitherto followed in similar cases, there is but little or no chance of a favourable result. But it is to be hoped that the present Government will take a more sensible and enlightened view of the case, and make no difficulty in agreeing to the proposition, that if in time of war private property on land be declared sacred and inviolable, there is no valid reason why private property at sea—with of course the exception of contraband of war, which is another subject for a more perfect definition, as there is a great divergence in the laws of different countries from each other on that point—should not also be exempted from capture and condemnation. It is also to be hoped that the press will take up the subject and commence an agitation on it, explaining to the people in England the advantages to be gained—and we, with our extensive commerce with every part of the globe, are just the nation mostly interested, and should not leave it to Germany to take the initiative—and thus influencing public feeling at home in favour of the idea. There could not be a more favourable opportunity than the present period of the most profound peace, when there is no prospect of a maritime war to excite public feeling, for bringing the subject prominently before all nations, and I think we ought all to be grateful to the Chamber of Commerce at Bremen for having started the subject and at such an opportune time.

The Hamburg Seamen's Office have received from the German Consul at Chefoo official intelligence of the loss of the barque *Chance*, of this city, Captain Ulrich, by striking on the Vele Rete Rock on the 28th January last, by which accident not only the captain and his family, who were on board with him, but also two of the crew lost their lives. The *Chance* was a fine barque of 315 tons, owned by Herr H. H. Eggers, of this port. The surviving relatives of those unfortunately drowned are invited to send in their claims to the above-mentioned department, which undertakes to wind up and settle their outstanding affairs.

We learn by a letter from St. Petersburg that on the 16th February last the body of the Russian courier who left Peking for Kiachta with the mail bags for Europe was found in the snow in the Mongolian Desert, frozen to death. The mails were not found with him, but have safely come to hand at Kiachta, and been sent on to Europe, from which it is inferred that the corpse had been first discovered by some Mongolian traveller, who had taken on the mail bags with him and delivered them unopened and in safety. "Such an accident," says the writer of the letter, "has never happened before, though the postal overland service has now been carried on this way for many years, and with wonderful regularity."

The semi-official *Nordeutsche Allgemeine Zeitung* at Berlin contains the following:—"Amongst the sea-serpents that spring up annually at this dead season of the year to fill up and serve as stuffing for the columns of newspapers is the old one of the intention of Germany to found a colony and have a naval station in the Far East. We can, however, assure our readers that there is no such intention, either on the part of the Admiralty or the Imperial Government, nor is there any need of taking such a step; our ships of war find everywhere sufficient accommodation without the possession of colonies, which would be attended with more disadvantages than benefit for Germany."

Several new lines of railway are projected by the Russian Government for execution this year, but as they have no commercial importance, and are purely strategical lines, the press in that country are unanimous in disapproving of them, and call on the Government to turn their attention exclusively to the urgent claims for the execution of the Siberian railway as by far more important. It is therefore hoped and expected that the subject will be reconsidered, and the *Boersen Zeitung* even states that such is really already the case, the project having found much opposition among the Ministers.

The *Allgemeine Zeitung* publishes a letter from Japan, in which the writer states that Herr von Annecke, formerly German Consul-General at Shanghai, is appointed Minister Resident in Japan, vice Herr von Brandt, removed in a similar capacity to the Court of Peking.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, JUNE 24.

Contrary to general expectation, the Reform Bill has been rejected by the Second Chamber by 39 against 32 votes. This is the more surprising when we consider that the Minister of the Home Department had made so many concessions to gain a majority. Eight malcontent Liberals went over to the Opposition, and were the immediate cause of the Ministerial crisis in which we are now involved. The result had not been foreseen by the Ministers, who reckoned confidently on a majority, if only a small one. This is shown by the fact that the Ministers were not authorised by the King to retract the Bill, until some time after the vote was given. Thus the public business was stopped for some days, and only resumed upon an agreement being made to meet and vote—not discuss—the Budget of the Naval Department. This sitting took place the day before yesterday, and the Ministry then communicated the fact of their resignation. What will now happen is uncertain. Some say that the King will prefer a dissolution of the Chamber, while others predict that the members of the late Cabinet will decline most positively to remain in office. It is very improbable that a dissolution would infuse new blood into the Chamber, inasmuch that people are very indifferent to political matters, and take events very coolly. They don't care to be troubled much by Liberalism or Conservatism, and many consider that the one party does as little as the other. Now that the very moderate Liberal Ministers—the Ministry was little else than a *Cabinet d'affaires*, without a pronounced policy—refuse to assume another lease of office, it is very difficult to find a combination which will be backed by a majority. I sincerely regret the fate of the Reform Bill—it would not have improved our bad election system to any great extent, but it would have done so in some degree. It was a first step on a good road. The crisis is still more annoying because the King left the Hague some days ago, on his trip to Switzerland. Last Thursday he arrived with the Grand Duke of Saxe-Weimar at Ems, were they met the Emperors of Russia and Germany, and he afterwards paid a visit to the Empress Augusta, who is staying at Coblentz. It is not very probable that the King will return at once, as he can do all that is necessary by telegraph. In the meanwhile the Ministers have declared themselves ready to deal with neutral Bills which cannot be delayed without injury to the public interests.

It is stated that a Dutch-German Company is to be established for the direct importation of East India produce into Germany. Agents will, it is said, be sent to Java in order to make the necessary engagements with commercial houses. This item of news has created some consternation in commercial circles. Probably your correspondent in Hamburg will be able to give more particulars about this project, as it is rumoured that it is in that town the head office of the company would be established.

The question about Generals Van Swieten and Verspyck remains still the topic of the day—and another officer who is talked about is Captain Van Dalen. The last named is severely censured by some papers for his conduct towards the Governor-General (you know that he declined to shake hands with him), and the two Generals find both supporters and antagonists in the Press. A local paper brought forward the curious idea that the editors of the journals who consider that General Verspyck has been badly dealt with should publish the following:—"The nation thanks the General for the services which he rendered in Atchin towards his country." A paper war has broken out between the Clerical papers and those which support General Van Swieten about the manifesto in which he signified to the Atchinese that Mahommed would disapprove their behaviour (or something to that effect). The *Standard* complains that the expression is an offence against Christianity!

The *Staats Courant* publishes a satisfactory report about the East India railways. It states that the line Batavia-Buitenzorg returned last year a net profit of 5 per cent. on the capital. The receipts on the Samarang Principalities railway were f.1,575,010.31 and the expenditure was f.748,251.44½; whilst the receipts on the line Batavia-Buitenzorg amounted to f.379,547.95, and the outlay to f.174,250.37½.

It is asserted that Prince Alexander will start in a few days for Copenhagen, and of course the idea of a marriage with a Princess of Denmark is revived.

The Trading Company has announced for last year a dividend of only f.47, being only about 4¾ per cent., against f.115 in 1872, f.114 in 1871, and f.70 in 1870. The reasons for this unsatisfactory result are not known, the balance-sheet not being made public. From 1850 to 1871 the shareholders received on the average a dividend of 8 per cent. There are, however, precedents of previous years, viz., 1859 and 1868, when the dividend was f.43, and 1869, when it was f.37. But in those years the prices of coffee were not so extraordinarily high as in 1873. In the quotations of the India Trading Bank shares some fluctuations have taken place, which it is rumoured were caused by a financial project of the managers, which will be made known at a forthcoming meeting of the shareholders. Financial men, however, assure me that the statement is incorrect.

The Consul-General of Holland at Alexandria, Mr. Ruyssenaers, has arrived at the Hague. Rumour says that Prince Henry invited him here to consult upon the Prince's plans to build upon the land he has purchased in the vicinity of the Suez Canal.

I regret to record the death of Mr. G. H. J. Elliot Boswell, a most esteemed poet, and a high functionary of the State.

Mgr. Claessens, Catholic pastor at Batavia, has been appointed Apostolic vicar there. His consecration will take place at Sittard, the place of his birth.

ROTTERDAM, JUNE 25.

To-day the annual meeting was held at Amsterdam of the shareholders of the Netherlands India Trading Bank. The balance-sheet for 1873 and the account of profit and loss was approved of, and a dividend declared of 7 per cent. on the paid-up capital, or f.17.50 per share. Mr. G. J. de Clercq was re-elected a member of the direction, Messrs. Th. F. Schill (at the Hague) and G. H. L. van Oordt (at Batavia) were re-appointed commissaries, whilst in the place of the late Mr. W. Poolman was elected as commissary Mr. J. G. C. A. de Vogel, at the Hague. The proposal of the managers to issue a Five per Cent. Loan of three millions of guilders was approved, after a short discussion.

The election for a member of Parliament in the district Amersfoort has not given a definitive result. The anti-revolutionary candidate, Mr. M. M. van Asch van Wyk, obtained 909 votes; the Conservative candidate, Mr. Van Goltstein, 823 votes. Another ballot must therefore take place. The Liberal candidate, Mr. G. M. van der Linden, obtained 148 votes.

At a meeting of the Geographical Society a proposal was made by Mr. W. F. Versteegh to send a scientific expedition to Sumatra. He thought it the duty of the Society to explore the unknown portion of that island, for which a Government subsidy would be necessary. The proposal was supported by Prince Henry, and was carried unanimously. The cost was estimated at £2,000.

There is no news about the ministerial crisis. Mr. Geertsema, the Minister for Home Affairs, has started for Switzerland. The prevailing opinion is that the Chamber will be dissolved.

Prince Alexander started to-day for Copenhagen.

I hear that the loan for the Steam Ship Company "Java" has been fully subscribed.

At the annual meeting of the shareholders of the Netherlands India

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Railway Company it was stated that out of the net profit of f.309,000 a dividend would be paid of f.28 per share, which would take f.280,000, and the balance would be added to the fund for material.

PRODUCE MARKETS.

COFFEE.—The market has been firm, and for immediate wants 57½c. has been paid for good ordinary Java, and only a very trifling quantity is offered at this price. The result of the forthcoming auction is waited for with much interest.

SUGAR has met with a lively demand, and about 9,000 mats have found buyers at f.2¼ under November value.

TEA.—The cargo of China ex Kirkland was sold somewhat under the broker's valuations. Holders seem inclined to make some concessions, and several parcels of Congou ex Bellona, bought in at the public sale of the 16th of February, have been sold at 7c. to 9c. under the price then offered.

RICE.—14,000 bales Java table, ex Schiedam and Java Packet, found a buyer, but the prices were kept secret. There are no other transactions to report.

SPICES are in general firm, but the business is of no importance.

JAVA TOBACCO.—Important lots changed hands last week, but no particulars transpired. 9,172 bales were offered by private tender, of which 8,292 bales were sold. The stock is very large.

COTTON dull. The only demand is for good ord. stained American.

HIDES have met with a good demand, notwithstanding that to-day 59,739 East India will be offered by public tender, whilst at the same time the arrivals are heavy.

RATTANS have met with a good demand, and important transactions have taken place in second hands, 500 piculs ex Madura finding buyers.

DRUGS dull. There are no particulars to report.

TIN.—In sympathy with the English market, ours is very dull; Banca on the spot has realised f.59 to f.59½, and at this price large quantities are offered, whilst Billiton can be bought at f.56½. A lot of 300 tons has arrived from the Straits.

INDIGO.—About 100 chests Java sold at former prices.

TORTOISE-SHELLS.—236 kilos., ex Zephyr, found buyers at prices that did not transpire.

SHIPPING.

DEPARTURES.—June 17, from Brouwershaven, for Batavia, Nicolette; from Texel, for Sourabaya, Willemina and Clara; 21, from Maassluis, for Batavia, Wyberton.

ARRIVALS.—June 20, at Brouwershaven, from Banjoewangie, Nereus; 21, at Texel, from Batavia, Java (str.).

PASSENGERS INWARD.—From Java, per Java (str.): Messrs. J. K. Karn and family, J. A. Baart de la Faille, H. P. Julsing and family, C. W. Merens and family, J. Munro, E. P. T. Duran, C. de Decker, A. H. Kruseman and family, Miss J. Haga.

Monetary and Commercial.

The Manchester market has continued in the quiet state that previously prevailed. The inquiry for both Goods and Yarns has been of a limited character, and though producers have made no alteration in their quotations, Friday's prices being adhered to, buyers could no doubt have operated at a moderate reduction on the rates then current. The market at the close shows no change upon this state of inactivity.

The report of the Assam Company shows a profit of £48,223 for 1873, being an increase of £13,564 on that of the preceding year—a result attributable to the realisation of better prices, the crop itself having been rather less. A dividend of 17½ per cent. is recommended, making, with the interim payment of 5 per cent. 22½ per cent. for the twelve months. With regard to 1874 the prospects at present are considered equally favourable.

The Eastern Extension Australia and China Telegraph Company have declared an interim dividend for the quarter ended March 31 at the rate of 6 per cent. per annum, or 3s. per share, payable on the 15th prox. The Eastern Telegraph Company announce the declaration of a dividend of 4s. per share, making, with previous payments on account, a dividend for the year ending 31st March of 6 per cent., carrying to reserve a balance of about £39,000.

The report of the Central Argentine Railway Company, recommends a dividend of 28s. per share, and that authority should be given for raising £300,000 on debentures; the dividend to be paid as soon as the arrangements for the debenture issue shall have been effected.

The directors of the National Steam Company (Liverpool) have declared an interim dividend of 10 per cent. for the half-year.

At the meeting of the Ceylon Company the directors' report, already noticed, was agreed to.

The official liquidators of the London, Bombay, and Mediterranean Bank (Limited) have, with the sanction of Vice-Chancellor Hall, declared a sixth dividend of 1s. in the pound (making 7s. 6d. in the pound).

A meeting of the creditors of Messrs. Oppenheim and Schrader, of Mark-lane, who suspended payment last month, has been held. The statement of affairs submitted estimates the liabilities expected to be proved against the estate at £140,971, against assets amounting to £37,615. The meeting resolved to liquidate the estate by arrangement, and a trustee, with a committee of inspection, was appointed.

The failure is reported of Messrs. Tilche and Co., Egyptian merchants, of Alexandria and Fenchurch-street. The stoppage is supposed to be due to the connection of the firm with Messrs. Snellgrove and Leech, whose suspension was announced last week.

Mr. John Pilling, of Ashton, cloth manufacturer, whose premises were destroyed by fire, has filed a petition for liquidation. His liabilities amount to £38,000.

The suspension of Mr. Tom Holroyd, cotton warp sizer, of Manchester, is announced, with liabilities amounting to £15,000.

ARTICLES OF IMPORT.

TEA.

The market continues without any change; some business has been doing in New Season's Canton Congous, but at gradually depressed rates; other sorts of old Tea without material change. Scented Teas rather unsaleable. Green Teas have sold rather irregularly, some rather coarse coloured and glazed kinds having obtained low rates. In public sale common red leaf sold easier at 9¼d. to 9¾d. New makes sold from 1s. 3½d. to 1s. 6½d. Scented Capers 1s. 1½d. to 1s. 1⅝d., being about previous quotations. Green Teas sold at low rates. Deliveries from London from 1st to 22nd inst. inclusive, or 19 days, 9,923,564 lbs., against 9,664,600 lbs. in corresponding period last year. Imports, deliveries, and stocks in London, from Jan. 1 to May 31:—

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
54,910,965	41,877,797	69,351,913	66,458,530	75,030,909	64,550,380

SILK.

Messrs. Durant and Co.'s Circular says:—The periodical public sales commenced on the 24th inst., and were concluded on the 26th. The quantity offered was about 1,300 bales Bengal, 4,500 bales China, 1,200 bales Japan, and about 1,000 bales Canton, and about 60,000 lbs. English thrown. The quantity in aggregate was not unusually large, but a very unusual proportion of the Raw Silk, say about 2,000 to 3,000 bales, and the whole of the Thrown Silk were printed "to be sold without reserve," or taxed at such low prices as to be practically without reserve. The result has been very unsatisfactory to sellers, not perhaps that they could have expected much otherwise, looking at the previously depressed state of trade and the large quantity thus forced upon the market, but the prices realised have been generally worse even than previous quotations—the Thrown Silk especially was sold at miserably low rates, generally lower than it could be produced at the lowest quotation for raws. Manufacturers have thus a large quantity of cheap stuff with which to apply their ingenuity to make some tempting goods. Deliveries 1st to 25th inst. inclusive:—China, 2,103 bales; Canton, 457 bales; Japan, 657 bales; total, 3,217 bales.

CAMPHOR.—Business is at the present moment at a standstill; sales were made of China last week in auction at 67s. 6d. to 70s. per cwt., and there are buyers at the lower figure, but no sellers under 70s.

CHINA PRESERVES.—In public sale 100 cases Ginger were withdrawn, 29 casks ditto bought in at 6½d., and 21 casks Cumquats at 9d. per lb.

COCOA-NUT OIL has attracted rather more attention, and a very fair business has been done; fine to finest Cochin is worth £39 to £40, and sales have taken place of between 300 and 400 tons Ceylon at £34 10s. to £35, according to quality.

COIR GOODS.—Although only a moderate supply of Yarn has been offered by auction, there has again been little disposition to buy, and an unusually large proportion was bought in, a small portion finding buyers, being rather cheaper. A large supply of Rope again offered met no demand, and the whole was withdrawn.

COLOMBO ROOT is in very large supply, but holders remain firm against a decline in prices.

COPRA.—Penang is in good demand at £21 10s.

CUTCH.—The market is very quiet, and sales have been small, Pegue at 22s. 6d. to 23s.

DRAGON'S-BLOOD.—The market is quiet, and business can only be done at lower prices than have lately been current.

EBONY.—At auction of 600 logs (160 tons) Ceylon, chiefly of new import, offered, 45 tons sold at full rates, fair to good at £14 to £18 15s., fine large £19 5s., the remainder being withdrawn.

GUMS.—*Benjamin:* Siam steady; Sumatra steady; and of 294 cases offered only about 20 sold at 67s. 6d. for good 3rds; and £7 to £9 7s. 6d. for middling to very fine 2nds, though false packed; and £6 to £6 10s. good but badly false packed. *Copal* quiet; small sales at previous value. *Damar* quiet, but firmly held. None of either offered. *Gamboge* quiet; of 39 cases offered one-third sold at £11 10s. to £12 for good pipe part run.

GALLS show a further slight improvement, 200 cases China having been sold at 50s. to 51s. per cwt. for good quality; an advance of about 20s. per cwt. upon the prices ruling a fortnight since.

GAMBIER.—There has been more demand on the spot, and prices have recovered, about 2,000 bales block having been sold at 25s. to 25s. 3d. ex ship and ex quay, 100 tons just arrived at 24s. 9d. ex ship, and 250 tons for arrival at 24s. 6d. to 24s. 9d. In auction of 653 bales, 310 bags, &c., pressed cubes, 350 bales, 100 bags fine pale sold at 33s., being steady.

GUTTA-PERCHA continues very dull, and all offers have been retired.

HEMP.—There has been a steady demand for Manila, but the chief business has been effected at public sale, at which good and fine qualities sold readily at an advance of 20s. to 30s. per ton, but fair and lower sorts were slow of sale at former rates. Of 7,109 bales offered about 2,000 sold, ordinary mixed and brown at £30 to £31, mixed and barely fair at £33 to £33 10s., fully fair at £34 10s., good fair roping at £35 to £35 5s., good at £36 to £37, superior at £39 10s. to £40, a few bales fine Lupiz at £67 10s., the remainder being bought in, the bulk fair to good fair at £34 to £35 10s. Privately 500 bales have been sold, good at £37 5s., and 1,000 bales fair current for delivery during

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the last three months at £34. Six bales China have been sold at £28 per ton.

INDIA-RUBBER.—Market dull; no transactions are reported.

ISINGLASS.—The auctions of the month, held on the 23rd inst., embraced 22 packages Penang, the bulk of which found buyers; pipe, fine, at 4s. 9d. to 4s. 10d.; good, 4s. 3d.; rough, 3s. 10d. to 3s. 11d., being fully the previous value.

JAPAN WAX has continued throughout the interval in large supply, and exhibits a considerable decline in value; of 529 cases offered a portion was sold at 50s. for fair quality; there is some inquiry for fine bright at 56s. per cwt.

MUSK.—Prices are rather easier; there have been brought to the hammer 39 caddies Yunan; 15 sold at 35s. to 36s. 6d. for middling to fine; 4 caddies Tonquin (scarce) at 18s. for rough and tally; 3 caddies Cabardine retired; and 21 tins grain, 12 sold—good at 48s.; the bulk, low adulterated, at 5s. to 12s.

ORCHELLA.—In auction 49 bales Ceylon have been sold at 28s. 6d.

PLUMBAGO.—Ceylon is very dull, and is cheaper; of 2,016 barrels offered over half sold—lump dull common to fine bold, 11s. 6d. to 18s.; Chips, small to good, 9s. 3d. to 11s. 3d.; dust, middling to fine, 7s. to 9s. per cwt.

PEPPER.—*Black* has been firmer, and fair sales have transpired in Singapore at 6¼d. to 6½d., in Penang at up to 5⅝d., and afloat 200 tons Singapore have changed hands at up to 6⅝d. for May-July shipment and 6½d. near at hand. At auction of 842 bags a small proportion sold at 6½d. for Singapore. *White* has been dull, and the previous advance was lost last week, when, of 545 bags offered, only one-fourth sold at 9¼d. down to 8¾d. for fine bold bright Singapore; 8d. for fair dull, and 7¾d. for Penang. At auction 678 bags were retired in the absence of biddings.

RATTANS continue dull, and no business is reported.

RHUBARB.—China is very firmly held, and higher prices would readily be paid, but very little good offers. Of 175 cases offered the bulk sold at 11d. to 11¼d. per lb. for rough dull coated high dried pinky and grey fracture, and 6d. pickings.

RICE.—A still further reduction of about 3d. per cwt. having been accepted for floating cargoes of Burmah; the continent has bought more freely than for many months, giving more steadiness to the market, and at the close prices are firmer, more especially for distant shipment. The market on the spot has been dull for hard as well as soft grain kinds, and prices are without improvement. In public sale Ballam sold at 10s. 9d. damaged, first-class at 9s. 6d., 6,837 mats Japan at 12s., heated at 10s. The private sales on the spot are ordinary to fine white Bengal at 9s. 9d. to 12s.; Ballam at 10s. 6d. to 10s. 9d.; Rangoon at 8s. 3d. to 8s. 6d.; Bassein at 8s. 6d.; Necransie at 9s. to 9s. 3d.; and Japan at 10s. 6d.

SAGO.—The market has been steady; of 35 boxes and 1,030 bags offered over half the latter sold at 16s. to 16s. 6d. for fair to good small. *Flour* steady.

SAPANWOOD.—*Ceylon* is firm and scarce; an offer of 36 tons was sold at £12 7s. 6d. to £12 10s. *Siam* is very scarce, and £20 per ton is demanded for fine quality. *Manila* has sold (15 tons) at £11 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jun.—	Signe	Knudsen	Batavia for Copenhag.	Off Deal
17	Amity	Shearer	Rangoon	Falmouth
4	Midnight	Kendrick	Hong Kong	San Francisco
16	Jean Sands	Lefavour	Do.	Do.
	Craigie Lee	—	Swatow	Do.
19	Dauphin	Lilionais	Manila	London
	Agate	Brown	Singapore	New York
19	Kenyon	Cunningham	Maulmain	London
20	J. P. Wheeler	—	Batavia, for Amstrdm.	Mounts Bay
20	Ava Maria	Badaracco	Rangoon	Falmouth
22	Peter Joynson	Cousin	Maulmain	London
22	Antenor (s.)	Crompton	China, Singapore, &c.	Do.
22	Emilia Seconda	Gazzolo	Samarang	Queenstown
22	Richard Rylands	—	Rangoon	Do.
21	Java (s.)	—	Bat. for Nieuwe Diep	Texel
	Mathilde	Daw	Java	Greenock
19	Espresso	Ferraro	Rangoon	Bremerhaven
23	James Paton	Cotter	Yokohama	London
23	Eliza A. Kenny	Pitman	Rangoon	Falmouth
23	Hansa	Oest	Saigon	Do.
23	Emma and Robert	Schroder	Akyab	Do.
23	Zohrab	Fullarton	Hiogo	Do.
24	Guilietta	Lanata	Sourabaya	London
24	Laura Bach	—	Rangoon	Falmouth
23	Ville de St. Servan	Galane	Batavia	Liverpool
	Ranavola	Bertie	Ilo Ilo	Queenstown
23	Lord Ashburton	Mosey	Kobe	Texel

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.—	Buenaventura (s.)	—	Manila, &c.	Liverpool
18	Uggias	Patterson	Singapore	Penarth
18	Marina	Jean	Hong Kong	Do
20	Huddersfield	—	Galle	Liverpool
23	Lord Macaulay	Monkman	Hong Kong	Do.
20	Maarten v. Rossem	Huizer	Java	Cardiff
20	Stefano	—	Hong Kong	Penarth
19	Ringdove	Bruce	Singapore	Greenock
24	Beemah	Blackstone	Hong Kong	London
25	Excelsior	Irving	Penang	Do.
23	Electra	Thomson	Colombo	Do.
4	Caribou	Kenny	Batavia	New York
26	Bridgetown	Crisp	Chefoo	London
24	Africa (s.)	Heasman	Colombo, &c.	Do.
18	Horatio	Hardy	Shanghai	New York

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
June 18	Craigforth	Clyde	Colombo
19	Borneo	Texel	Batavia
23	Paraguay	London	Colombo

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenfinlas. For Penang, Singapore, and Hong Kong: Paris. For Penang, Singapore, Yokohama, and Hiogo: Muriel. For Colombo, &c.: Navarino, Sultan, John Tennant.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Carnarvonshire, Black Prince, Evelyn. For Shanghai: Velocity. For Hong Kong: Chinaman, Windhover, Invincible, Tamesa. For Penang: Glenisla. For Singapore: Celaena, Lake Lemon, For Colombo: Letty Gales. For Batavia and Sourabaya: Eme. For Galle, &c.: Heather Bell.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Diomed (str.). For Ceylon, &c.: Alexandra. For Batavia and Sourabaya: Yanikale. For Galle: Affezione Secundo.

At GLASGOW.—For Singapore: Sumerset (str.), Brisbane (str.). For Singapore and Hong Kong: Alice Ritson.

SPOKEN.

ÆOLUS, Rotterdam to Sourabaya, May 6, 8 N., 27 W.
FEARLESS, New York to Shanghai, April 5, 31 S., 18 W.
ELIZA SHAW (ship), London to Shanghai, May 13, 23 S., 25 W.
CATHAYA, Liverpool to Yokohama, April 30, 5 N., 24 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are without material alteration since our last report.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 55s. weight, 45s. meast. To Hong Kong: 55s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 45s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast. To Galle: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: (small) 32s. To Singapore: 28s. To Galle: 26s. To Manila: 25s. to 30s.

From Birkenhead, per ton.—To Singapore: 24s. To Hong Kong 25s. To Galle: 23s.

CASUALTIES.

The Mica, from Java, whilst being taken into Greenock harbour, during the night of the 19th June, swerved past the entrance and fouled the Customs' steamer, and lost jibboom and ran aground; while in this position she was run into by the Wm. Connol (str.), from Glasgow, and was a good deal damaged.

The Royal Minstrel, of Workington, Off. No. 47,150, Price, sailed from Hiogo, on Oct. 17, for Falmouth, with rice, and has not since been heard of. She has been posted at Lloyd's as a missing vessel.

Cape Town, May 26.—The Tromp, Hoeksha, from Amsterdam to Batavia, put into Simon's Bay, 19, for repairs, having experienced heavy weather from April 18 to 22, in lat. 39 S., lon. 22 E.

The Challenge, Ritchie, which arrived at San Francisco June 1, from Swatow, reports having sustained considerable damage to stanchions and afterhouse during heavy gales, in from lon. 155 W. to 140 W.

NOTICES TO MARINERS.

Japan—Nipon—Simonoseki Strait.—Sunken Rock off West End of Takenoko Island.—Information has been received through Vice-Admiral Shadwell of the existence of a sunken rock, on which H.M.S. Ringdove struck on the 7th April, 1874, lying off the west point of Takenoko island, north side of the west entrance of Simonoseki strait. This danger *(Ringdore rock)* is a solitary rock, about 40 yards long and 15 yards broad, with 7 feet water on it and 5 to 7 fathoms around. From the rock Rokuren lighthouse bears North (easterly). West point of Takenoko island E.N.E., distant 1 1-3 cables. Cape Sizikuts S.E., 2½ cables. As outlying rocks were observed to the northward of the west point of Takenoko island, extending some distance from the shore, vessels are cautioned that in passing the west point of Takenoko island and Cape Sizikuts, they should not approach the shore within a distance of three cables.—*Hydrographic Office, Admiralty*, June, 1874.

China, East Coast—Formosa Strait.—Intended, and Temporary Light on Ocksen Island.—The Engineer's Office, Amoy, has given notice of the commencement of the erection of a lighthouse on the high, or west, Ocksen Island, from which, when completed, a light will be exhibited. The light will be a *revolving* light showing a white flash *every minute*, it will be elevated 286 feet above the level of the sea, and in clear weather should be seen from a distance of twenty-four miles. The illuminating apparatus will be dioptric or by lenses, of the first order. The tower will be 64 feet high, round, and built of stone. Position, lat. 24 deg. 59 min. N., long. 119 deg. 28 min. E. During the progress of the works and until the revolving light is exhibited, a *fixed* white light of the sixth order will be exhibited, and which in clear weather should be seen from a distance of seven miles.—*Hydrographic Office, Admiralty*, June, 1874.

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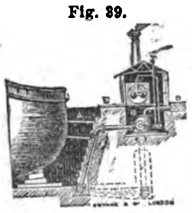
GWYNNE and Co., Hydraulic and Mechanical Engineers,

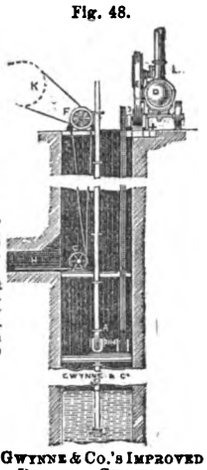
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



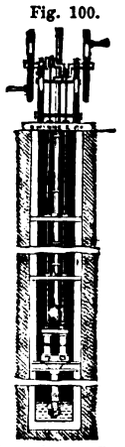
WYNNE & CO.'S PATENT PUMPING MACHINERY, S APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



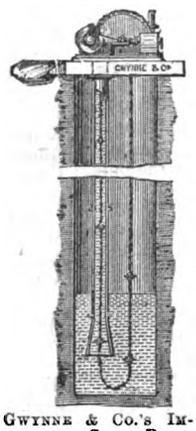
GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



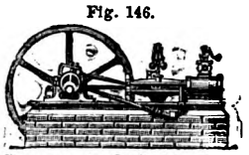
GWYNNE & Co.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.



GWYNNE & Co.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

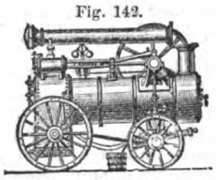


GWYNNE & Co.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.

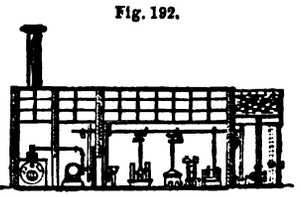
GWYNNE & Co.'S IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.



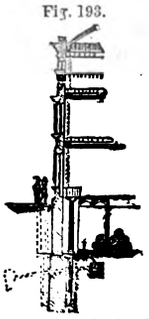
GWYNNE & Co.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



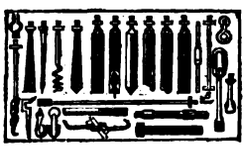
GWYNNE & Co.'s IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.



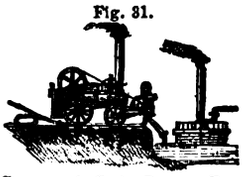
GWYNNE & Co.'s IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



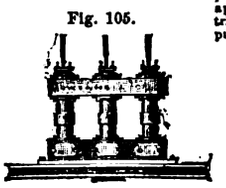
GWYNNE & Co.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & Co.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & Co.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & Co.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

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Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

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Japan... ... in 38 „ „
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Amazone ...	August 2		
Ava ...	August 16		
Irrawaddy ...	August 30		
Hoogly ...	Sept. 13		

The Steamers of the 5th July, 2nd and 30th Aug. connect at Aden with the Steamers for Reunion and Mauritius.

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For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... ... „ Saturday, 5 P.M.
Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO YOKOHAMA PENANG, SINGAPORE, and HIOGO.—

The magnificent steamship MURIEL, A1 18 years, 880 tons; to sail July 4; will load in the Victoria (London) Docks.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—

The s.s. VASCO DA GAMA, 3,000 tons, belonging to the above Company, is expected to leave San Francisco for Yokohama and Hong Kong on the 20th July. The s.s. VANCOUVER, 3,000 tons, on the 30th August, for the same ports.

Through tickets from Liverpool to Japan and China may be obtained, together with full information, on application to MALCOLM, HUDSON and Co., 5, Crosby-square, E.C., shipping agents in London to the C.T.P.S.S. Company.

THE CHINA LINE OF STEAMERS,

via the SUEZ CANAL from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates, at shippers' risk, for Java, Japan, &c. The following high-classed Steamships, which have been built especially for the China trade by the celebrated builders Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tons.	Docks.	H.-p.n	To sail.
Hankow	100 A1	3,594	S.W.I.	450	July 15
Hong Kong ...	100 A1	1,881	S.W.I.	200	To follow
Nankin	100 A1	2,423	S.W.I.	300	To follow
Canton	100 A1	1,881	S.W.I.	200	To follow

These fine Steamships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill). E.C.

FOR YOKOHAMA AND HIOGO.—

The undermentioned high-classed SHIPS will be despatched as follows:—

Ship.	Class.	Tns.	Dck.	Last shipping day.
Bridgetown	A1 13 yr.	314	E.I.	With des.
Carnarvonshire.....	A1 14 yr.	388	E.I.	With des.
Black Prince.....	A1 17 yr.	750	E.I.	To follow

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street, London, E.C. (corner of Cornhill).

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—

The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfinlas	100 A1	2,120	330	June 30
Glenartney	100 A1	2,106	330	July 25
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,130	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Batavia and Sourabaya.	Eme.....	A1 16 yr.	S.W.I.D.	With des.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	AA13yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—

For PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent Clyde-built steamship CAWDOR CASTLE, 100 A1, 2,173 tons register, 300-horse power nominal, W. COWIE, Commander, will load in the South West India Dock, and have immediate despatch. This well-known steamer has elegant accommodation for first-class passengers, including bath rooms, ice-house, ladies' cabin, &c.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

FOR Tanjong Pagar, SINGAPORE.—

The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail
LONDON.			
Glenfinlas, s.s. ...	2,120	McGregor, Gow, & Co.	June 03
Hankow, s.s.... ...	2,832	Norris & Joyner...	July 15
LIVERPOOL.			
Diomed, s.s. ...	1,201	Alfred Holt ...	July 11
GLASGOW.			
Somerset, s.s. ...	1,000	T. Skinner & Co.	July —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

SHAW, MAXTON, and CO.

will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns	Dock.	Sailing.
Pen., Sing., & Hg.Kg.	Paris, s.s., via S.C.	100 A1	926	S.W.I.	July 10
Hong Kong..	Invincible..	A1 13 yr.	657	S.W.I.	With des
Shanghai ...	Velocity ...	A1 14 yr.	491	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM FROM SOUTHAMPTON TO BATAVIA, VIA SUEZ CANAL.—

Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,000 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts	3,000 „	1,600 „	building.
Prins Hendrik ...	3,000 „	1,600 „	building.

The PRINS VAN ORANJE is appointed to leave Southampton about 13th July for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger Fares from Southampton:—First-class, £58, and upwards; second-class, £33.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King-William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

A GENTLEMAN of ability and experience (well known in the Eastern trade) will shortly be open to BUY in Lancashire and Yorkshire, on Commission or otherwise, as may be arranged, for a first class firm.

Address confidentially, A 90, *Observer* Office, Bradford, Yorkshire.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Hankow	
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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 566.] LONDON, MONDAY, JULY 6, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE OVERDUE MAIL.

THE P. and O. Company's steamer *Tanjore*, with the China and Australian mails, did not arrive at Suez until the 3rd inst. Mails have been sent on by a special steamer (the *Ceylon*) to Brindisi, and will probably be delivered in London on the 10th. The French mail, due on the 13th, is expected on the same day, when we shall again publish.

List of Passengers.

PASSENGERS INWARD.

From Java to Nieuwe Diep, per Nederland Company's steamer *Koning der Nederlanden*, arrived June 24.—J. W. Kroon, wife, and three children, F. Darlang and wife, M. H. Struben and wife, H. A. Steynparve, child and servant, J. Bungers, J. G. A. C. Kunhardt, G. J. Koopman, jun., R. Van Rees, C. J. Marinkelle, C. F. Gut, John J. G. Von Schmidt and wife, J. W. Wensman, B. A. W. Aontzenius and wife, W. F. Van Andel and wife, J. D. Heyning and wife, A. Willemse and wife and four children, A. J. Sloot, M. J. Van Steen, A. M. Mayes, O. Brugman, Mrs. M. Van de Bor, Mrs. Kraal, Mrs. Nolthenius, Master T. E. W. Van Dompseler, Miss M. Leers, Miss M. Swensen, Miss M. Domve Vander Crab.

PASSENGERS OUTWARD.

Per French steamer *Anadyr*, July 5 (booked from London).—To Yokohama: Mr. Butta, Mr. Meazza, Mr. and Mrs. Gerlachs, Mr. P. Montabette, Mr. Vigano, Mr. Biffi, Mr. Akada, Mr. Sibata, Mr. Ohsara. To Shanghai: Mr. Fleuriars, Mr. Blazez, Mr. Lapied, Mr. Huet, Mr. Monnier, Mr. Westall, Mr. Berthel, Mr. Goclack. To Singapore: Mr. Prudhomme, Mr. Dessolles, Mr. V. Gendt, Mr. Maecker, Mr. Klopfer, Mr. Mayer. To Galle: Mr. Prime, Mr. Metcalfe. To Saigon: Six Missionaries, Mr. Mathey, Mr. Martin, Mr. Paris, Mr. Faron.

Per French steamer *Tigre*, July 19 (booked from London).—To Hong Kong: Mr. Mollard, Mr. Roussin, Mr. Cagnard. To Shanghai: Mr. and Mrs. J. J. Buchheister, Mr. Neumkirchie, Mr. Scherrier. To Batavia: Mr. Andre, Mr. Angot, Mr. and Mrs. Ankersmith. To Singapore: Four Missionaries. To Galle: Mr. Carey, Mr. Herring.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children.

Per P. and O. steamer *Bokhara*, from Southampton, July 2.—To Yokohama: Mr. H. Heinemann. To Hong Kong: Mr. E. H. Oxley. To Singapore: Dr. Robertson. To Penang: Asst. Comr. McLeod. To Ceylon: Mr. Gould, Mr. P. Lynam.

Per P. and O. steamer *Hydaspes*, from Southampton, July 16.—To Hong Kong: Major-General F. Colborne, C.B., Mrs. Richardson and three children.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The Pacific mail brings advices from this port to the 23rd May; the French mail from London, March 27, arrived out on the 14th May, and the following P. and O. mail of April 3 was received on the 19th May. The *Japan Herald* contains the following summary of news:—

In our last mail summary we mentioned that the Formosan expedition had been countermanded. Such was the case, but those who believed that the affair was thus settled had not reckoned on the peculiarities of the Japanese. On the order to abandon the expedition reaching Nagasaki, which was the rendezvous, the soldiers refused to obey their officers, and even, it is said, threatened their General, Saigo, so that he left them, and took refuge in Kagosima. Thus left to themselves, the soldiers put to sea in defiance of their orders, and the ships proceeded to Amoy, and from thence to Formosa. A part of the expedition has already landed on that island. The Japanese Government, in order to prevent their ships being viewed as piratical, were obliged to stultify themselves, and adopt the responsibility of the expedition. What will be the upshot of the matter is unknown, but as yet no news has arrived of any collision between the Chinese and Japanese, although we know that the Chinese have been gathering both troops and men-of-war in the neighbourhood. Probably the local mandarins are awaiting instructions from head-quarters. Meanwhile, the Japanese have despatched a special Envoy to Peking, apparently with a view of deprecating the hostility of the Chinese. The various complications of the Formosan imbroglio caused, it is said, several resignations of Ministers, but we believe that only one (that of Kido) has been accepted.

The Japanese Government, with a view of showing how utterly false are the statements which appear in home papers of their liberal-mindedness, have just published a notification that the old notice boards defining the limits beyond which foreigners are not allowed to pass (and which have for years been allowed to fall into decay) have been re-erected. Latterly, also, in Yokohama, they have attempted to restrain foreigners from landing anywhere except at the Custom-houses. This, however, was at once put a stop to by the Foreign Ministers.

Amongst other items calculated to add to the growing causes of complaint between the Treaty powers and the Japanese, may be mentioned the seizure of a servant of one of the secretaries of the English Legation, and also the attack and forcible carrying off of an English Legation guard from the precincts of the Legation by the Japan police. Although the Minister for Foreign Affairs has personally apologised for both of these outrages, it seems necessary that measures should be taken to prevent their re-occurrence.

With a view of appeasing those who were clamorous for a Representative Assembly, the Government has issued rules for calling one; but as those having seats in it are all of them Government nominees, we cannot see that the people will derive much advantage from the deliberations of its members. It represents nobody but the Government itself.

But little has been doing in imports since our last, but large arrivals have tended to still further depress prices. The Silk market also exhibits a downward tendency, with but few transactions. The Tea season has opened briskly, at slightly lower rates than those of last season. Settlements amount to between 3,000 and 4,000 piculs.

A further instalment of the Shimonoseki Indemnity has been paid to England, France, and Holland. The share due to America is held in abeyance until instructions shall be received from Washington.

An important case against the agent of Reuter's Telegram Company, for damages arising from a non-delivery of a message, has been decided in the English Court substantially in favour of the defendants.

Shimadzu Saburo has been appointed *Sadai-jin*, an office next in rank to that of Prime Minister.

The meetings of the Amateur Athletic Association and of the Race Club have been held.

The railway between Kobe and Osaka was opened, without ceremony, on the 11th May.

NAGASAKI.

Our advices extend to the 9th May; the P. and O. mail from London March 20 arrived out on the 7th May. We take the following from the *Nagasaki Express*:—

The regatta was held on the 8th May. The day although free from rain could by no means be called a favourable one for the sport, as a strong, cool northwest wind blew during the greater part of the day, a most unusual circumstance at this port in the month of May. This, as a natural consequence, made a rough sea, and necessitated the removal of the rendezvous to the more sheltered spot, Nezumi-sima, or Rat Island; but even with this change the races had to be contested for under very unfavourable circumstances. Notwithstanding the unpropitious appearance of the weather, there was a very full attendance of visitors, both foreign and native, and a noticeable increase in the number of ladies who favoured the meeting with their presence. The fleet of boats which had brought down the spectators, appeared to be as numerous as on previous years, the amount received as subscriptions from the general public has been fully up to the usual average, and the number of events set down to be rowed for, and likewise the entries too, may be fairly taken as an indication that boating as a sport maintains its popularity. Races Nos. 1 and 2 fell through, on account of the

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boisterous weather, and the same fate befel race No. 10, for the Niphon Cup. The principal event of the day, the Governor's Cup and likewise the Akindo's Cup have again resulted in victories for the Club's white boat *Bashful Maiden*, late *Laura*, and in the latter race the majority of the crews exchanged, but without producing a reversal of the two boats' positions at the end of the race. The prizes were distributed to the winners by Miss Mackenzie, after the termination of the racing, and the speeches customary on such occasions were delivered.

The following sentences have been passed at the Judicial Court at Saga upon men who participated in the late insurrection in that ken :—A Samurai named Mine Josho, belonging to that ken, has been sentenced to hard labour for two years, and deprived of the rank of Samurai, for assisting the rebels and also inciting the Samurai in Fukahori to join them in the event of their attacking Nagasaki. Matsuda Noriyuki, also a Samurai of the same ken, for associating with the "Yukokuto," (*i.e.* company of patriotic rebels) and acting as the commander of the detachment from Ogi has been sentenced to a mitigated punishment of imprisonment with hard labour for seventy days, as he did not actually commit any overt act after he joined the movement. Yashimura Hikosaku has been punished with hard labour for forty days, as he conspired with the Yukokuta and came to Nagasaki as a spy for the purpose of ascertaining whether any of the regular troops had been landed at the latter place or not. Kaga Arata and thirteen other men who yielded to the persuasion of the rebels and marched to oppose the Imperial troops, have been brought before the Court, but as they did not actually resist them they have been set free after receiving a caution. Otsuka Kayemon, who visited several places by the order of the rebels, to ascertain whether the Imperial troops were on the march or not, has also been cautioned and dismissed. The same has been the case with Yeguchi Yotaro, a Samurai of Saga ken, Hiraishi Bunzo, a merchant at Ureshino, in the same ken, and another Samurai named Moriquanhei, in Nagasaki ken. Hideshima Yoshiyo, a Samurai of the Saga ken, who assisted to purchase arms from foreigners for the use of the rebels, and posted inflammatory notices has been deprived of the rank of Samurai.

An ex-Samurai, named Ida Shidzuka, a native of Shirakawa ken (Higo), has been sentenced to imprisonment with hard labour for eighty days, for swindling. He came here ostensibly for the purpose of transacting mercantile business, and during his stay here stopped at Tsuruda Tori house, in Aburaya-machi. During his visit he deceived a Chinaman, named Chishiran, and from him obtained, under false pretences, fifteen pieces of silk stuff, and afterwards sold these articles to other men. In addition to this, he failed to pay his house rent, and as the estimated measure of the value of his delinquencies amounted to twenty-nine yen, he has been sentenced to the above punishment, but has not been deprived of the rank of Samurai, as he lodged the complaint against himself, fearing that he would have been arrested by the Government had he not confessed.

The four expeditionary vessels, consisting of the corvette *Nitsin-kan*, the gunboat *Teibo-kan*, and the two chartered Japanese steamers *Meiku-maru* and *Mikuni-maru*, which were detained here by rough weather, left for Amoy on the evening of the 3rd May. The two latter vessels conveyed the stores, &c., and about two thousand soldiers.

Amongst the passengers who arrived by the Pacific mail steamer *Golden Age*, on the 3rd May, from Yokohama, is Okubo, the Minister for Home Affairs. We learn that the object of his visit here was to have an interview with Okuma, the Minister of Finance, who is in charge of the Formosa Expedition, and to deliver to the latter some instructions which he brought with him. Okubo, accompanied by General Le Gendre, returned to Osaka on the 6th May, by the Japanese steamer *Cowun-maru*, and from thence they will proceed to Takio by another steamer. Okuma, chief, and Saigo, second in command, still remain here.

A fatal accident occurred on board the Japanese steamer *Hosui-maru* on the 3rd May. She left this port bound for Hiogo with a general cargo, but soon after she had turned the point, near Papenberg, one of her boilers burst. Five Japanese firemen were in the engine room a few minutes before the accident, but at the time it took place there was but one there, and he was killed almost instantaneously. The accident will necessitate her cargo being discharged in order that she may undergo repairs, which will take some six weeks to complete.

An officer named Moriyama, who went to Tokio in January last, by order of the governor, and returned here after receiving authority from the Educational Department, has, in conjunction with a teacher named Matsuo Tsunenori, from the College of Tokio, established a school here, for the preparation of teachers to be employed in the colleges in this ken. Twenty-five students finished their studies at the end of last March ; and a further number of eighty or ninety are now undergoing preparation.

The flag-ship *Iron Duke* left here on the 6th May for Yokohama. The French transport *Rance*, last from Hiogo, arrived on the 5th May and left again on the following day for Shanghai, *en-route* for home. We hear that her departure for the south has been hastened owing to the receipt of news that affairs in the vicinity of Tonquin are wearing a serious aspect.

The American steamer *Shaftesbury* has been sold to the Japanese Government, and has changed her flag. We understand that she is to be employed for the present in the Formosa expedition.

A severe shock of earthquake of rather lengthened duration was felt on the morning of the 5th May and aroused most of the residents from their slumbers.

REPORT OF THE "MESSAGERIES MARITIMES."

We have already announced the dividend declared at the recent meeting of shareholders, and we now lay before our readers a brief *résumé* of the various headings of the Company's Report for 1873, which has been published in the *Journal Officiel* at Paris.

Matériel Naval.—There is a nett increase of f.440,136 under this head, which includes the cost price of ships afloat, &c., as well as the amount expended on vessels in course of construction and being fitted out. The value of ships afloat is increased by f.1,061,568, after making allowance for depreciation, &c., and for vessels which have ceased to form a portion of the Company's fleet. The increase is due to the two large steamers, the *Irawaddy* and the *Anadyr*, having been completed and put on the Shanghai line. Five other steamers have been fitted with compound engines, and two of these five have been lengthened. There are still two large vessels on the stocks, the *Orénoque* and the *Djemnah ;* the former is for the Brazil line, and the latter, which will be ready by the end of the current year, is for the Indian and China line. Improved machinery will shortly be provided for the *Indus*, *Donnaï*, *Dupleix*, and other vessels. On Dec. 31 last the Company had, afloat and on the stocks, sixty-six vessels of 23,150-horse power and 173,079 tons.

Approvisionnements of every description at the various agencies show an increase of f.191,684, mainly attributable to a larger consumption of coal and the rise in the price of that important article.

Outillage, mobilier et apparaux, immeubles et etablissements.—Under this heading there is an increase of f.325,233, which is chiefly owing to the acquisition of real property at Ciotat, Port Said, and other places. Several small steamers also have been provided to facilitate embarkation and disembarkation at Constantinople, Port Said, and Hong Kong. An iron wharf, too, has been erected at Saigon.

Trésor créancier.—At the end of 1872 this debt to the State amounted to 4,203,333f., and on December 31, 1873, to 3,152,500f., showing a decrease of 1,050,833f., which is caused by the payment of the ninth annual instalment.

Fonds d'amortissements.—The reserves under this heading, to provide for depreciation of material, have advanced from 48,910,343f. to 49,357,543f., an increase of 447,200f.

Under *Fonds d'assurances* a brief allusion is made to the melancholy circumstances of the loss of the *Nil*, last March.

Valeurs de caisse et de portefeuille show a decrease of 4,406,421f., an absorption of the disposable resources of the company, which is naturally explained by the increased activity of its operations, and the enhanced price of all necessaries.

Exploitation.—The vessels of the Company have performed voyages amounting to 603,632 marine leagues (after making certain deductions) as compared with 515,187 leagues in the previous year, which is an increase of 88,445 leagues, due to increased services in Brazil and China, between Marseilles and London, &c. The steamers of the Company, taking them altogether, have attained an *average* speed of 10·15 knots.

As regards traffic statistics, 121,312 passengers were conveyed on all the lines in the year ; 3,472,000 packages of merchandise, representing a weight of 285,257 tons, specie, &c., f.197,682,618, which figures show an increase of 9½, 18, and 19½ per cent. under the respective heads over those of the preceding year. The commercial result of the year exceeds that of 1872 by a little more than 13 per cent., or taking the different services, 13¾ per cent. in the Mediterranean, 4½ per cent. in India and China, and 34 per cent. on the Atlantic, where a second line has been added to the Brazil and La Plata service, 4 per cent. per league has been gained by the conveyance of passengers on the Indo-China lines, and 6½ per cent. in the Mediterranean. The directors promise to complete as soon as possible vessels more and more suited to the traffic, large steamers in fact of the *Senegal* type, which has been favourably received by passengers and the mercantile world.

Déspenses d' exploitation.—Owing chiefly to the high price of coal, the working expenses have increased more than 6 per cent. per league ; agency charges have remained about the same, but the Suez Canal tolls have been a serious item, amounting as they did in 1873 to f.1,707,658, which is reckoned to be an overcharge of no less than f.678,574.

The Report goes at some length into the *Litige avec la Compagnie du Canal de Suez*, into the details of which it is unnecessary for us to enter here, and the directors express a sincere hope that they may never have anything more to say about the matter to their shareholders.

Liquidation de l'Exercice, 1873.—The receipts of every nature amounted to f.52,444,758, and the expenditure (including deductions of insurance, &c.) to f.46,357,020, leaving a surplus of f.6,087,738, from which, however, f.1,026,025 have to be deducted for the interest of obligations. The nett surplus, there-

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fore, amounted to f.5,061,713, which is appropriated as follows: 5 per cent., or f.253,085, are carried to the reserve fund, f.4,800,000 are devoted to the payment of a dividend of f.40 per share, of which f.15 were paid on account in December, and the balance of f.8,627 is carried forward to the 1874 profit and loss account.

KASHGAR AND CHINA.

In the treaties into which we have just entered with Yakoob Beg, the Atalik Ghazee or Ameer of Kashgar, the independence of Kashgar is distinctly recognised, and the engagements there entered into were with the Ameer, his heirs and successors. Friendly relations have also been established between Kashgar and Russia, and Kashgar and Turkey, but Lord George Hamilton in replying to a question put by Sir Charles Dilke upon this subject, referred to a conversation that took place in 1869 between Sir Alexander Buchanan and Prince Gortchakoff, in which the latter represented the difficulty of entering into diplomatic relations with the Atalik Ghazee, in consequence of the treaties existing between Russia and China, which precluded the Emperor of Russia from fully recognising the independence of a successful insurgent against the authority of the Chinese Emperor. The commercial treaty between Kashgar of 1872 though it indicates that Russia has no hostile intentions against the Atalik Ghazee, may not therefore be sufficient to ensure for him the assistance of Russia in maintaining the independence which he won eleven years ago, and the advantage to Russia of remaining upon friendly terms with the Government of China may be sufficient to prevent her from interfering in the pending quarrel. That China will not relinquish Kashgar without a struggle is certain unless she is overawed by the assistance which the Ameer may be able to obtain from foreign sources; and what would be the result of a contest between the small army which Yakoob Beg could bring into the field, if left to himself, and the almost inexhaustible forces of China, it is not difficult to foresee. It is true that the soldiers of Yakoob Bey would probably be better disciplined and made of better stuff than the cowardly ruffians, commanded by treacherous and venal mandarins, who form the Chinese Army, and that man for man they would be infinitely superior, but the hordes of China would be able by mere force of numbers entirely to swamp the army of the Ameer. The Kashgarians, moreover, would be fighting for their independence, in fact for their actual political existence, and to wipe out the stain and avenge the dishonour of their conquest in 1756 by the Chinese. They might therefore be expected to sell themselves as dearly as possible; on the other hand, the Chinese Government, as the Russian Professor Vassilieff points out in an article communicated to the *Times* a few days ago, has the greatest possible interest in recovering its lost province. "What obstacles," the professor says, will daunt Chinese vanity? Neither time nor expense nor distance can check it. Even though Turkestan brought no profit to the Imperial Treasury, what right had it to secede, and reject the advantages of Celestial rule? But the Chinese are revengeful as well as vain when conscious of their strength. The legions will pour forth. Let us assume that at the first encounter they will be routed; what does that matter? China will never want for troops, let there be only no refusal to take volunteers." Chinese vanity and Chinese revenge and rapacity are known to be insatiable, and actuated by these there can be little doubt that no expenditure of life will be considered too great to effect the restoration of the revolted province. The Chinese Government has, moreover, as the professor notices, shown recently a disposition to improve her army, and to adopt the inventions of modern military science. Her soldiers have been, and would be again, in the event of war, drilled and disciplined by European or American officers, and be supplied with European arms, and the reconquest of Eastern Turkestan would undoubtedly be effected.

CONSULAR JURISDICTION AND THE SUEZ CANAL.

Mr. Baillie Cochrane (says *The Times*) has called the attention of the House of Commons to "the difficulties which arise from the Consular Jurisdiction in Egypt, more especially as it affects our relations with the Suez Canal Company." On this a strange, confused debate ensued, the question of Consular Jurisdiction being mixed up with the question of the Suez Canal. Both are of the utmost importance, but they have not much to do with each other; for, whatever may become of the "capitulations," it is certain that the Canal, from its international character and the magnitude of the interests involved, must always be managed diplomatically. The subject of the Consular Jurisdiction in Egypt and throughout the Turkish Empire may be considered without reference to this undertaking. Its importance increases yearly as European genius and enterprise, and, it may be added, European rascality pour into the East. In great cities like Constantinople and Alexandria, veritable Babels of diverse nationality, there is no confidence in the administration of the law, civil or criminal. No man who does business can tell into what obscure Court, and before what questionable personage, he may not be dragged. The debtor or the wrongdoer will take refuge in the Court of his Consul, who is, perhaps, his own friend. In any case, the Consul has a natural feeling in favour of his countrymen, and this is sometimes displayed with effrontery, as if to be a partisan were the best proof of being a patriot. The reply of Mr. Bourke to Mr. Cochrane gives hope that the good sense of the European Powers will allow a more just and useful system to be instituted. What was proposed, and what, in one form or another, is likely to be finally accepted, is a mixed Tribunal, in which European and Egyptian Judges shall sit administering justice on principles which will satisfy the European Governments, and having jurisdiction over the whole body of European residents. An International Commission sat at Constantinople, and its recommendations were accepted by this country, but rejected in part by France. The French Government presented a scheme which was also accepted by England. The German war put an end to the negotiations for a time. Last year a Conference was held at Constantinople, when the Viceroy and the Representatives of the various Powers assented to the scheme of France. Since that time France has raised another difficulty of detail, but the Queen's Government hopes that this may be overcome, and the system receive the general assent of the European nations.

The *Hour* says that it has been made manifest that the question of the Suez Canal is one which it is impossible to regard as settled, and which it will not be practicable always to shelve. The fact that it is not even settled what should be done in time of war—for no arrangements have been made for the neutralisation of the Canal—is enough to prove the necessity for some international agreement being come to on the matter. To this subject Her Majesty's Ministers are doubtless giving their attention, and they will ere long be prepared with a distinct policy under which the international character of the Canal will be ensured. In the meantime the suggestion thrown out by the member for Hythe that England might secure influence in the management of the Canal by providing capital to widen and render it permanent, deserves at least to be taken into serious consideration. There is no doubt that at present the Canal is not so secure as a highway from the West to the East as it might be easily made. By widening and deepening it it would be possible to avoid the danger, which is by no means fictitious or trivial, of the Canal ceasing to be available for its present purposes. There are other matters—as we have seen—which ought also to be discussed; and the whole position of the Canal, its management in the future, the means to be taken to ensure its permanence, the judicial instrumentality for settling disputes, and the neutralisation of the Canal in time of war, are all points which must be taken into careful consideration.

The *Standard* says the Canal, our Government has always contended, belongs to an Egyptian company—the Khedive himself representing nearly two-thirds of the shares. As a body the company is subject at present to the Egyptian laws, whatever may be the nationality of the managing director, or of the principal shareholders. Such being the case, we might suppose that the French Government would be no less desirous than our own to come into the arrangement which has been proposed—an arrangement which clears up all doubts as to the jurisdiction in mixed cases, and which is certainly as fair for one Power as for another, supposing them all to be equally disinterested. This question is getting every day of greater importance, and presses for a solution. The Suez Canal is an anomaly, which may any day become dangerous. Its epicene character, half public half private; its double purposes, part commercial, part political; its combination of the trading speculation with territorial dominion, render its continued existence, undefined and unrestricted, a very serious menace to the peace of Europe.

Literature.

In the *Oriental* for June there appears, under the head of "Unrequited Service," a paper on the discovery of tea in Assam some forty years since by Lieutenant (now a retired Colonel) Charlton, of the Bengal Army. The writer complains that beyond receiving the gold medal of the Agricultural Society of Bengal, Colonel Charlton has gained nothing by the discovery. In a paper entitled "China" the writer displays an interest in China and Chinese matters amounting almost to enthusiasm. He evidently is not of opinion that his countrymen share his views on the subject, for he writes, "Not only are Chinese affairs completely unknown to the general body of Englishmen, but the few who know anything on the subject vary decidedly in the feelings they entertain towards the inhabitants of the Central Land." The writer thinks that there is a wonderful unanimity of feeling, however, among Englishmen upon one point, that is in the consideration of the natives of China as a distinctly inferior race to themselves, and whom a kind Providence has created, multiplied, and preserved for the special advantage of British commerce and industry. The progress made by the Chinese is pointed out in this paper, and if it were not that for every word of praise the writer can bestow upon the Chinese an equal amount of dirt is thrown upon the Western intruder who has thrust his ideas upon the Celestial in an obtrusive and impertinent manner, the paper might be read with greater interest.

The *Gentleman's Magazine* for July completes the first volume of an entirely new series, and the contents are very interesting. Mr. Francillon's "Olympia" is continued, together with the "Water-side Sketches" and "Men and Manners in Parliament." This latter paper is very readable, dealing as it does with the peculiarities of members of the House of Commons. A further instalment of a "Rambling Story," by Mary Cowden Clarke, is also given, and Mr. Blanchard Jerrold contributes a chapter on the late Mr. Van de Weyer.

Mr. Frederic Marshall, in an article in the *Fortnightly Review*, entitled "Justice Abroad," describes the manner in which ex-territorial privileges and Consular jurisdiction were first obtained from Turkey in the sixteenth century, and proceeds to say that:—

Analogous conditions have been successively extracted by various means from Persia, Muscat, Siam, and Japan. In all these countries English subjects are now amenable to their Consul only as regards disputes between themselves, and to the tribunals of the nationality of the defendant in disputes between Englishmen and natives. In China we go further still, and refer all cases in which our countrymen are interested, either with each other or with Chinese, to our Consuls, who "if they cannot arrange them amicably, shall request the assistance of the

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local authorities and decide equitably." In the same way and at the same time we have everywhere obtained that our goods shall be imported into all these countries at duties of either three or five per cent.

He then depicts the case of the Japan treaty under the designation of Gobi:—

The Government of the Gobi Desert wishes to present some observations to the Government of England with reference to the treaty which at present binds them to each other.

At the time when that treaty was first agreed the inhabitants of Gobi knew absolutely nothing of European habits, laws, or principles, and the only arms they had were bows and arrows. They were as weak as they were ignorant. This being their condition, a British war-ship sailed up their great river one day, fifty years ago, and its captain said, "I have come to make a treaty." The Gobi Government of that period replied, with natural indignation, "We don't want a treaty; we don't know you: and if you don't go away immediately down the river, we shall send out warriors in a canoe to destroy you." Thereupon, as history relates, the captain shot at the peaceful inhabitants of Gobi city, killed twenty-nine of them, and set fire to the palace of the king. The arguments thus employed did not permit either resistance or discussion; the Government of Gobi consented to make a treaty; but as it had no idea what a treaty was, or what ought to be put into it, the Government accepted, with its eyes shut, the form of treaty which the captain was pleased to indicate. Then the captain went away again, carrying his treaty with him. We burnt the people he had killed, and we rebuilt the palace he had burnt.

A year afterward another ship appeared. The captain landed, and with him came an Englishman, who said he was the Consul, and that he had come to judge disputes between our subjects and his countrymen. We did not understand him, but he told us it was in the treaty, so we did not say anything for fear of cannon.

Then more Englishmen began to come to Gobi, bringing with them opium and brandy; our people bought these things from them, and became, in consequence, very wicked. So the Government told the Consul that it would not allow any more such things to be brought to Gobi, because they did damage to our people; but the Consul laughed, and said, "It is in the treaty." The Government looked again at the treaty (which it had never comprehended), and a saw a clause in it which gave Englishmen the right to bring into Gobi and to sell all manner of goods, on condition of paying to the Government three per cent. Directly the Government understood this it complained to the Consul, who laughed again with much contempt, and said, "It is in the treaty." At last the Government got very angry, and told the Consul it would break so abominable and unjust a treaty, but the Consul laughed once more, very contemptuously indeed; pointed to the ship, and said "Bombardment."

So the Government discovered that Gobi had become a sort of property of this Consul, and it was very much annoyed and felt ashamed. But, as the treaty was only made for twenty years, the Government decided to wait in patience, and to avoid being shelled, with the design of putting an end to the horrible treaty as soon as the twenty years expired. When that time came the Government told the Consul (it was not always the same Consul, but all the holders of the post were alike) that the treaty was finished, and that he could go away. History tells us that the Consul laughed more violently than ever, and that he exclaimed to our Minister of Foreign Affairs (he had obliged us to create a functionary of that name), "Treaty finished! Treaties never finish. A treaty once made goes on for ever. Besides, the clause you speak of says only that the treaty shall be *revised*. I am quite ready to revise it." Our Government looked at the treaty once more, found out that this was true, and said, with a deep groan, "Well, if we can't put an end to it, let us revise it; so strike out those two clauses about Consular jurisdiction and the right of importing everything at a duty of three per cent." Thereat the Consul laughed so much that we hoped he would be suffocated, but he came round again, and answered, "Poor foolish people, revision gives no rights to *you*, it only gives rights to *us*; the reason being that we have ships and that you have not." So we had to sign another treaty, confirming all the old conditions and adding many new ones. After this the English became singularly insolent and brutal; they all treated us as if we were despicable and contemptible; the newspapers they published in our country were full of abuse of us in very vulgar language; but the jurisdiction clause did not permit us to interfere, and when we spoke about it to the Consul he said that it was "all right."

After a time there arose in Gobi a desire for instruction; we opened schools; we learned to read English books; we sent young Gobians abroad to study European teaching, and, by degrees, we found out many things of which we had not suspected the existence. Profiting by this first insight into knowledge, we imitated Europe, and silently, without telling anybody, we instituted a Commission to examine into the nature of the relations between European States. That Commission went to Paris and to London, and to many other places, under pretence of buying brandy (for the Consul was so hard on us that we did not dare to let him know what we were about), and, two months ago, it presented its report to the Government of Gobi.

Thus far we have spoken here historically, as slaves of the English treaty; now we are going to speak morally, as becomes a free and independent nation.

When first you sought us out you found us powerless and ignorant; we understood absolutely nothing of the demands which you addressed to us; we possessed neither ships nor forts, nor troops nor guns; we were as unable to appreciate the conditions which you called upon us to admit as we were incapable of resisting them by arms. Blindly and impotently we accepted them; in our weakness and inexperience we could but yield; you obtained our signature to stipulations of which we in no way comprehended the injustice, the gravity, or the consequences. We submitted to the dictation of superior strength and superior knowledge; we allowed you to impose on us a customs' tariff for your goods, and to deprive us of all jurisdiction over your citizens within our territory.

For many years we continued to remain ignorant of the true signification of these events. So long as we were isolated from the world, so long as we had no opportunity of examining not only the material causes of the prosperity of states, but, still more, the motives and the objects which guide their policy, it was natural that we should rest silent under engagements which, though we suspected them to be monstrously unjust, we were unable to measure by the standard which you yourselves apply.

Now, however, our position has become different.

We have learned that absolute independence of interior action, and absolute equality of exterior relationship are rights which are claimed by and accorded to every State in Europe and America, however small its population, however limited its influence, and whatever be its form of Government. We have thus acquired the proof that the sentiment of universal justice exists, and is applied everywhere without hesitation and without discussion.

It has become evident to this Government that the one object of Great Britain in forcing it to accept this treaty has simply been to render trade more advantageous for English citizens. In other and clearer words, we have been constrained to adopt international obligations which every Christian people would reject with anger and disdain, to assume a position of absolute inferiority, to abandon our sovereign right of equality and independence, in order that a certain number of your traders may make a larger profit out of their transactions with our people. Reduced to its reality, defined in its true sense, this is what our treaty means.

And you tell us that, as we have once signed this treaty, it must go on for ever. You inform us that a signature extorted from our ignorance and our fear is to bind us as long as our two nations last. You point to Turkey as a precedent, and you assert that the "principles" of Consular Jurisdiction and cheap tariffs are admitted by all Eastern countries, and that we must bear our fate like all the others.

We might have gone on bearing it in silence, as we have done for fifty years, if, amongst the information which we have recently acquired, there were not one more fact which we have not mentioned yet. We have discovered that there is in Europe a force more powerful than gunboats, of which Ministers and Governments have to take account, which influences emperors and kings, before which even Consuls tremble. That force is public opinion, and we place ourselves in its succouring hand.

We claim to fix our tariffs without dictation from abroad; we claim to judge the crimes committed by foreigners in our territory; we claim the power of punishing Englishmen who insult us, and we entreat public opinion to grant these claims. If England thinks that our laws are too barbarous to be applied to English subjects, we shall presume to ask, modestly and gently, that Englishmen will be pleased to stay away from us until we have civilised ourselves sufficiently to be worthy of their contact. In the name of the pride which we now know that nations cherish, do not let Europeans ill treat us and make money out of us both at once.

For these motives we declare—not to a Consul whom we fear and hate, but to the entire British nation—that we will not renew our present treaty, and that if England sends a fleet to frighten us into submission we will accept destruction rather than injustice.

What should we reply to a proclamation such as this? Should we go to war upon it? Should we send a fleet to Gobi to force it to renew engagements of which the whole history is a shame? Or should we wake up to a sense of the ill that we have done, own that the Government of Gobi is right, and that we are wrong, and declare that we will have no more of this?

The July part of *All the Year Round* contains a paper entitled "Chinese Shops and Shop-signs," which gives more information on that subject than we remember to have seen brought together in so brief a space. The article appears to be, in some measure, a compilation, but the writer has been careful to put forward nothing but what can be corroborated by any one who is at all familiar with the interiors of Chinese cities, and his remarks about Peking kite shops will probably be new to many people. The system of shop-signs and sign-boards is clearly explained, and some quaint examples are given of the peculiarities of the Celestials in this respect.

Mr. Duffield Jones, formerly of the China Consular Service, contributes "Notes about Tea" in the current number of *Good Words*. His main object, he tells us, is "to offer some explanatory remarks with regard to the names by which some of the principal varieties of the leaf are known among the Chinese." He also glances "briefly at a few incidental matters appertaining to the tea-trade," and amongst other things he says a few words on the subject of home adulteration. Considering that Mr. Jones' article must have been in type when Mr. James Barringer gave his evidence before the Committee of the House of Commons, to which we alluded in a leading article of our last issue, it is somewhat curious to notice a coincidence between his remarks and that gentleman's revelations. Mr. Jones further tells us that a friend of his once saw a notable lot of "green tea from Canton without any tea-leaves in it at all, the precious importation being entirely made of some other leaf. This *tea* is said to have been made in Macao, and was sold in London and shipped to the Continent."

Sir Samuel Baker contributes a valuable paper on "Slavery and the Slave Trade" to the July number of *Macmillan's*. There is also a notice of Mr. Holman Hunt's "Shadow of Death," and a paper on Jules Michelet in the current number, in addition to the Irish story "Castle Daly." Dean Stanley's addresses on Bunyan, and on Arnold and Rugby are likewise reproduced.

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Besides the article on "Chinese Railways," on which we have commented at some length, the last number of the *China Review* contains several papers and notes of interest and value, the most noticeable of which are a painstaking dissertation on the "Tablet of Yü," by Mr. C. T. Gardner, of the Canton Consulate, and a paper on the "Geographical Distribution of Commercial Products in Kwang-tung," by Mr. F. Hirth, Ph.D. Mr. C. F. R. Allan's translation of the "Young Prodigy" and Mr. Oxenham's "History of Hankow and Hanyang" are concluded in this number. We notice, with pleasure, the industry of Consular officers in supporting this magazine with valuable contributions; they cannot turn their spare time to better account.

The July number of the *Cornhill* contains a paper entitled "Leih-tsze," by the Rev. F. S. Turner, which we fear will not prove so attractive as it deserves, to the general run of magazine readers. The commencement of his article is written in a style which is, to use an Americanism, rather "played out," and we are much surprised to find him speaking of the Yellow River as the Hoang-ho. We fancy that few Sinologues nowadays would think of writing the name thus. Leih-tsze, we find, lived in the feudal age of China, when the area drained by the Yellow River was divided into a hundred petty kingdoms, dukedoms and baronies, practically independent. Some 200 years after his death a conqueror from the west of this agglomeration of petty States welded them all into a despotic Empire. Wishing to obliterate the memory of everything that could dim his own glory, "he resolved to commit to the flames every memorial of the past, in order that the history of humanity might begin with his reign." This book of Leih-tsze, of which Mr. Turner writes, was one of those which escaped. We fear that no great gain has resulted to the human race from this fact, for not much can be said in favour of "the naturalistic philosophy of which Leih-tsze is a representative," though it is quite true that "it can do us no harm to learn whither it led them and what it ended in."

Naval and Military.

The following appointments to the China station have been made:—Lieut. E. P. Hocker and Surgeon S. F. Hamilton to the Avon; Lieut. C. H. Herring, Engineers W. H. Croxall, J. Bolas, and W. Hair, Surgeon C. W. Magrane, and Assistant-Paymaster C. W. Penny, to the Curlew; Commander the Hon. E. S. Dawson and Lieut. A. E. M'Murdo, to the Dwarf; Commander R. H. Harris to the Elk; Assistant-Engineer R. G. Wilby (for disposal), and Surgeons M. Greavy (for service at sick-quarters at Yokohama), and N. F. Fitzmaurice (for disposal) to the Iron Duke; Lieut. A. H. O. P. Lowe, Engineers C. M. Johnson and M. G. Moore, Assistant-Engineer J. Fraser, Surgeon A. W. Flood, and Assistant-Paymaster T. S. Harrison to the Thistle; and Dr. W. J. Rankin to the Naval Hospital, Hong Kong.

Captain C. W. Lloyd, of the 16th Regiment, brigade-major in the Straits Settlements, will probably be shortly relieved.

The Victor Emmanuel, which is to take the place of the Princess Charlotte as depôt ship at Hong Kong, Captain George H. Parkin, steamed out of Portsmouth harbour to Spithead on the 5th inst., and, after being swung under steam to ascertain the deviation of her compass, sailed for Hong Kong with orders to call in at Plymouth Sound on her way down Channel. The following naval and military officers and troops embarked at Portsmouth:—

Commander Hon. E. S. Dawson, to join Her Majesty's ship Thistle; Commander Robert H. Harris, the Elk; Lieut. E. P. Hocker, the Avon; Lieut. A. H. O. P. Lowe, the Thistle; Lieut. C. H. Herring, the Curlew; Lieut. Aston E. H. M'Murdo, the Dwarf; Assistant-Paymaster Harrison, the Thistle; Assistant-Paymaster Penney, the Curlew; Navigating Sub-Lieut. Barnard, the Curlew; Surg. W. Magrane, the Curlew; Surg. S. F. Hamilton, the Avon; Surg. W. F. Rankin, Hong Kong Naval Hospital; Surg. M. U. Greany, Yokohama Hospital; Engineers W. H. Coxall and W. Hair, the Iron Duke; Engineer C. Johnson, the Thistle; Engineers J. Bolas and E. Norrington, the Curlew; Engineer M. G. Moore, the Thistle; Engineer Hughes, the Iron Duke; Engineer Welby, the Curlew; Engineer Fraser, the Thistle; Gunner Wingate, the Curlew; Gunner Kilby, the Dwarf; Boatswain Allen, the Iron Duke. For passage to Singapore.—1st Battalion, 10th Infantry, Capt. W. Whitla, Lieuts. Lang and Elliott, eighty-nine non-commissioned officers and men, with six women and fourteen children. For passage to Hong Kong.—Capt. Ellaby, Royal Artillery; Lieutenant Johnson, 80th Regiment, ninety-two non-commissioned officers and men, two women, and two children; Army Hospital Corps, Surgeon Alexander and Mrs. Alexander, ten men, with one woman and one child. For passage to Singaapore.—Army Hospital Corps, nine men, one woman, and one child. Supernumeraries, seamen, Marine Artillery, and Marine Light Infantry, to join Her Majesty's ships on the station, about 600.

The manufacture of the 80-ton gun which is now going on at the Royal Gun Factories, Woolwich, excites considerable interest, the gun being more than twice the size of any one at present in existence. The steel block from which the inner tube or lining is to be made is believed to be the largest piece of steel ever produced. It is twenty-five feet in length and twenty-five inches in diameter at the thickest end, but is tapered off towards the muzzle, where the strain of the explosion becomes less. It weighs about twelve tons. The trunnion-piece, which weighs eighteen tons, has also been manufactured and is the largest largest forging ever produced at the Arsenal.

The following officers, whose last period of service was in China, have received appointments as under:—Captain J. H. E. Baird, (in the Juno from 1870 to 1873) to the Swiftsure, 14 guns, 800-horse power, Mediterranean; Sub-Lieutenant H. J. Jeffreys (in the Iron Duke from 1872 to 1873) to the Sultan, 12 guns, 1,200-horse power, Channel Squadron; Navigating-Lieutenant J. A. Jones (in the Ringdove from 1867 to 1873) to the Donegal, 30 guns, 800-horse power, Portsmouth; and Mr. G. Davenport, second-class boatswain (in the Juno from 1871 to 1873) to the Royal Adelaide, flagship, Devonport.

During the year ending 31st December, 1872, there were held, at home and abroad, 14,290 courts-martial; viz., 99 general, 7,532 garrison and district, and 6,659 regimental and detachment, being in the proportion of 78 courts-martial per 1,000 effectives. The actual proportion per 1,000 of men tried was less, as some were arraigned twice to four times each. The number of men tried was only 12,024. Two courts-martial were quashed, and the sentences of six others were not confirmed.

An order has been received at the Government dockyards from the Admiralty stating that at the election of members of Parliament for dockyard boroughs all the registered electors employed in the dockyards are to be granted a half-holiday on the day of polling without their pay being deducted. Electors belonging to the dockyard who have county votes are also to be granted a half-holiday on the day of polling without loss of pay.

The Imperial German screw corvette Gazelle, 8, Baron Von Schleinis commander, from Kiel, arrived in Plymouth Sound on the 28th ult. She is bound for Madeira and the Indian Ocean, to observe the transit of Venus. She will take in a supply of coal, and leave in a few days for her destination.

Captain John K. E. Baird, late in command of H.M.S. Juno, on the China station, has been appointed to H.M.S. Swiftsure in the Mediterranean, vice the Hon. William J. Ward.

The command of the 9th Lancers has become vacant by the retirement, on half-pay, of Colonel Fiennes.

THE HEALTH OF THE CHINA FLEET.

The annual report on the health of the navy—a massive Blue-book—has just been published. We give a summary of the report relating to the China station:—

The squadron comprised 22 vessels, and there was a marine detachment in Japan. The returns are incomplete, but the force reported on is estimated at 2,950. The total number of cases entered on the sick-list was 4,743. Seventeen proved fatal, and 126 were invalided—a reduction in both. In the febrile group of general diseases 368 cases appear. On the whole, however, the squadron was very healthy, its death-rate being the lowest on record. A single case of small-poxoccurred in the person of an officer of the Iron Duke, flagship, at Hong Kong. Five cases of dengue occurred in the Elk, three among officers, and two among men. The disease appeared in the form of an epidemic at Amoy, and three out of the five cases were contracted there. The fourth case was contracted in Takow, Formosa, and a large number of the Chinese were affected by it. The fifth patient was also believed to have taken the disease in Formosa. There was a single case of enteric fever in the marine detachment in Japan. The cases of simple continued fever numbered 217, of which one proved fatal, that of a marine on board the Zebra. The ships in which the largest number of cases occurred were the Barrosa (88), the Princess Charlotte (22), and the Ringdove (19). The outbreak on board the Barrosa was while the ship was in dock at Aberdeen; and the surgeon (Mr. W. Anderson) says, "I have no doubt whatever that this outbreak was mainly attributable to exposure to the intense heat of the sun, whether on shore or under the awning on board, and to the heat and insufficient ventilation caused by the overcrowding of the crew on board during the time the ship was in dock in a vitiated atmosphere; and I would strongly urge that in future when it may become necessary to dock a ship at Aberdeen during the summer months, the crew should be transferred to a hulk, and that only those whose presence is absolutely necessary for the safety of the ship should be left on board." The cases in the Ringdove occurred at Shanghai and Hong Kong, and were due in different cases to exposure, fatigue, errors in diet, atmospheric vicissitudes, and similar common causes. There were sixty-six cases of ague and seventy-seven of remittent fever under treatment in the squadron during the year. The ships in which they prevailed most were the Barrosa, the Cadmus, the Juno, and the Zebra. Many of the cases on board the latter were contracted on the coast of Borneo, where the men were exposed to malarious influences while away on duty in boats. In the constitutional group of general diseases there were 659 cases. Those of rheumatism numbered 197. There were 145 cases of various forms of diseases of the nervous system, one of which proved fatal. Eighteen cases of sunstroke were under treatment, and two (from the Thistle contracted at Hankow) were invalided. A case of heat apoplexy—that of a boy of the Cadmus at Shanghai—proved fatal. In connection with this case, the surgeon (Mr. J. E. Dyas) remarks:—"With hardly an exception the deaths from heat apoplexy in Shanghai might with more correctness be classified as deaths from drink poison. I here use the term 'drink poisoning' instead of alcoholism, for the simple reason that alcohol is the least hurtful ingredient in the liquor sold in the grog-shops which crowd the disreputable quarters of these settlements. Gin can be bought at various places in Hongkew for $2 per dozen, bottles included. In the deadly mixture of sulphuric acid, kerosene oil, and bang, which can be sold for this price, alcohol must count for very little. I am told that Hongkew gin is an excellent blister for horses." Of diseases of the circulatory system there were 36 cases, and 1 of organic disease of the heart proved fatal. It occurred in the person of a seaman of the Zebra. The cases of disease of the res-

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piratory system numbered 410, and of the digestive system 945, 4 proving fatal. Three cases of dysentery, and 18 of diarrhœa occurred on board the Hornet while at Saigon. The assistant-surgeon (Dr. W. H. Colahan) attributed them to chills. "Water," he says, "very frequently gets credit for being the vehicle by which the dysenteric poison gains admission to the system. In our case, however, it cannot be set down to this cause, for nothing but condensed water was used whilst at Saigon, and for some considerable time previously, and our men had not been on leave, so that it seems reasonable to infer that its channel of introduction to the system was the respiratory surface." There were 102 cases of diarrhœa in the Iron Duke, most of them occurring in Japan, and especially at Yokohama. The staff-surgeon does not think the disease was attributable to the water. "I have examined (he says) that of Hong Kong, Nagasaki, and Yokohama; there is not a shade of impurity in any of them, at least nothing that permanganate of potash will show. Nagasaki and Yokohama showed rather an unusual quantity of the chlorides, ten grains at least to the gallon, which might be owing to carelessness in bringing it off, or soakage through the floating tank. The inhabitants of Nagasaki speak very highly of the water there. At Yokohama I was told, on shore, that the water is slightly brackish. Diarrhœa is not very prevalent at either place. All the waters are beautifully clear and transparent." Of diseases of the urinary, &c., system there were 321 cases; of the organs of locomotion, 10; of the cellular tissue and cutaneous system, 1,032; of unclassed diseases 72. Six cases of delirium tremens occurred in the squadron, viz., two in the persons of officers, two in petty officers, one in a non-commissioned officer of marines, and one in a seaman. A case of lead poisoning occurred in the person of the painter of the Juno. In the Salamis, six men of a mess partook of some small fruit received on board at Tasman Bay. They were all attacked by symptoms of poisoning, and, without applying to the medical officer, each took a mustard emetic, which relieved them all immediately, with the exception of one man, a stoker, who took a large dose of mustard without taking a sufficient quantity of warm water. He ultimately recovered. There were 650 cases of wounds and injuries of various kinds, twenty-eight of burns and scalds, and four of submersion and drowning; and of these, five of wounds and injuries were invalided, and four of wounds and injuries, and all the cases of submersion and drowning, proved fatal. Of the fatal injuries, one was a wound of the abdomen, caused by the bursting of a gun-barrel; two men sustained fatal fractures and internal injuries by falling from aloft; and one man from a similar cause sustained fatal fracture of the skull. One man was drowned by falling off a pontoon, one by falling over a brow, one by falling through ice, while employed at Tientsin breaking the ice clear of the ship, and one man was found drowned.

In the course of the report, the surgeons point out the disastrous effect which the temporary suppression of surveillance and the closing of the Lock Hospital at Yokohama have had on the crews of the ships on the station. During the twelve months no less than 337 cases of contagious disease were under treatment; and the vessels which suffered the most were the Barrosa, the Iron Duke, and the Juno. The Marine detachment also suffered severely. The surgeon of the Barrosa says:—"The increase in the number of cases contracted at Yokohama is mainly attributable to the fact that the prostitutes of the Yoshiwara (the place where the registered prostitutes were domesticated), 'who had hitherto been the slaves of the brothel keepers,' were granted their freedom by the Japanese Government; and being free, they one and all left the place. Even those who were under treatment in the hospital were allowed to go, while still suffering from disease. Many of these have since voluntarily returned, and a new establishment is being erected for their reception, where it is expected that all the arrangements will be on a more satisfactory footing than hitherto. It was during the break-up of the Yoshiwara, however, that our men were granted general leave; and all the cases which occurred at that time were contracted in public-houses kept by Europeans and Americans in the foreign settlement, where diseased women were allowed to resort for the purpose of prostitution. These irregularities were represented to our Consul, but as the owners of the houses were not British subjects, little could be done to put a stop to them."

NEW SEASON'S TEAS.

The departures to note are the steamers *Sirius* and *Crocus* from Foochow on the 26th and 28th June. The *Glenartney*, *Agamemnon*, and *Glenfalloch*, from Hankow, passed through the Suez Canal on the 2nd, 3rd, and 4th inst. The following is a list of the cargoes afloat.

Woosung Dates.	Name.	From	Cargo—lbs
May 30	*Agamemnon (str.)	Hankow	2,690,000
„ 31	*Glenartney (str.)	„	2,250,000
June 2	*Glenfalloch (str.)	„	2,330,000
„ 2	Hong Kong (str.)	„	2,130,000
„ 6	Cawdor Castle (str.)	„	2,200,000
„ 11	Gordon Castle (str.)	„	2,200,000
„ 16	Cutty Sark	„	1,300,000
„ 26	Japan (str.)	„	—
May 31	Nizam (str.)	Shanghai	1,200,000
June 14	Zambezi (str.)	„	1,450,000
„ 14	Glenearn (str.)	„	2,200,000
„ 15	Braemar Castle (str.)	Foochow	2,200,000
„ 19	Mongol (str.)	„	2,300,000
„ 19	Glaucus (str.)	„	1,400,000
„ 26	Sirius (str.)	„	—
„ 28	Crocus (str.)	„	—

* These steamers have passed through the Suez Canal.

LATEST TELEGRAMS.

THE WAR IN ATCHIN.

THE HAGUE, JUNE 30.—The Government has received the following despatch, dated Buitenzorg, June 29:—"Numerous bodies of natives of Pedir fired on all our military posts on the 20th inst., but without effect. The enemy had entrenched himself on the right bank of the Atchin river, but on the following day he was driven out of his forts with considerable loss. We had twenty-nine wounded."

MARKET AND SHIPPING REPORT.—CHINA.

SHANGHAI, JULY 4.—Grey Shirtings, 8¼ lbs. (Dewhurst's Eagle Chop), Tsl. 1.9.4. Exchange on London: Bank bills, six m.s., 5s. 10⅛d. Arrivals: Bengal (str.), Condor, Lauderdale.

HONG KONG, JULY 3.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.45; Cotton Yarn 16-24, $115; Cotton, fair medium Bengal, $13. Exchange on London: Bank bills, six m.s., 4s. 3⅛d. Arrivals: Glenroy, Olympia. The Lap Tek, str., 734 tons, has been totally lost near Keelung.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 28, at Bremerhaven, from Rangoon, Maria Rickmers; July —, at London, from Manila, Omba; 3, at Falmouth, from Rangoon, Tynemouth Castle (str.); at the Clyde, from Samarang, Margarita; June 30, at Copenhagen Roads, from Batavia, Signe; —, at Boston, from Singapore, Argo; July 4, at Falmouth, from Bassein, Jupiter; 3, from Saigon, Aline; 1, at Hamburg, from Saigon, Hansa; at Bremerhaven, from Rangoon, Eliza Kenney; 2, at Marseilles, from Bangkok, Louise Margueriete.

DEPARTURES.—July 1, from Cardiff, for Galle, St. Pierre; 2, from Cardiff, for Singapore, Guiseppina N.; from Swansea, for Yokohama, Caspar; 1, from Hamburg, for Hiogo, La Plata.

SPOKEN.—R. D. M. H. (Iris, barque, of Hamburg), Cardiff to Singapore, May 9, 4 S., 32 W.; Anna Dorothea, Hong Kong to New York, May 30, 24 S., 2 E.; Oleander, Colombo to London, 24 S., 4 E.; Carl Ritter (German barque), Saigon to Falmouth, 35 S., 19 E.; Cheviot, Penang to London, June 9, 17 S., 4 W.; Queen, Batavia to Channel, June 9, 19 S., 3 W.; Anton Gunther (German barque), Saigon to Falmouth, May 15, 35 S., 28 E.; Cresswell, Colombo to London, May 24, 33 S., 14 E.; Araby Maid, Japan to Falmouth, June 12, off St. Helena; Dordrecht II., Rotterdam to Batavia, June 29, in Soundings; Yedo, Rotterdam to Sourabaya, June 29, in Soundings.

PASSED SUEZ CANAL.—July 3, Galley of Lorne, London to China; Princess Amalia, Rotterdam to Java; Dahlia, Java to Rotterdam.

Parliament.

HOUSE OF COMMONS.

THE SIAMESE-INDIAN TREATY.

(June 30th.) Sir G. BALFOUR asked the Under-Secretary of State for Foreign Affairs whether the Treaty lately concluded between the Government of India and the King of Siam had been communicated to the Foreign-office; and if so, then whether any and what Consular officers were to be appointed to carry out the Treaty. The hon. member also asked the Under-Secretary of State for India whether the Treaty, as published in the *London and China Telegraph*, of the 23rd of June, was authentic, and if so, whether any modifications could still be made in the Treaty before its final ratification; and when a copy of the Treaty would be laid before Parliament.—Lord G. HAMILTON informed Sir G. Balfour that the Treaty, as published in the *London and China Telegraph*, was authentic; that the Treaty had been ratified, and, therefore, it was impossible to modify it. He would produce the Treaty if it were moved for.—Mr. BOURKE said the duty of seeing the provisions of the Treaty carried out would be performed by Mr. Knox, our Consul at Bangkok.

THE WOOSUNG BAR.

(July 2nd.) Mr. R. REID asked the Under Secretary of State for Foreign Affairs if his attention had been called to a telegram which appeared last week, stating that the Chinese Foreign-office had finally declined to undertake the operation of dredging the Woosung Bar; and if he would inform the House what was the latest intelligence received at the Foreign-office on the subject, and what further steps Mr. Wade had taken to induce the Chinese Government to attend to the matter.—Mr. BOURKE stated that the latest intelligence received at the Foreign-office on this subject was dated June 11, and it was not satisfactory. At the same time the Government had no reason to believe that the Chinese Government had refused to improve the bar of the Woosung River. Under these circumstances, and as the correspondence was still going on, it had not been necessary for the Government to decide on the future steps they should take.

In the House of Commons to-night the following questions will be asked:—

Mr. B. Denison.—To ask questions relative to the war between the Dutch and the Sultan of Atchin.

Address for Copy of Report as to capture of the German vessels *Marie Louise* and *Gazelle*, &c.

Address for Copy of the Correspondence as to Chinese cruisers who intercept trading vessels to and from Hong Kong.

Mr. Bates.—To ask Mr. Reed a question relative to a statement made by him with regard to a vessel about to sail for China.

Lord Stanley of Alderley will to-night bring forward the subject of the government of the Straits Settlements.

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Miscellaneous.

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DEPARTURE OF THE REV. C. P. SCOTT FOR CHINA.

On the evening of St. Peter's Day a special character was given to the Second Evensong at St. Peter's, Eaton-square, to adapt it to the occasion of the departure of the Rev. C. P. Scott, who has been working in the parish as curate for more than three years, as a Missionary to China. At the commencement of the service a procession, consisting of the full choir and seven or eight clergymen, with Mr. Scott and the Vicar, entered the church singing the well-known hymn, "From Greenland's icy mountains." All of the large congregation present felt the beauty and fitness of the service throughout, from the General Confession to the "Lighten our darkness" before the address. The feeling was perhaps strongest in the "Lord, now lettest Thou Thy servant depart in peace," and in the Creed. The address was given by the Rev. G. H. Wilkinson, the Vicar, from the text 2 Tim. ii. 1, "Thou, therefore, my son, be strong in the grace that is in Christ Jesus."

After a few warm, cheering words, spoken in the name of the congregation, to Mr. Scott, the Vicar added, "No words of mine can possibly tell him how much we love him, rather let us show that love by silent united intercession on his behalf that God the Father, Son, and Holy Ghost, our eternal God, would pour on him the blessings that he so much needs, and for this purpose there will now be five quiet silent minutes' prayer."

After silent prayer the large congregation joined most heartily in the Missionary Hymn "Speed thy servants, Saviour speed them, &c." A few collects followed, and the final blessing was pronounced by the Vicar. The hymn "Crown Him with many Crowns," was then sung as a recessional, at the close of which a large number of the congregapassed through the vestry to take leave of Mr. Scott, the appreciation of whose ministry has been abundantly testified during the last few weeks by the number of gifts which have been made to him, including a purse of £210, presented on Monday morning.

BUDDHISM AND CHRISTIANITY.

On the 21st ult. the Bishop of Victoria in the course of a sermon preached at St. Mary's, Newington, on behalf of the Church Missionary Society, gave an interesting account of the practical effects of Bhuddism as the religion of China. His lordship said that not long ago Buddhism was spoken of in Westminster Abbey as a living religion almost on a level with Christianity. Without entering into a controversy on the subject, he said this was an entire mistake. He had paid hundreds of visits to Buddhist temples, and all he could say was that if the venerable abbey were filled with disgusting images for worship; if the dean and his clergy were to chant night and day a lot of unmeaning jargon; if all those engaged in the service of the abbey, in fact, were lazy, illiterate, sensual, opium-eating priests; if the nave and aisles and cloisters were filled twice a year with a gay throng of people to keep high holiday and make prostrations before the idols; if on such occasions there were mountebanks and so on outside the building, while the smoke of incense within was mixed with the smoke of tobacco and loud babbling was heard on every side; if such formed part of our worship, then, and not otherwise, might Bhuddism be fairly compared to Christianity. Alluding to the subject of missions, the right rev. preacher said that the missionary labourers in China were Roman Catholics, who had priests everywhere, and next Americans, Congregationalists, Presbyterians, Methodists, Baptists, whilst, he was sorry to say it, the Church of England came last of all, and was far behind in missionary enterprise in that country. The results of the united labours of all the Protestant missionaries during the last quarter of a century was about 10,000 converts. The first great obstacle to missionary enterprise in China was the intense unwillingness of the upper and governing classes to receive the teaching of foreigners or to have anything to do with them, and this applied not only to the Gospel but to things secular, such as railways, telegraphs, and anything they could introduce into their country, and they would remain for ever, if they could, shut out from all the rest of the world.

ST. ANDREW'S WATERSIDE MISSION.—The annual festival of St Andrew's Waterside Mission was held on the 29th June, the anniversary of the foundation of the Mission Church at Gravesend. A large number of clergy from the county were present, with many friends and supporters of this ever-increasing mission. The afternoon sermon was preached by the Right Rev. the Bishop of Brisbane, that in the morning by the Rev. W. T. du Bonlay, vicar of St. Mary's, West Brompton. The Very Reverend the Dean of Rochester, and the Rev. R. P. Coates, also took part in the services. The Rev. John Scarth, hon. secretary of the Mission, the Rev. Wilmot Buxton, the Rev. H. G. Lee, and the Rev. J. Matthews, who assist in the Mission work, were also present. The services were very hearty, and the great good done by this branch of the Church's work was spoken of by both preachers with thankfulness. The St. Andrew's Waterside Mission is getting a world-wide reputation, and stations are ever opening up, as the means and opportunities for helping sailors abroad occur. Within the last month upwards of 1,900 volumes of books have been received at the Mission, and the library boxes sent out nearly equal one a day, besides large quantities of books forwarded to other stations, and many Bibles, prayer-books, and magazines distributed every day. The Mission has lately received its first legacy in the shape of a library of books left to it by a lady in Yorkshire, the executors being the Rev. Dr. Vaughan, Master of the Temple, and the Rev. F. Pigou, vicar of Doncaster. The Bishop of Rochester, speaking of the Mission in his visitation charge last year, said:—While I am on the subject of Home needs and Home Missions, I am bound to mention to the promoters of such good works, as an instance of a special need, the St. Andrew's Waterside Mission. This was a mission (the word has now become a familiar word) set on foot to afford spiritual aid to emigrant and other ships leaving these shores while they yet lay in the Thames; in which are often to be found persons setting forth with little thought for any other provision than that of things needful for the body. Ten years ago the Rev. Canon Robinson, then Incumbent of Holy Trinity, Gravesend, started it. It is now carried on by one who shared his labours and has since succeeded him as Vicar of Holy Trinity—the Rev. John Scarth. Last year he distributed about one thousand pounds worth of books; more than twelve hundred volumes were, in one month, sent to him for the purpose, besides thousands of magazines and tracts. He bears witness to a great change for the better in the religious feelings of both officers and men; and has many of the former acting as lay missionaries on board ship, the Mission supplying them with books for service and for distribution." The Mission should be helped by all friends of sailors, and by all who wish to have the influence of the Church for good carried over the sea into all parts of the world.

ORDINATION OF MISSIONARIES TO CHINA.—The Free Church Presbytery of Glasgow met in Free St. Matthew's Church, for the purpose of ordaining Messrs. Gibson and Barclay as missionaries to China for the English Presbyterian Church. The ordination service in Glasgow was a deeply interesting one. Principal Fairbairn preached an able discourse from the text "They that sow in tears shall reap in joy," and after putting the usual questions, he proceeded to ordain the two young men in one act, laying a hand on the head of each. Dr. Andrew Bonar then addressed the missionaries in a singularly powerful and happy strain. He congratulated them upon the stimulus which they would have in China from the thought that if they did not preach to those with whom they came in contact no one else would. China was represented on the occasion by the Rev. George Smith, of Swatow, and the Rev. W. Macgregor, of Amoy, who made interesting statements regarding the field of the mission. The occasion was an unusually interesting one, and notwithstanding the absence at this season of many who would have been there, the large church was nearly filled, and there was a large attendance of the Presbytery. The destination of Mr. Gibson is Swatow, and that of Mr. Barclay Formosa.

DR. LEGGE AT NEW COLLEGE.—At the annual assembly in connection with the close of the session at New College, the Rev. Dr. Legge, of China, in seconding the adoption of the report, said his thoughts had been carried back thirty-seven years to the close of the session in Highbury College, one of the largest affluents which flowed into New College. Great changes had taken place all over the world since that time. It was a change—and one which, he believed, was for the better—when various colleges about London merged into this institution. He felt sure that the course of study was, on the whole, a great improvement as compared with that of thirty or forty years ago; and it would be the fault of the students if they did not go forth from New College in the future better furnished in some respects than the majority of their predecessors could possibly be.

WE hear that the Secretary of State for India in Council has at last granted the money required for building a new museum and Library upon the vacant ground opposite the India Office. The sum is said to be somewhere about £75,000. There seems to be little doubt that the Museum will be lodged at South Kensington during the erection of the new buildings.

WE understand that Colonel Gordon has sent home an application from Gondokoro, to the effect that two officers of the Royal Engineers may be sent out to join him forthwith. It is believed that Colonel Gordon hopes to be on the Great Lake about November next.

THE Secretary of the Eastern and Australian Mail Steam Company, Limited, has written to *The Times*, contradicting the telegram which had been published about the steamship *Flintshire* having been wrecked.

MR. HOARE, son of the Rev. E. Hoare, of Tunbridge Wells, has offered himself to the Church Missionary Society for missionary work, and has been accepted. Mr. Hoare will join the China Mission.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUSH—On the 29th April, at Yokohama, the wife of J. Bush, of a son.
CAREY—On the 20th May, at Union House, Colombo, Ceylon, the wife of Laurence St George Carey, of a son.
CRANE—On the 29th June, at Singapore, the wife of C. E. Crane, of a daughter.
GILFORD—On the 26th June, Lady Gilford of a daughter.
HOWARD-VYSE—On the 1st July, at Langton Hall, Malton, Yorkshire, the wife of Colonel E. Howard-Vyse, 3rd Hussars, of a son.
KENNEDY—On the 30th June, at 17, Sloane-street, the wife of Henry George Kennedy, of a daughter.
LUCAS—On the 2nd May, at Kobe, Mrs. Henry Lucas, of a son.
STRACHAN—On the 10th May, at Yokohama, the wife of W. M Strachan, of a son.
YOUNG—On the 5th July, at Hawthorn, South-road, Clapham-park, S.W., the wife of Jasper Young, of a son.

MARRIAGES.

BERENDS—MATHEW.—On the 24th Ma , at H.M.'s Legation, Petropolis, by the Rev George Preston, Axel de Berends, First Secretary of the Russian Legation, and Honorary Councillor in the Service of H.M. the Emperor of Russia, to Florence Mary Gore, second daughter of George Buckley Mathew, Esq., C.B., H.M.'s Envoy Extraordinary and Minister Plenipotentiary in Brazil.
JONES—JOYNER.—On the 30th April, at H.B.M.'s Legation, Yedo, by the Rev. W. B. Wright, M.A., Thomas Manson Rymer Jones, M.I.C.E., eldest son of Thomas Rymer Jones, F.R.S., F.R.C.S., of Westbourne-park, London, to Margaret, second daughter of Henry St. John Joyner, Northwick, Harrow.
RAMEE - BURCHAN.—On the 1st May, at Hiogo, by the Rev. A. R. Morris, of the American Episcopal Mission, Philip A. Ramee to Kittie W., daughter of the late P. Stanford Burchan, of New York.

DEATHS.

CRAIG—On the 1st July, suddenly, at Edinburgh, Charles Sommerville Craig, late of the Chartered Mercantile Bank of India.
CRETIN—On the 11th May, at Yokohama, Joseph Cretin, late M.M. steamer *M nzaleh*, a native of France, aged 18 years.
DICKINS—On the 14th May, at Yokohama, of diphtheria, Thomas Frederick, the eldest son of Frederick and Mary Dickins, aged four years and one month.
FAYERMAN—On the 2nd July, at his residence, The Limes, Ealing-grove, Edmund R. Fayerman, in his 75th year, fifty years Clerk to the Treasurers of the Society for the Propagation of the Gospel in Foreign Parts.
HENRY—On the 29th June, at his residence, 110, Westbourne-terrace, Hyde-park, Joseph Henry, Esq., formerly of Canton, in the 73rd year of his age.
LEAF—On the 3rd July, at Park-hill, Streatham, William Leaf, Esq., of Old Change, aged 83.
NORTH—On the 20th May, at Yokohama James North, formerly of the P.M.S.S. Co.'s Service, aged 43 years.

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The London & China Telegraph.

LONDON: MONDAY, JULY 6, 1874.

CONSULAR COURTS IN THE FAR EAST.

THE question of Consular Courts in Egypt brought forward in the House of Commons by Mr. BAILLIE COCHRANE, leads us to look into the jurisdiction and practice of the Consular Courts in the Far East, where the same principles prevail, though not, we are glad to say, leading to the same disgraceful results, as in Egypt. Still it does occur that the Administration of the law in some of the Consular Courts in China and Japan—if not of our own nationality—is anything but impartial or just. On the conclusion of the Treaties with China in 1841 and the opening of the ports the Consular Court was an indispensable institution. No machinery for a mixed Court then existed; but the case is very different now, after a lapse of thirty-three years. The establishment of the Supreme Court of China and Japan, and the mixed Court at Shanghai, is one step in the direction of relieving the Consuls of the responsibility of trying cases. It appears to us that the time has arrived for a reorganisation of the modes now in practice of administering law amongst the foreign communities in China and Japan. To attempt joint action with all the powers having Treaty relations with those countries would be to relegate the scheme to the official "pigeon-holes" possessed by all Consuls for shelved subjects. Opposition, especially from the smaller Consuls and powers, would be without end. We are of opinion, therefore, that Great Britain, which has been foremost in opening China and Japan to the trade of the West, should be foremost in inaugurating a scheme for the adjudication of all disputes, which would include the presence of a Chinese or Japanese colleague on the bench. We cannot shut our eyes to the fact that the communities of China and Japan now contain very different elements to those of a quarter of a century ago, and consequently the measures required for their government are of a different nature. When we view the other side of the question, viz., the trial of cases where British subjects have claims on Chinese or Japanese, we find an ample compensation for the adoption of joint-judges. The wrongs which British merchants have suffered from natives is too well known to need recounting here. In proposing that Great Britain should take the lead in the matter it is with the full conviction that the German and American Governments would be willing to give their adhesion to the scheme, and that once in operation other powers would be constrained to join. We believe that the adoption of this proposal would, to a great extent, remove the obstacles which now prevent the settlement of foreigners in other but the defined Treaty ports. It would in this way be fraught with many advantages to ourselves.

THE VIENNA EXHIBITION.

A SERIES of reports upon the principal features and exhibits of the Vienna Exhibition is now being prepared under the authority of the Royal British Commission, and will shortly be laid before Parliament. These reports are confided to eminent and well-qualified writers, and we look to them for a considerable amount of information and enlightenment. Professor ARCHER, President of the Scottish Society of Arts, reports upon pottery and porcelain, also upon glass and enamels; Sir DIGBY WYATT reports upon the building; Mr. BEVAN, on food products; Dr. W. H RUSSELL, on firearms; Mr. ANDERSON, on machinery; Colonel MICHAEL, on agricultural machinery, &c. A special feature of the reports will be found among those drawn up by foreign Commissioners. The Chinese Commission furnish a report upon the objects of Chinese manufacture suited to English markets, and the Japanese are also expected to supply some interesting and instructive facts respecting the arts which flourish in their native land. We hear that the Museum in Vienna, to which the majority of the objects exhibited in the Chinese department of the Great Exhibition were presented, cannot maintain an independent existence, and is to be broken up. It relied at starting upon the new and valuable contributions it expected, and received, from the various countries represented in the Exhibition, but either from want of funds, want of location, mismanagement or indifference, it has now failed to establish itself, and the many valuable objects consigned to its care will now be dispersed. Having been, in most cases, presents from foreign Governments, notably from the Chinese, we presume that these collections cannot be sold, but will be transferred to other museums. At the time that the announcement of the disposal of the collection was made we regretted that some more appreciative home than the Austrian capital had not been found for the collection which had been brought together with so much taste and judgment by Mr. HART and his subordinates, and we now lament more than ever that London, Paris, or Berlin was not selected as the resting place of a collection so unique and interesting.

THE EMPEROR OF CHINA'S PILGRIMAGE.

FROM time to time we have heard much about the projected journey of the Emperor of CHINA to visit the tombs of his ancestors, and the preparations that were being made in order that it might be carried out in a befitting manner. What with raising funds from the impoverished province of Chihli for the repair of the tombs, and what with inspecting roads, inns, &c., the Governor-General, LI HUNG-CHANG (better known to foreigners as LI FUTAI, the vanquisher of the Taiping rebels), must have had an anxious time of it, although these Western Tombs, of which we have lately heard so much, and which are situate in the district of I-chow, are only some eighty miles distant from Peking, in a south-westerly direction. This long-talked-of journey is now an accomplished fact, and from the details which we have received, it appears to us to be hopeful for a more enlightened *régime* under the present youthful occupant of the Dragon Throne. "There can be no doubt," says a Peking correspondent, "that the EMPEROR appeared on the occasion under the most favourable circumstances before his people. They saw him returning to his capital from the good work of praying at the tombs of his ancestors; appearing on horseback in a manly way, his face bronzed from exposure to the sun, and from time to time *en route* noticing the aged men, who were present among his numerous subjects, in a way most gratifying to them. Knowing the reverential feelings which the Chinese people entertain for their EMPEROR, we may surmise that the spectators on this occasion, when they return to their homes, many of these situated in the most distant parts of China, will not fail to recount what they saw on the 17th April, 1874, of his MAJESTY and of his acts." Looking at the matter from a purely utilitarian point of view, the EMPEROR, acting, doubtless, on the advice of prudent counsellors, has done two very wise things; he has shown himself strictly observant of those most ancient and dearly cherished traditions of the Empire—reverence for the dead and the aged—which are the best traits in the Chinese character; and further, which we hold to be a great point, he has shown himself publicly to his people, for his journey, we gather, was performed in broad daylight, and not in the usual hole-and-corner fashion, in which during the past winter he paid his nocturnal visits to the Temple of Heaven. There is one point, however, in connection with this pilgrimage of the EMPEROR'S which, in our opinion, is deeply to be regretted, and that is its enormous cost, which we cannot but regard as, to a very great extent, simple waste. The sums required to meet the prodigal expenditure on the occasion have been wrung from a population which at the best of times is not over rich, and which at this particular juncture must,

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owing to various circumstances, be more than usually poor. Unfortunately, too, we cannot hope that the expenditure of these large sums has done the good to the labouring classes of the district that would have accrued to them from similar causes in most other countries, for there can be little doubt that the greater part of the money, nominally expended on the repairs of the tombs and the making of roads, has really found its way into the pockets of corrupt and dishonest officials.

THE philosophers of Laputa, in SWIFT'S inimitable satire' amused themselves, we are told, by devising all sorts of imaginary projects for meeting and supplying the plain and practical requirements of everyday life. Statesmen and officials in China, English and Chinese, appear to employ themselves in occupations not very widely dissimilar. The British Minister desires a most elaborate, complicated, and intricate system for teaching the Chinese alphabet to the ingenuous youth of the Legations, and the head of the Customs Service is constantly engaged, if report speak truly, in considering and preparing, issuing and recalling, orders and instructions relative to the organisation and arrangement of the staff over which he presides; the British Minister shifts his men from port to port like pawns on a chessboard, though without any pretext of an ultimate design; and, not to be outdone, Mr. HART shuffles his pack of tide-waiters and clerks as if he were anxious to perform the well-known trick, which consists in bringing the knaves together in a conspicuous position. It is really time that the annual shifting of men in public offices should cease, for it is inconvenient to the public, irritating to the subjects of the experiment, and most expensive to the Governments concerned.

A TELEGRAM which we gave in our last announces that the Chinese Government positively refuse to make any attempts to deepen the Woosung Bar. We have already pointed out in previous articles the obligations which should induce our Government to take up the matter, but so long as negotiations were pending it was desirable to await their conclusion. It will now be desirable for the various steamship owners and others interested to furnish the Foreign-office with a detailed statement of the losses they suffer on entering and leaving the port of Shanghai. We are glad to see that Mr. REID, M.P., is moving in the matter, and that the telegram is not confirmed by our Government.

IN our Parliamentary reports it will be seen that Sir GEORGE BALFOUR has called attention to the treaty concluded with Siam by the GOVERNOR-GENERAL of India, and we regret to see from the reply of the Under-Secretary that no amendment can now be introduced, as the treaty is already ratified. We must here call in question the wisdom of ratifying such treaties without first publishing a draft, which would elicit the suggestions of those who are practically acquainted with the country and nature of the contract entered into. We believe it is the intention of our Foreign-office to appoint a Vice-Counsel at Chengmai, subject to the Consul Bangkok.

THE *Augsburg Gazette* publishes a communication from St. Petersburg, based on what is described as authentic intelligence, brought by caravans, stating that YAKOOB BEY is arming against Russia. The writer considers a collision between Russia and China as possible, and concludes that in any case important events may be expected in Eastern Asia.

AT the Oriental Congress to be held in London next September the following, among other German scholars, are to be present:—Professors LEPSIUS, A. WEBER, and DILLMANN, sent by Prussia; HAUG, and SPIEGEL, sent by Bavaria; ROTH, and Dr. TRUMPP, sent by Würtemberg.

Monetary and Commercial.

Tenders for £400,000 in bills on India were received on the 1st inst. at the Bank of England. The amounts allotted were—to Calcutta, £395,000, and to Madras £5,000. Tenders on Calcutta and Madras at 1s. 10¼d. will receive about 21 per cent., above in full. There appears to be a rather better demand for the means of remittance to the East, the total for which tenders were invited being double the amount of the previous occasion.

M. de Lesseps has published a letter in reply to the assertions with regard to the Suez Canal which Mr. Baillie Cochrane made in his speech in the House of Commons on bringing forward his motion in favour of the adhesion of the British Government to the proposed judicial reforms in Egypt. M. de Lesseps shows that the capital employed in the construction of the Suez Canal was almost exclusively French; and, he says that as a consequence of the loan subsequently contracted in France only, the capital engaged in the enterprise of the Canal is now absolutely French.

The P. and O. Company's steamers *Nizam* and *Zambesi*, which are bringing new teas, left Shanghai on May 31 and June 14 respectively, with the ordinary mails. They are not extra steamers, but will come through the Suez Canal to Southampton.

The Japanese Loans close at rather reduced prices—viz., the Nine per Cent. Loan at 108 to 110; and the Seven per Cents. at 96 to 97.

The Globe Telegraph and Trust Company (Limited) announce that the accounts show a balance which enables the directors to recommend the declaration of a final dividend of 3s. per share on the preference shares, making, with previous quarterly payments, six per cent. for the year ending the 18th inst., and 3s. per share on the ordinary shares, making, with previous distributions, 5½ per cent. for the year ending the same date.

At a liquidation meeting of the shareholders of the French Atlantic Telegraph Company the balance of assets remaining, after distributing 4s. a share to the members, and the satisfying by the liquidators of all outstanding liabilities, was voted as remuneration to the liquidators. As far, therefore, as the shareholders are concerned, the liquidation of the old French Cable Company is virtually completed.

The Anglo-American Telegraph Company (Limited) have resolved to pay an interim dividend of 1¼ per cent. for the three months ending the 30th ult.

The Telegraph Construction and Maintenance Company (Limited) announce the payment of an ad interim dividend of 12s. per share.

The traffic receipts of the Eastern Extension, Australasia, and China Telegraph Company, for the month of June, 1874, amounted to £19,026, and to £18,640 for the corresponding period of 1873. The Eastern Telegraph Company's traffic receipts for the month amounted to £29,819, and to £27,398 in the corresponding period of 1873.

Messrs. Schröder and Co. announce the payment of the half-yearly interest on the issue of £210,000 Six per Cent. Bonds of the Amoor River Navigation Company, St. Petersburg.

Advices from New York report the suspension of Messrs. Turner and Co., bankers, a firm established in 1844. The difficulties of the house appear to be due to the advancement of money to Western railroad companies on securities that proved inadequate.

The suspension is announced of Messrs. Adam and Co., iron-plate workers, Birmingham. The liabilities are £20,000, but a satisfactory dividend is expected.

The suspension is announced of Messrs. John Sharples and Sons, cotton spinners, of Prospect Mills, Bolton, with liabilities estimated at £197,000.

Mr. A. Crawford, timber merchant, of Greenock, has suspended payment. The liabilities amount to about £50,000, against assets representing about 12s. 6d. in the pound.

In the last list of bankrupts Edward H Pollard, Q.C., of Hong Kong, London, and lately of St. Petersburg, is put down for July 17.

Telegrams report the difficulties of Messrs. R. S. Walker and Co., Hong Kong, and Coutts and Co., Shanghai. A German firm at Hong Kong is also spoken of.

The Great Northern Telegraph Company's traffic receipts for the month of June have been this year, f.391,913; last year, f.265,753. The total traffic receipts from January 1 to June 30 have been this year, f.2,089,408; last year, f.1,450,239.

Mr. Samuel Botham Harrison having left the firm of Shepard, Harrison, and Rehden, tea brokers, to carry out separate business arrangements, Mr. John Shepard, junior, has been admitted as a partner, and in future the business will be carried on at the London and Liverpool offices of the late partnership, under the firm of Shepard, Rehden, and Shepard.

Messrs. David Sassoon and Co., of Leadenhall-street, announce hat they have authorised Mr. S. Ezekiel to sign their firm.

The bullion per P. and O. steamer Bokhara, which left Southampton July 2, was, in gold, to Galle, £250; in silver, to Hong Kong, £23,958; to Shanghai, £6,205. Total in gold, £250; in silver, £30,163.

Applications are invited for an issue of 6,500 shares of £10 each of the Malayan Peninsular Tin Mining Cympany (Limited). The undertaking, the capital of which is £200,000, in £10 shares, is formed with the object of working the tin mines in Salangore, near Banca, Billiton, and Malacca, on the Malayan Peninsula, under a concession from the reigning Viceroy for 109 years. One-half of the total nominal capital is taken by the vendors as the price of the concession. The prospectus will be found in full in our advertisement columns.

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ARTICLES OF IMPORT.

TEA.

The market has continued very quiet, the demand from the trade and exporters has been very limited, and although the arrivals have been confined to Canton District, and Green Teas, prices for Congous generally have ruled in favour of buyers, owing to the desire of importers to close invoices prior to the arrival of new teas. The arrivals of Canton Teas have been large, and with a pressure to sell, prices have given way fully 2d. per lb. in Congous and 3d. to 4d. per lb. in common olive coloured Scented Capers, 1d. to 2d. per lb. in good kinds. Green Teas have also sold at very low prices for the common to medium kinds, their position being adversely affected by the working of the Adulteration Act. New Season's Canton Capers: Common olive coloured have sold from 9½d. to 1s. per lb., being fully 3d. to 4d. per lb. below previous prices. Orange Pekoes: Canton kinds have been steady with a fair demand. Foo Chow kinds: Common to fair have sold ½d. to 1d. per lb. lower, good to fine have been wanted, but there are none in importers' hands. The stock in the United Kingdom on the 30th ultimo was estimated at 62,102,000 lbs., against 73,359,000 lbs., last year, and the quantity afloat (advices by letter) at 650,000 lbs., against 75,100 lbs. of China Tea, and 231,503 lbs., against 348,466 lbs. of India Tea.

SILK.

The general tone has been rather better these last few days, but thus far this has not produced much business. Buyers seem all prepared to admit that prices are very low, but at present do not seem to care to anticipate their wants. As in 1873, we commence the second half of the year with a range of prices very different from those of January, and still more widely different from those of July, 1873—a difference one would expect that cannot fail to stimulate consumption. For the moment the long period of depression, fully two years, seems to have exhausted the courage of manufacturers, and thus far they show no symptoms of setting to work as in olden times to commence operations on a more extended scale, but we shall see; it may be that a little consideration of the extremely low prices of the raw material may induce them to make a beginning. Our stocks, although large, show some diminution upon those of last year in all descriptions except China Silk, while prices are 20 to 25 per cent. lower. Arrivals in June:—China, 1,443 bales; Japan, 389 bales; and Canton, 160 bales.

Messrs. Kilburn, Kershaw and Co.'s Circular says:— It is to be hoped that present low prices will really stimulate consumption. The market is now steady at the full rates of the Sale week, and although quiet, there is still some business doing daily, with a generally better feeling in the market than for some weeks past. Canton Silk appears to have been affected by the prices of common Tsatlees, the trade giving preference to the latter at the present range of prices. Deliveries of Silk last month were again small, although better than in the previous month, and stocks show but little decrease as compared with this time last year.

COFFEE.—The parcels offered have been extensive, and with a less active demand the prices of plantation Ceylon are 1s. 6d. to 2s., and of foreign and pale kinds 2s. to 2s. 6d per cwt. lower. Plantation Ceylon has sold: Triage, 92s. 6d. to 102s.; small to low middling grey, 107s. to 116s. 6d.; middling to bold, 117s. to 126s.; peaberry, 126s. to 129s. Little or no business has been done in Native Ceylon. Of 2,200 bags Java offered 100 bags sold, good ordinary at 100s. 6d. per cwt. Yesterday prices further declined 1s. per cwt. for pale and grey, and 1s. 6d. to 2s. per cwt. for coloury, Plantation Ceylon selling—triage and ordinary at 86s. 6d. to 104s.; small to low middling grey, 105s. to 115s. 6d.; middling to bold coloury, 116s. to 123s. 6d.; peabery, 124s. to 128s. A small lot of Native Ceylon, fine ordinary, sold at 97s.

CAMPHOR.—An offer of 600 cases China has been quitted at 68s. 9d. per cwt, and business has been done in Japan at 72s. 6d.

GAMBIER.—Three hundred bales fine pale cubes have been sold at 40s. per cwt.

HEMP.—No business has been done in Manila.

HIDES.—Messrs. Dyster, Nalder, and Co.'s Monthly Report says:—The market continues very inactive for Kips in the hair, and the business done both for home use and export has been of a very limited character; prices of Kips 9 lbs. and under show no marked change, though the tendency has been decidedly in buyers' favour; extra weights are most difficult of sale, and may be quoted ½d. per lb. lower, with hardly any demand at the reduction. The sales by public and private reach 152,491 Kips in the hair and tanned. Singapore, Penang, and Rangoon Ox and Cow Hides: Light averages have sold fairly, whilst the heavy weights sold in public sale, in sympathy with other sorts, are decidedly lower. The bulk of the Rangoons have been sold in original bales on private terms. Sales 1,991 Singapore and Penang—light, 12d. to 13½d.; heavy, 7½d. to 10d.; thirds, 7½d. per lb. 15,301 Rangoon, light, 13d.; heavy, 7½d. to 10⅞d.; thirds, 8d. to 8½d.; fourths, 6d. per lb. Singapore, Penang, &c., Buffalo Hides: The demand has been very limited, and only a trifling business has been done at and slightly under previous rates. Sales 2,148 Singapore and Penang; fair, light average 18½ to 19 lbs., 5½d. to 5⅝d.; seconds, 4½d. to 4⅝d.; thirds, 3d. per lb. Java Hides—Buffalo: A fair business has been done chiefly in indirect imports, but at prices which show an average decline of about ¼d. per lb. In Ox and Cow, from want of supplies, there are no sales to report. Sales, 5,596 Buffalo Hides: Shaved, first heavy, average 18⅞d. to 20 lbs., 8d. to 8¼d.; first light, average 12⅜ lbs., 8⅝d.; seconds, 6⅜d.; thirds, 5d.; unshaved, first heavy, average 23½ lbs., 6⅝d.; first heavy and light, average 10⅞ to 17⅛ lbs., 7⅜d.; seconds, &c., 5d. per lb.

PEPPER.—*Black* has been in improved request, and prices are higher; Penang has sold on the spot at 5⅞d., and afloat at 6d.; Singapore on the spot at 6½d., and afloat (50 tons) at 6½d. to 6¼d. There has been but little doing in *White* on the spot, but afloat 20 tons Singapore have been sold at 8⅜d. per lb.

RICE.—The market has been more active at previous prices. On the spot 8,000 bags Rangoon sold at 8s. 3d. to 8s. 6d., 8,000 bags Bassein at 8s. 8d., s.p., 3,400 bags damaged Rangoon at 7s. 6d. to 8s., and 100 ton Askoolie at 9s. 6d. ex quay. Also several cargoes afloat, two of Bassein—3,000 tons at 9s. 3d., one of 700 tons of Moulmein at 9s. 6d.; all Continental terms. 1,700 tons new Rangoon at 9s. 6d., for the Continent; 1,900 tons Bassein at 9s. 3d., 1,900 tons Necranzie at 9s. 3d., the last two Continental terms; and three cargoes of Rangoon, 3,400 tons, at 9s. 6d., one open charter and two Continental towns; also one of Saigon for Hamburg, 740 tons, at 8s. 9d.

SUGAR.—A quiet tone has continued to characterise the market, prices showing no alteration from last week's quotations. No business was done in East India kinds until yesterday, when 7,000 bags sundried Ilo Ilo were sold at 17s. 3d. per cwt.

SAGO.—500 bags pearl sold at full prices; good medium, 18s.; good large, 18s. 6d. Of 100 bags *Flour* the damaged sold, 90 bags at 15s. for first class.

TAPIOCA.—1,100 bags flake chiefly sold at full prices; fine Penang, 2⅜d to 2½d.; old grey Singapore, 1⅝d; 230 bags flour bought in at 2d. to 2½d.

TIN.—Straits is coming forward very freely, and prices are in consequence slightly easier. Current quotations are—Straits on the spot, £100 to £101, afloat, £98; Banca, £105; Billiton, £98 10s. to £99 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The same quiet feeling as noted last week has since prevailed in the market, and the demand for both Yarns and Goods has been almost of a retail character. Quotations have as a rule remained unaltered, but where transactions have taken place, buyers have been able to operate on better terms than previously obtainable. At the close the absence of animation is just as marked, the business doing being quite of a limited character, and the tendency of prices towards greater ease.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	13	14	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	5s. 9d. --	6s. 1½d. 6s. 6d.	6s. 9d. 6s. 10½d.	7s. 4½d. —	7s. 9d. 7s. 10½d.	8s. 4½d. --	8s. 4½d. 8s. 9d.	8s. 7½d. --
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	34
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×10
Price.....	9s. 4d. 9s. 6d.	9s. 9d. —	11s. 3d. —	11s. 4½d. —	10s. 1½d. —	11s. 9d. —	6s. 6d. —	7s. 4½d. 7s. 6d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	49	56	58
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 6d. —	8s. 6d. 8s. 10½d.	10s. 0d. 11s. 1½d.	12s. 4½d. 12s. 6d.	10s. 3d. 10s. 4½d.	11s. 4½d. 12s. 3d.	12s.10½d. 13s. 6d.	14s. 0d. 14s. 6d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 3d. 5s. 6d.	5s. 4½d. 5s. 7½d.	6s. 1½d. 6s. 4½d.	6s. 3d. 6s. 10½d.	6s. 9d. 7s. 6d.	7s. 9d. 8s. 6d.	8s. 0d. 8s. 9d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 6	—
Maddapollams	3 3	—
Long Cloths	9 1½	—
White Spot Shirtings (nominal)	10 7½	—
,, Brocade do.	10 9	—
,, Damasks do.	18 9	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½ to	1 1
,, do. Nos. 28-32 ...	1 0½ to	1 2
,, do. No. 40 (mock)... ...	1 1 to	1 2½
,, (Mule Twist), No. 40	1 0½ to	1 2½
,, do. No. 30	0 11½ to	1 1

NEW YORK MARKET REPORT.—JUNE 17.

TEA.

Messrs. Beebe's Circular says:—During the interval the demand for most descriptions of Tea has been limited to current requirements for consumption, and quotations at the close show a decline of 2c. to 3c. for Japan and Oolongs, with but little change in the value of Greens. Greens: The demand has been quite moderate for all grades since the 20th ult., the trade buying only for immediate distribution. Holders, however, have been less inclined to press sales, and prices, except for first Hysons and Young Hysons, are substantially unchanged. Japans have met with fair inquiry at the decline noted, and sales reported include most of the remaining supply from the past season's import. Oolongs continue out of favour, though a fair aggregate business has been done in them, within the limits of our quotations. Congou and Souchong remain unchanged.

SILK.

Messrs. Richardson and Son's Circular says:—We are without any improvement in the market. The dull, unsatisfactory feeling we have so often reported continues. Prices, in their downward course, have in many cases reached a point which has not been touched since 1860; yet, with the prospects of good crops in Europe and Asia, both as to quantity and quality, and with the present slack demand here, buyers are very cautious, and only take just what they want for immediate needs. Stocks are full, but there is a large proportion of ordinary quality only. Really good R. R. Hainings and R. R. Tsatlees are not abundant. During the month a little business has been done in Cantons, but at prices which were not very satisfactory, especially for Cotngons. As there is this season no need to hurry the Chinese Silk to market, it is to be hoped that there will be more care taken in the re-reeling of Canton and Shanghai Silk. Consumption is restricted;

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some of the factories being only partially running. Prices are weaker, and sellers are in some cases anxious to do business which can only be done by making concessions. Quotations :—Tsatlee, 1 and 2, $7\frac{1}{4}$ to $7; 3, $6\frac{3}{4}$; Taysaam, 1 and 2, $5\frac{3}{4}$ to $5\frac{1}{4}$; R. R. Haining, 1, $6\frac{1}{4}$ to $5\frac{1}{4}$; R. R. Tsatlee, $6 to $5\frac{1}{2}$; R. R. Canton, extra fine, $5\frac{1}{2}$ to $6; R. R. Canton, Chumchuck, $4\frac{3}{4}$ to $4\frac{1}{2}$; R. R. Canton, Luclnow, extra fine, $5.

COFFEE.—The Brazil Coffee market is quiet, the telegram from Rio Janeiro assisting to depress the market. Mild Coffees are firm, Java being especially strong. We quote as follows :—Java (Government bags) 22c. to 25c.; Java (mats) 24c. to 26c.; Singapore, 18c. to 20c.; Ceylon, Native, 18c. to 21c.

CORDAGE.—The following are the current prices :—Manila Cordage, sizes above 12-thread, 16½c.; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 17½c.; do. 12-thread, ⅜ in. diam., 17c.; do. Hay Rope, 17c.; do. Cordage, Bolt Rope Yarns, 18½c.; do. 6-thread and 9-thread, 19½c.; Tarred Manila, 16c.; Fine Tarred Manila Lath Yarn, 17½c.

HEMP.—The market is dull, and there are no sales of importance to report.

INDIGO.—There is no change in Indigo. Sales have been made of 14 to 15 cases Manila at 70c. to 85c., and 5 chests of Madras at 85c. to 88c., currency.

RICE.—There is a moderate inquiry without much activity, prices favouring buyers.

SUGAR.—There being but little demand from refiners, Raw Sugar is dull, while little is doing in the Refined article.

SPICES.—Cloves are dull, but Nutmegs are in fair demand. For whole parcels the market is stagnant. We quote as follows :—Mace, $1.16c. to 1.25; Nutmegs $1.15; China Cassia, 24c. to 24½c.; Batavia ditto 20c. to 25c.

TIN.—Straits Tin is quoted at 23½c., and Banca 26½c. (gold).

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jun.25	John Clark	Petersen	Singapore	London
26	Scawfell	Burnyeat	Colombo	Do.
26	Cape City	Buckley	Do.	Do.
26	Triton	Jessen	Singapore	Do
24	Koning der Nedlandn.	—	Java	Texel
30	Otto	Brolen	Sourabaya	London
24	Laskar	Rabe	Rangoon	Falmouth
25	Margaretha	Chester	Samarang	Do.
25	Lady Rowena	Copeland	Rangoon	Liverpool
23	Tek-Li	Petersen	Java	Helvoet
23	Nuovo Angiolina	Penco	Rangoon	Antwerp
26	River Boyne	Rice	Galle, &c.	London
28	Florence	Houston	Java	Brouwershaven
25	Sophie	Raoult	Batavia	Do.
25	Asie Mineure	Gaurier	Java	St. Nazaire
27	Ino	Barmin	Zebu	London
25	Minna	Thuren	Hiogo	Falmouth
25	Diana	Jacobson	Singapore	Hamburg
26	Glenearn	Webster	Rangoon	Texel
26	Gleam	Burgess	Samarang	Helvoet
28	Canton	Denpeken	Saigon	Falmouth
28	Sorelle Capurro	Muzzio	Rangoon	Do.
27	Vesta	—	Batavia	Do.
27	Francesco	Barbieri	Maulmain	Bremerhaven
29	Viceroy (s.)	Murdock	Colombo, &c.	London
	Kingsbridge	Symonds	Manila	New York
30	Richard Rylands	Melville	Rangoon	London
30	Ranavola	Bertie	Ilo Ilo	Do.
29	Deutschland	—	Rangoon, for Hambrg.	Off Beachey Head
26	John Peacock	Finlay	Maulmain	Cuxhaven
22	Canadienne	Dutiel	Manila	Lisbon
	Dunloe	Burns	Akyab	Queenstown
	Golden State	Berry	Zebu	New York
July 1	Ulysses (s.)	Byrne	China, Singapore, &c.	London
Jun.30	Varuna	Diedricksen	Bangkok	Falmouth
	Eliza	Martell	Macao	Queenstown
29	Zohrab	Fullerton	Hiogo	Cuxhaven
28	Amity	Shearer	Rangoon	Bremerhaven

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.24	Charles Albert (s.)	Closmadeux	Singapore and Japan	London
26	Canaan	Manson	Sourabaya, &c.	Do.
30	Dewa Gungadhur	Turner	Singapore	Cardiff
27	Hector (s.)	—	Singapore, China, &c.	Liverpool
26	Endora	Oulleman	Singapore	Cardiff
	M. F. von Putt	Ostermanth	Java	Do.
	Kitty	Mede	Do.	Do.
	Amsterdam	Rinsengen	Singapore	Do.
27	Idomene	Campbell	Do.	Sunderland
27	Zeeburg	Campbell	Do.	Do.
29	Banian	—	Do.	Liverpool
	Canton	—	Canton	Falmouth
29	Hamilton	Ross	Hong Kong	Cardiff
	Alice Ritson	Reed	Singapore	Clyde
May28	Pride of the Ocean	Welsh	Batavia	Rio Janeiro
31	Indus	Cachewell	Do.	Do.
	Kingsbridge	Symonds	Manila	New York
Jun.13	Horatio	—	Shanghai	Do.
30	Hollinside	—	Galle	Shields
July 1	Glenfinlas (s.)	Wilcox	Singapore, China, &c.	London
1	Alnwick Castle	Yealland	Galle, &c.	Do.
Jun.30	Mari	Vigons	Java	Cardiff

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date.	Steamer.	From	For
June 27 ...	Eastern Isles	... Glasgow	... Singapore & Java
— ...	St. George	... Bordeaux	... Saigon
— ...	Glengyle	... London	... Singp., China, &c.
July 1 ...	Glenartney	... Hankow	... London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, and Hong Kong: Paris. For Penang, Singapore, Yokohama, and Hiogo: Muriel. For Colombo, &c.: Navarino, Sultan, John Tennant, Viceroy.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Carnarvonshire, Black Prince, Evelyn. For Shanghai: Velocity. For Hong Kong: Chinaman, Windhover, Invincible, Tamesa. For Penang: Glenisla. For Singapore: Celaena. For Colombo: Letty Gales. For Batavia and Sourabaya: Eme.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Diomed (str.). For Singapore: Cutwater, Nola. For Ceylon, &c.: Alexandra. For Batavia and Sourabaya: Yanikale. For Galle: Affezione Secundo.

At GLASGOW.—For Singapore: Sumerset (str.), Brisbane (str.).

SPOKEN.

T. D. V. N. (Star of China), Swansea to Hong Kong, May 4, 22 S., 29 W.
W. Q. K. M. (Adelphoi), Cardiff to Singapore, May 9, 12 S., 29 W.
P. J. G. L. (Lichtstraal), Cardiff and Batavia, May 3, 20 S., 31 W.
MARIA AND ELIZABETH, Cardiff to Singapore, May 29, 9 N., 25 W.
R. C. K. D. (Ludwig), Sourabaya to Falmouth, June 12, 44 N., 27 W.
WINLOW, Sunderland to Singapore, March 28, 1 N., 25 W.
BESTEVAER, Amsterdam to Batavia, May 15, 4 N., 25 W.
G. B. M. R. (French barq.), Bangkok to Marseilles, 43 N., 26 W.
GEESINA MARIA, Amsterdam to Padang, May 9, 32 N., 18 W.

FREIGHTS AND CHARTERS.

There is but little animation in the freight market, but outward rates are somewhat steadier for ready ships. From Java and Manila suitable vessels are in good request.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 55s. weight, 45s. meast. To Hong Kong: 55s. weight, 45s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 45s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 28s. To Galle: 25s. To Manila: 25s. to 30s.

From Birkenhead, per ton.—To Singapore: 24s. To Hong Kong: 25s.

CASUALTIES.

The Canton, from Saigon, put into Falmouth, June 28, with loss of jibboom, stays, &c., having been in collision, 27, off the Lizard.

AMSTERDAM, June 27.—Voorlichter (Dutch ship), which arrived at Texel on May 28th from Banjoewangie, capsized near the Quay, but righted with little damage.

ST. HELENA, JUNE 9.—The City of Foochow, Tait, from Java to Queenstown, lost an anchor and chain, on arriving here, 24th May.

The Annie Braginton, Smith, from Saigon to Falmouth, arrived here, 3rd June, and reported having experienced a hurricane, on the 15th May, in lat. 36 S., lon 22 E., during which she lost bulwarks, and had rudder and rudder post much damaged; having effected temporary repairs, she proceeded the following day.

The Ida Geertruida (Dutch brig), v. Moerkerken, from Batavia to Amsterdam, put in, 6th June, with loss of maintopsail, and reported having experienced very heavy weather off the Cape of Good Hope; she proceeded on the 7th.

The Stanfield (barque), Cummings, from Panaroekan to Falmouth, put in, 9th June, with loss of several sails and foreyard, having encountered a cyclone between Mauritius and Natal; she proceeded the same day.

MISCELLANEOUS.

At MAURITIUS.—May 7, Britannia, Bethune; 6, Choice, Harrison, and both sailed for Galle; 9, Chateaubriand, Herve, and sailed for Singapore; 18, Oncle Felix, Le Pere, and sailed for Galle.

Off ASCENSION.—May 24, N.G.M.S., Baron v. Pallandt Rosendaal (Dutch ship), from Batavia, for Flushing; 26, R.C.T.F. (A. H. Wille, German ship), from Singapore, for Liverpool; Anna, from Singapore, for Hamburg; 31, J.H.F.G. (Jeannie Lauttit, barque), from Singapore, for Queenstown; June 2, H.G.S.B. (White Star Ship), from Singapore, for Queenstown; 6, P.J.G.S. (Conference, barque), from Colombo, for London; 8, P.N.M.G., Ortelius (Dutch), from Java, for Amsterdam; 14, H.J.D.M. (Gaucho, barque), from Osaka, for London; H.P.V.K. (Schleswig Bride), from Singapore, for Liverpool; 15, W.P.T.S. (Selim barque), from Manila, for London.

At St. HELENA.—May 24, City of Foochow, Tait, from Java, for Falmouth; 25, Mohely, Renies, from Bangkok, for Marseilles, Langstone, Mitchell, from Colombo, and sailed for London; 26, Hellas, Bradhering, from Java, and sailed for Cadiz; 31, Noach I., Byl, from Batavia, and sailed, June 1, for Rotterdam; 3, Anna Braiginton, Smith, from Saigon, and sailed for Falmouth; Felixtowe, Black, from Bangkok, and sailed for Falmouth; 5, Haidee, Stewart, from Manila, and sailed for Liverpool; Lilo, Guswell, from Colombo, and sailed for London; 6, Ida Geertruida, Van Moerkerken, from Batavia, sailed, 7, for Amsterdam; 8, Nyassa, Carriock, from Bangkok, sailed for Falmouth; 10, Asterion, Copland, from Sarawak, and sailed for London.

Off ST. HELENA.—June 2, Fontenaye, from Hong Kong, for London; 4, Concordea, from Penang, for London; 7, Glenaros, from Manila, for Amsterdam; 8, Anna and Sophia, from Sourabaya, for Amsterdam.

At SIMON'S BAY.—May 26, Francesco Calderon (str.), from Hong Kong, and sailed 29, for London.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Hopewell	Hong Kong	London..	June 3	295	102	...	...	...	...	50	...	...	60	...	...	...	...	...	...	...	...	100	46	...	...	...	...	...	...	...	...	...	...	...
Mikado	Shanghai	,,	,, 6	60	384	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	53	93	...	...	...	108	...	618	...	250	...	...	...
Western Chief	Singapore	,,	,, 10	459	176	...	...	...	...	...	4	240	1128	...	...	...	...	...	...	4487	70	79	183	1000	...	...	...	1186	134	6812	146	...	...	...	20
Mirella	Colombo	,,	,, 10	128	...	...	...	...	...	...	...	245	3020	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denbighshire	Yokohama	,,	,, 10	21	110	6	20	...	3	...	...	...	39	187500	...	...	...	2762	...	...	...	3	116	56	...	...	139	174	222	...	75	...	...	...	...
Do.	Hiogo	,,	,, 10	...	8	...	...	...	4	...	...	...	173	...	...	...	...	...	...	...	...	40	41	500	...	...	...	...	52	...	...	...	...	...	...
Guinevere	Shanghai	,,	,, 11	717	271	...	...	...	40	...	...	...	265	114000	...	...	...	940	...	2000	...	33	116	34	8	...	26	...	120	...	...	...	...	...	...
Laurel	Yokohama	,,	,, 13	...	162	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	89	4	...	...	21	146	378	...	100	395	...	...	...
Do.	Hiogo	,,	,, 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...
George Shotten	Colombo	,,	,, 16	200	...	6	...	...	...	...	...	...	67	...	...	...	...	...	...	...	...	...	...	6	...	...	6	...	...	...	...	...	...	...	...
Lyra	Bangkok	,,	,, 17	210	...	...	...	...	...	...	...	19350	5465	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lord Macaulay	Hong Kong	,,	,, 22	...	100	120	...	...	50	...	...	...	1658	195000 &£490	...	...	...	702	...	...	...	137	161	680	...	440	50	104	414	2435	110	...	300	23	...
Excelsior	Penang	,,	,, 24	301	19	...	..	...	20	...	...	...	54	...	...	...	120	...	...	84	91	1483	...	200	173	416	162	...	150	...	...	...	...	300
Beemah	Hong Kong	,,	,, 24	278	100	...	..	...	100	...	...	...	1226	...	...	...	...	...	...	...	...	...	57	...	...	...	...	150	...	625	226	...	...	...	...
Electra	Colombo	,,	,, 23	...	174	10	...	...	...	...	...	1222	600	38750	...	...	...	...	...	9	1092	130	1668	...	344	88	231	688	634	13	...	...	...	...	...
Bridgetown	Chefoo	,,	,, 24	99	156	...	...	...	50	...	...	...	...	416380	22000	...	...	...	...	49000	...	11	30	9	...	243	17	112	130	...	...	...	...	...	...
L. J. Euthoven	Singapore	Livrpool.	,, 3	958	...	...	...	...	...	...	...	...	...	£20	...	...	...	...	...	...	...	...	...	...	...	6cks	...	...	...	...	...	...	...	...	...
Ringdove	Do.	Glasgow	,, 19	64	248	13	...	...	...	...	...	...	170	13250	...	...	120	350	...	1200	...	306	...	...	...	...	...	...	...	£138	793	...	...	168	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition	Umbrellas.	Tobacco.	Billiard and Bagatelle Tables.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£	£.	£.	£.	£.	£.
Hopewell	Hong Kong	...	849	...	...	300	...	...	...	42	...	15	...	...	...	...	...	...	...	...	...	...	166	...	...	...	...
Mikado	Shanghai	...	615	...	...	18	...	...	...	...	...	95	...	...	...	...	...	...	27	...	...	...	501	...	...	...	...
Western Chief	Singapore	...	487	...	...	...	...	...	...	90	...	88& 11cs.	...	...	...	...	...	40	500	...	...	36	...	250	...	...	...
Mirella	Colombo	...	319	...	...	...	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denbighshire	Yokohama	324	373	...	1	...	2432	2	...	11	...	44	...	...	...	330	32	...	3	...	...	...	180	39	...	...	...
Do.	Hiogo	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	63	10	...	...
Guinevere	Shanghai	...	2	...	8	35	...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...
Laurel	Yokohama	...	380	...	£17	163	...	...	...	30	...	60	...	...	...	...	...	...	...	...	...	...	...	...	325	...	...
Do.	Hiogo	...	70	...	...	12	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
George Shotten	Colombo	70150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lyra	Bangkok	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	840	...	35	...	...	...	...	...	...	...	...
Lord Macaulay	Hong Kong	50000	1674	...	...	325	11	24	...	...	...	54	172	...	...	...	163	252	...	...	...	...	494	859	...	...	...
Excelsior	Penang	20000	454	...	...	...	...	...	...	56	100	10	...	...	...	...	...	85	...	...	...	...	390	765	...	...	...
Beemah	Hong Kong	...	1180	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	168	...	...	10	...	...	...
Electra	Colombo	11250	290	77	36	71	40	...	...	8	9	66	110	...	...	8	...	354	...	...	2	...	...	24	...	...	...
Bridgetown	Chefoo	50	360	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	...	186	...	68	...	...
L. J. Euthoven	Singapore	...	...	...	...	...	...	...	...	70	...	...	...	...	...	...	...	109	...	...	383	...	...	160	...	...	...
Ringdove	Do.	...	1530	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per *Hopewell.*—Fire clay and bricks, £5; tiles, £85; cement, £44; flints, £49.

Per *Mikado.*—Flints, £23; fire clay, £3; empty cases, £3.

Per *Western Chief.*—Cement, £120; sugar, 17 cwt.; corks, £10.

Per *Mirella.*—Cement, £1,477; carriages, £120; sleepers, £506.

Per *Denbighshire.*—To Yokohama: Fire bricks, £80; oakum, £14. To Hiogo: Cement, £360; fire bricks, £1; zinc, 1 ton

Per *Laurel.*—To Yokohama: Slates, £40. To Hiogo: Cement, £160; rice bags, £543.

Per *George Shotten.*—Railway materials, £3,337; grease, £384.

Per *Lyra.*—Carriage, £16; bags, £525; tombstone, £35.

Per *Lord Macaulay.*—Carriage, £40.

Per *Excelsior.*—Cement, £277; guano, £1,120; zinc, 10 tons.

Per *Beemah.*—Flints, £54.

Per *Electra.*—Cement, £318; sugar, 33 cwt; grindstones, £12; spelter, 10 tons.

Per *Deerfoot,* Liverpool to Galle, cleared June 2.—Coal, £730 tons.

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THE MALAYAN PENINSULA (EAST INDIA) TIN MINING COMPANY
(LIMITED).

ISSUE of 6,500 SHARES of £10 each, 5,000 Shares being reserved for the Viceroy of Salangore, the Straits Settlements, and other applicants.

The SUBSCRIPTION LISTS will CLOSE on SATURDAY, the 11th JULY. Registered under the Companies' Acts, 1862 and 1867.

CAPITAL, £200,000, divided into 20,000 SHARES of £10 each.

£2 per Share payable on Application, £2 on Allotment, and of the remainder, £2 on the 1st of August, £2 on the 1st October, and £2 on the 15th December, 1874. Payment in full in advance of Calls may be made on application, and Interest at 5 per cent. per annum will be allowed.

DIRECTORS (in London).

SETH A. APCAR, Esq., 74, Lancaster-gate, Hyde-park, of the firm of Apcar and Co., Calcutta.

SEYMOUR CLARKE, Esq., Walthamstowe, late General Manager of the Great Northern Railway.

Count CHARLES DE GELOES, of Limbourg, Holland, and 43, Manchester-street, Manchester-square.

The Hon. H. J. C. HOOGEVEEN, late Resident (Governor) of Batavia, No. 1, Blejenburg, the Hague, and 5, Colville-square North, Bayswater.
(With power to add to the number.)

At Singapore.

W. H READ, Esq., late Member of the Legislative Council of the Straits Settlements, Chairman of the Chamber of Commerce of Singapore, and of the firm of A. L Johnstone and Co., Singapore.

J. GUTHRIE DAVIDSON, Esq., Solicitor, Singapore.

Bankers—NATIONAL BANK OF INDIA, 80, King William-street, City.

Engineer—RICHARD BARKER, Esq. (formerly Manager of the Eskett Iron Ore Company), Whitehaven, Cumberland.

Solicitors—Messrs. NEWMAN, DALE, and STRETTON, 75, Cornhill, London.

Auditor—R. FLETCHER, Esq., 2, Moorgate-street.

Secretary (pro tem.)—A. COGHILL.

Offices—32, ST. SWITHIN'S LANE, LONDON, E.C.

ABRIDGED PROSPECTUS.

The Mineral wealth of the Malayan Peninsula has long been known, but up to the present time no well-organised plan for developing it has been brought before the public. This Company is formed with the object of working the extremely valuable Tin Mines in Salangore, under a Concession from the reigning Viceroy of that territory, dated the 8th March, 1873, for a term of 109 years.

Salangore is situated in the Malayan Peninsula, in a line with Banca and Billiton. It adjoins the British settlement of Malacca, and is bounded on the north by the kingdom of Perak. It has an area of about 4,800 square miles. The seaboard is 120 miles in length, the depth inland 40 miles. It averages 180 miles from Singapore and 100 miles from Penang. Steamers ply twice a week between those places. The country abounds in Tin Ore, which is so situated that it can be brought to the surface without the necessity of shafts or other underground works. Deposits are found at depths varying from 15 to 60 feet, and it has already been proved to be Tin-bearing for a breadth of five miles along the entire length. A small settlement of Chinese have been engaged in mining operations to a limited though profitable extent, working manually and entirely without the assistance of machinery and modern appliances.

The Dutch Government has for about 200 years past worked the Tin Mines of the neighbouring Island of Banca with immense success; the Mines of the adjacent Island of Billiton have also been worked by private interprise with like results. These Islands are situated on the Coast of Sumatra, and in a direct line with the seaboard of Salangore; and there can be no doubt that the district secured by the Concession forms part of the great deposit which constitutes the mineral wealth of Banca and Billiton. The Dutch Government returns state that the exports from Banca during the last fifty-two years amount to 2,914,692 piculs, the average yearly profit being about £315,000. The exports from Billiton during the last twenty years were 345,297 piculs, the average yearly profit being about £180,000. The Shares of the Billiton Company are divided into "Red" and "Black" Shares of 1,000 florins (£83 6s. 8d.) each, fully paid up. They are now worth about £300 and £350 respectively.

Salangore has been carefully inspected during a period of twelve months by Mr. Richard Barker, the Engineer of the Company, whose experience in England, Australia, and the Malayan Peninsula has fully qualified him for the undertaking.

The Mines have also been visited by two of the Directors, Mr. W. H. Read and Mr. J. Guthrie Davidson, who have been resident in Singapore for many years, and are well acquainted with the territory of Salangore.

The Viceroy has shown his interest and confidence in the success of the undertaking by requesting that $20,000 in Shares be reserved for subscription by himself and his brothers.

The facility with which Coolie labour is procurable (the cheapness of which is well known), is an important feature in connection with the working of the Mines, as it can be obtained at a cost of about a shilling a day.

The cost of raising and smelting the Ore and shipping it to Singapore, inclusive of all charges, is estimated at £3 16s. 6d. per picul (133 1-3rd lbs. English), as shown by the Report of Mr. Barker. An estimate of the minimum Revenue to be derived from the Mines is also given. Samples of Ores from the Mines have been submitted for Analysis to Dr. Percy, the Government Analytical Chemist, whose Certificate, annexed to the Report, shows an average of 71 per cent. of Tin.

The nominal capital of the Company is £200,000, one half of which is retained by the Vendors as the price of the Concession, who have shown their confidence in the undertaking by consenting to receive all but £15 000 in paid-up Shares.

All expenses up to the allotment of Shares will be borne by the Concessionaires.

The ultimate working Capital required is estimated at £100,000, but the work will be advantageously commenced with a portion only of that amount.

The Dividend will, of course, depend on the price of Tin in London and the other markets. At £95 per ton (the present quotations being about $100), the profits would be upwards of 30 per cent. The expenses will not increase with the advance of the value of Tin; therefore all the benefit will go to the Shareholders.

The great demand for the best description of Tin in the English, American, Chinese, and Indian markets is well known.

A copy of the Concession may be inspected at the Offices of the Company, together with the Memorandum and Articles of Association.

The only Agreement which has been entered into is one between the Count de Geloes and James Guthrie Davidson and A. Coghill, on behalf of the Company, for acquiring the Concession, dated the 3rd July, 1874.

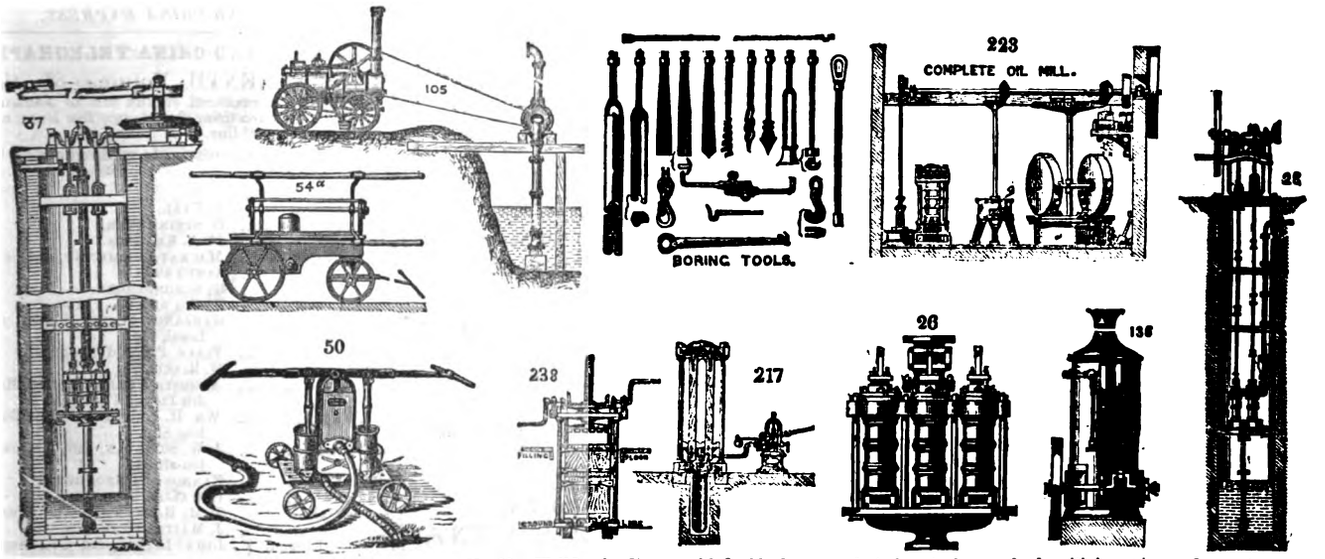
In case no Allotment is made, the application money will be returned without deduction.

The Allotment will be made five days after the closing of the Lists.

Full Prospectuses, Forms of Application, Mr. Barker's Report, and all other information, to be had at the Offices of the Company, 32, St. Swithin's lane, E.C.

S. OWENS & Co., Hydraulic and General Engineers,

WHITEFRIARS-STREET, FLEET-STREET, LONDON, ENGLAND.



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No. 105.—Portable Steam Engine and Patent Centrifugal Pump.
Improved Boring Tools for artesian or petrolium oil wells, testing ground for minerals, foundations for railway bridges or other works.
No. 223.—Complete Oil Mill.
No. 28.—Well Engine Frame, with double brow crank and pumps.
No. 50.—Patent double barrel Farm and Ship Fire Engine, Irrigating Liquid Manure and Cesspool Pump.
No. 54a.—Double barrel Fire Engine for Fire Brigade, Railway Stations, Mansions, &c., in galvanised iron tanks, on wheels, with hose pipes and appurtenances complete.
No. 217.—Improved Australian Hydraulic Wool Press
No. 238.—Geared Screw Cotton or Wool Press.
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No. 136.—Vertical Steam Engine and Boiler.

S. OWENS & Co. beg to call the attention of Engineers, Contractors, Merchants, Shippers, and others to the following list of Articles manufactured by them, of which a large Stock is kept on hand:—

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Steam Engines, Fixed and Portable	Turbines	Tanks	Mortar Mills	Mine Pumps	Pile Driving Engines
Steam Cranes	Hydraulic Rams	Water Cranes	Ships' Pumps	Railway Station Pumps	Ice Making Machine
	Fire Engines	Stand Posts	Steam Donkey Pumps		

CATALOGUES AND ESTIMATES FREE ON APPLICATION

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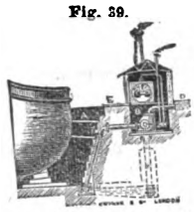
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

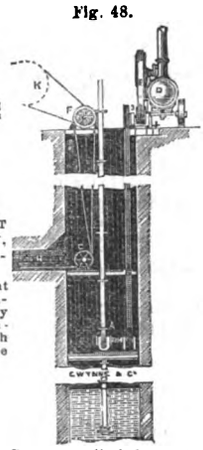
Fig. 39.



WYNNE & Co.'s PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



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Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.

GWYNNE & Co.'s IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

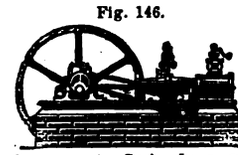
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.

GWYNNE & Co.'s IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & Co.'s IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gear, for economical working.

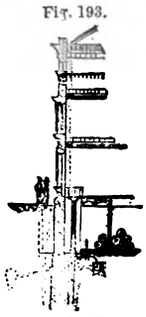
From 4 to 100-horse power.

Fig. 154.

GWYNNE & Co.'s IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 193.



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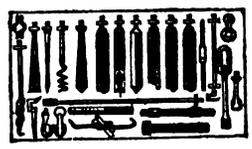
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.



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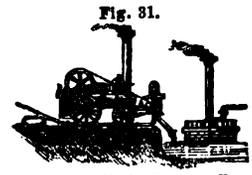
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

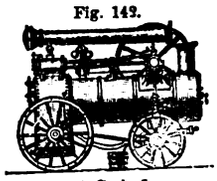
Fig. 31.



GWYNNE & Co.'s PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 142.

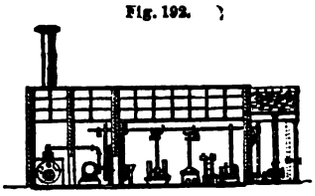


GWYNNE & Co.'s IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.

From 2½ to 30-horse power.

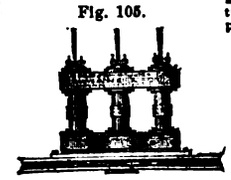
Fig. 192.



GWYNNE & Co.'s IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

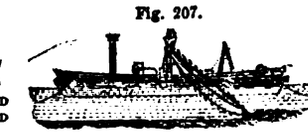
Fig. 105.



GWYNNE & Co.'s IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



GWYNNE & Co.'s IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

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Restaurant and Table d'Hote. Baths and all other conveniences.

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Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

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(LIMITED).

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This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

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Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

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OVERLAND ROUTE via MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Tigre ...	July 19	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ...	August 2		
Ava	August 16		
Iraouaddy ...	August 30		
Hoogly ...	Sept. 13		

The Steamers of the 2nd and 30th August connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 19th July, 16th Aug., and 13th Sept. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... ... „ Saturday, 5 P.M.
Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates, at shippers' risk, for Java, Japan, &c. The following high classed Steamships, which have been built especially for the China trade by the celebrated builders Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tons.	Docks.	H.-p.n	To sail.
Hankow	100 A1	3,594	S.W.I.	450	July 15
Hong Kong ...	100 A1	1,881	S.W.I.	200	To follow
Nankin	100 A1	2,423	S.W.I.	300	To follow
Canton	100 A1	1,881	S.W.I.	200	To follow

These fine Steamships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

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CHINA:
THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Chinaman ...	A1 14 yr.	E.I.D.	With des.
Hong Kong	Tamesa	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The Company's steamers VANCOUVER, VASCO DE GAMA, and another at present building, will leave San Francisco on or about the 20th of every month for Yokohama and Hong Kong.

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GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,106	330	July 25
Glenfalloch	100 A1	2,126	275	Aug. 15
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,130	330	New boat
Glenfinlas	100 A1	2,130	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Batavia and Sourabaya.	Eme.....	A1 16 yr.	S.W.I.D.	With des.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	AA13yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent Clyde-built steamship CAWDOR CASTLE, 100 A1, 2,178 tons register, 300-horse power nominal, W. COWIE, Commander, will load in the South West India Dock, and have immediate despatch. This well-known steamer has elegant accommodation for first-class passengers, including bath rooms, ice-house, ladies' cabin, &c.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing. Hg. Kg.,& Shanghai	Paris, s.s., via S.C.	100 A1	920	S.W.I.	July 15
Hong Kong ..	Invincible.	A1 13 yr.	657	S.W.I.	With des
Shanghai ...	Velocity ...	A1 14 yr.	491	St.Kth	With des

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STEAM TO YOKOHAMA, PENANG, SINGAPORE, and HIOGO.—The magnificent steamship MURIEL, A1 18 years, 880 tons; to sail July 10; will load in the Victoria (London) Docks.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

With quick despatch.

FOR YOKOHAMA AND HIOGO, the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

For Freight or Passage apply to the Owners, Messrs. BARING, BROS., and Co., 8, Biphopsgate-street, E.C; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, (corner of Cornhill), E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Glenartney, s.s. ...	2,106	McGregor, Gow, & Co. ...	July 25
Hankow, s.s.... ...	2,332	Norris & Joyner...	July 15
Celaeno	702	Wright Bros. & Co.	July 25

LIVERPOOL.

Diomed, s.s.	...	1,201	Alfred Holt ... July 9

GLASGOW.

Somerset, s.s.	...	1,000	T. Skinner & Co. July 6

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on average in thirty-eight steam days):—

Prins van Oranje	...	3,000 tons	1,600-h.p. (effective)
Conrad ...	...	3,000 „	1,600 „ „
Koning der Nederlanden ..	...	3,000 „	1,600 „ „
Prinses Amalia	...	3,500 „	1,600 „ „
Voorwaarts ...	...	3,000 „	1,600 „ building.
Prins Hendrik	...	3,000 „	1,600 „

The PRINS VAN ORANJE is appointed to leave Southampton about 13th July for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger Fares from Southampton:—First-class, £58, and upwards; second-class, £33.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King-William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 567.] LONDON, MONDAY, JULY 13, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE MAIL TABLE.

The P. and O. Company having adjusted the working of the Service with the Government, we now publish the TIME TABLE *for the remaining portion of* 1874, *combined with the Table of the Messageries Maritimes. To Subscribers, free; to Non-Subscribers,* 1*s.*

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received July 10.
JAPAN—Yokohama	April 3	May 19	May 23*
Yedo			
Osaka and Hiogo	Mar. 20	„ 11	„ 19*
Hakodadi			
Nagasaki	„ 20	„ 14	„ 16
CHINA—Peking	—	—	„ 13
Tien-tsin	—	—	„ 14
Chefoo	—	—	„ 16
New-chwang			
Hankow	—	—	„ 20
Kiu-kiang	—	—	„ 19
Chin-kiang			
Shanghai	April 10	„ 22	„ 24
Ningpo	—	—	„ 21
Foochow	—	—	„ 25
Formosa	—	—	„ 24
Amoy	—	—	„ 27
Swatow	—	—	„ 28
Hong Kong	—	—	„ 30
Canton	—	—	„ 28
Macao	—	—	„ 29
PHILIPPINES—			
Manila	„ 10	„ 18	„ 24
COCHIN-CHINA			
Saigon	—	—	June 4
SIAM — Bangkok	—	—	„ 1
BORNEO—			
Labuan	—	—	May 21
Sarawak	—	—	„ 23
JAVA — Batavia	„ 24	„ 28	June 4
Samarang	—	—	May 29
Sourabaya	—	—	„ 28
MALACCA STRAITS—			
Singapore	—	—	June 8
Penang			
CEYLON—			
Galle	May 22	June 16	„ 17
Colombo			

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.,

The French mail, with advices dated as above, was delivered, *via* Marseilles, on the 10th inst., three days early. The next inward (P. and O.) mail, with dates Yokohama, 27th; Shanghai, 31st May; Hong Kong, 6th; Singapore, 14th June, is due, *via* Brindisi, on Monday next, the 20th inst.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bokhara*, from Southampton, July 2.—To Yokohama: Mr. H. Heinemann. To Hong Kong: Mr. E. H. Oxley. To Singapore: Dr. Robertson. To Penang: Asst. Comr. McLeod. To Ceylon: Mr. Gould, Mr. P. Lynam.

Per P. and O. steamer *Hydaspes*, from Southampton, July 16.—To Hong Kong: Major-Gen. Sir F. Colborne, C.B., Mrs. Richardson and three children. To Ceylon: Mr. Plummer.

Per ... and O. steamer *Ceylon*, from Brindisi, July 27.—To Singapore: Mr. J. Gordon.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Hong Kong: Mr. J. Campbell. To Singapore: Mrs. M. C. Evans.

Per French steamer *Tigre*, July 10 (booked from London).—To Yokohama: Mr. Chiapello. To Hong Kong: Baron von Overbeck, Mr. Mollard, Mr. Roussin, Mr. Cagnard. To Shanghai: Mr. and Mrs. J. J. Buchheister, Mr. Neumkirche, Mr. Scherrier. To Batavia: Mr. Andre, Mr. Angot, Mr. and Mrs. Ankersmith, Mr. P. A. Schill. To Singapore: Mr. Ringer, four Missionaries. To Galle: Mr. Frendenberg, Mr. Carey, Mr. Herring. To Saigon: Mr. de Jong van Sier.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 6th inst., and published in our last issue.

NAGASAKI.

Our advices extend to the 16th May; the P. and O. mail from London March 20 arrived out on the 14th May.

The *Nagasaki Express* of the 16th of May gives the following further particulars of the Japanese expedition to Formosa. The P. and O. steamer *Delta*, which arrived here from Shanghai on the 10th, has been sold during the week to the Japanese Government, and will be employed in the Formosa expedition. The price paid for her is one hundred thousand dollars, and she changed her flag on Tuesday last, on which occasion two guns were fired. The crew, which has been quartered in the building next door to the Sailors' Club, left to day for Shanghai by the British steamer *Lap Tek*. The steamer *Shaftesbury*, which was sold last week for sixty thousand dollars, and also the *Delta*, are being laden with stores, &c., for the expedition, and will convey the remainder of the soldiers to their destination. The total number will be about two thousand soldiers and workmen. Saigo, chief in command, who proceeds with the troops, will leave to-morrow morning by the *Delta*, and the *Shaftesbury* left this afternoon, direct for Formosa, at which place, we learn, several of the vessels forming the expeditionary squadron have arrived. Okuma, Minister of Finance, left yesterday morning by the P.M. steamer *Golden Age* for Yokohama, and from thence he proceeds to Tokio. Negotiations for the purchase of the British steamer *Lap Tek* were also pending during the week, but these have been suspended.

The Japanese iron-clad ram *Azuma-kan*, returned again to this port from Kagosima. She brought hither some five hundred more Satsuma soldiers who are to join the Formosa expedition; she left this morning for Amoy. The soldiers were landed at the Ohato, and were quartered in different parts of the town of Nagasaki, but they were re-embarked on board the steamers *Delta* and *Shaftesbury* during the week.

The steamer *Argus* left for the wreck of the Russian steamer *Nicolai*, which vessel it will be remembered ran upon a reef on the east side of Oki Island on the 6th October last. The endeavours to save her were, in consequence of her exposed position, suspended until the change of the monsoon, and the *Argus* has gone down to see whether any of the material of the wreck can be saved.

Ex-Samurai Oba Kagetatsu, of the Saga ken, has also been deprived of his rank, as he came to Nagasaki as a spy in the service of the rebels. Several Samurai of the Nagasaki ken, named Takama Taro, Watanabe Bunro and Fukahori Baigo, have been sentenced to the same degradation. The former as a rebel spy went to Fukahori to hasten the despatch of troops, and the two latter have been awarded their punishment for conniving at his action. Miyatomi Tetsuhe and Matsuzono Tadatsura, Samurai of the Nagasaki ken, have been deprived of their rank, they having been found guilty of sending communications to Saga, giving information of the events that happened at Nagasaki during the insurrection, and intending to join the rebels in the event of the latter attacking this place.

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The captain of the Japanese steamer *Shaftesbury* appears to be bent upon distinguishing himself. The vessel, which is entirely in charge of natives, left this harbour for a trial trip, previous to starting on her voyage to Formosa. On returning to the anchorage she ran into the British barque *Mistletoe*, and did considerable damage to the port-side of that vessel. Previous to the collision the steamer had run against the P.M.S.S. Co.'s barge *Shamrock*, but fortunately did very little damage to her.

Several rumours have been current to the effect that the British steamer *Crocus* had been sold, through Messrs. Alt and Co., to the Japanese Government. We believe they had their origin in the fact that Messrs. Alt and Co. received an offer of two hundred and thirty-five thousand dollars for her, but on behalf of the owners they declined to sell at this figure. [This vessel is now on her way from Foochow with new teas.—ED. *L. and C. T.*]

Under the title of "The Tokio Guide," a guide book of Yedo has just been published by Messrs. F. R. Wetmore and Co., of Yokohama. This little book is precisely what the author intended it to be, viz., "a few pages to show how the tourist may expen- his limited time to the best advantage." There is a host of useful information for the traveller in Japan, including a translation of words likely to be used in conversation with the coolies.

CHINA.

—o—

PEKING AND TIENTSIN.

The Peruvian Minister and suite returned to Tientsin during the morning of the 30th April. On the following day Captain Garcia, accompanied by Mr. Secretary Elmore, called on the Governor-General. Two days later the latter, accompanied by several subordinate officials, returned the call. Mr. Mayers, Chinese Secretary to Her Majesty's Legation at Peking, arrived here a few hours before the Peruvian Minister, and I have since learnt that he had been rendering considerable aid to the latter in the negotiation of a treaty; and as numerous interchanges of visits are now occurring between Chinese officials and the Peruvian Legation officers, we presume that the relations of the two Governments have been placed in such a position that nothing exists to prevent the object of the Peruvian Minister being amicably and speedily concluded.

The Tientsin Spring races come off on the 14th, 15th, and 16th May. Some of the sporting members of the Peking community have been here already some days, and as the entries have been numerous we look for much sport. The small river steamer *Feiyuen* will be prepared, on the three days of the races, to take the public to the course, situated some four miles below the British settlement.

ABSTRACTS OF PEKING GAZETTES.

May 1st. (1) In addition to the usual list of presentations, applications for leave from duty, &c., it is recorded that Ngên-ling having committed a breach of etiquette in introducing to audience, requests that a penalty be adjudged against himself.

(2). Jui-lien, Military Governor of Jêh-ho, applies for the deprivation of office of a District Magistrate who has obtained his preferment by false personation. It appears that an individual named Chao-Yung-chên, otherwise called Chao K'ihung, is the son of a former incumbent of a Magistracy in Kiang-si, where he purchased a grade of nominal literary rank, after which, in return for certain contributions to military funds, he was permitted to become a Prefect's Assistant in Shantung. In 1868, after living for some years in retirement, he took the new name of Chao K'ihung, and got himself employed as a clerk in a Government office. Obtaining successive recommendations, he managed to rise through various minor titular grades to the rank of expectant Magistrate, but all in his old name of Chao Yung-chên. In 1871 he resigned his clerkship under the *alias* he bore, and in 1873 he gained his substantive advancement to the Magistrate's list. Having been detected in these subterfuges, he is not a man to be entrusted with a position of authority, and the Military Governor consequently lays the matter before the Throne.—Rescript: Let Chao Yung-chên, *alias* Chao K'i-hung, be forthwith deprived of his rank. Let the Board of Civil Office take note.

SHANGHAI.

The present mail brings advices from this port to the 24th May; the French mail from London April 10 arrived out on the 22nd May. The *Courier* has the following:—

Some interesting notes have been obligingly sent us about tea clippers shortly expected in Shanghai. Most of these come, as usual, *via* the Colonies. The *Sir Lancelot*, about which apprehensions were felt by some, because said to have left London for Shanghai on the 28th of December last, was loading at Sydney for Shanghai when the *Cutty Sark* left. The *Ascalon*, a new clipper, belonging to George Thompson, Jun., and Co., and the *Crested Wave* were to leave shortly after the *Sir Lancelot*, so that all three must be close at hand, as well as as our old beauty the *Thermopylae*. The *Lammermuir* and *Red Riding Hood* were chartered to load coal at Newcastle for Shanghai; while in Sydney were the *Forward Ho*, *Norman Court*, and *Kaisow*. It was not known whether the *Titania* would come to the North of China or not. Of the above the *Lammermuir* and *Thermopylae* have arrived.

We have been kindly supplied with the following items from Hankow:—The Tea Market opened on the 19th. The Settlements are small; Russian houses the only buyers as yet. Through rate of freight asked for mail steamers, £6 10s.; for other steamers, £5 10s.; no rate named for sailing vessels. The keenest discussion goes on as to the respective merits of the rival companies. The "Glen," "Castle," and "Blue Funnel" lines are represented respectively by the *Glendarroch*, the *Gordon Castle*, and the *Cawdor Castle* and *Agamemnon*. The *Hong Kong* is, of course, backed by our German friends. A sweepstakes of some $1,300 has been subscribed to for the winners of the race, *i.e.*, all steamers included.

The annual meeting of Ratepayers has been held. The Report and Accounts for 1873-4 and the Estimates for 1874-5 were passed. An amendment to the latter, proposed by Mr. Kidner and seconded by Mr. Wainewright, desiring an increase of taxation from 8 to 10 per cent. on rentals of Chinese houses east of Honan-road, was negatived by 210 votes against 79.—A proposal for a slight deflection of the Yangtzepoo-road near Mr. Hayes' house was adjourned.—A proposal allowing Messrs. Fogg and Co. to enclose a strip of the Bund, in consideration of their surrendering the foreshore for the use of the public, was approved.—The construction of a bridge over the Soochow Creek, at the end of Honan-road, and bunding the Hongkew shore, was approved. Power was given to raise a loan of Tls. 10,000 for widening the streets. The purchase of Messrs. George Barnet and Co.'s property for Municipal offices for Tls. 40,000 was sanctioned. The whole business was concluded by noon, Mr. Carter withdrawing the resolutions of which he had given notice, and which would otherwise have occupied the afternoon. These were adverse to the admission of proxies for ratepayers present in Shanghai, and in favour of the amalgamation of the French Settlement. A special meeting has, however, been called for the 8th June, to consider these and other pending matters.

The new Municipal Council have taken office; Mr. Purdon was elected chairman, and Mr. Wood vice-chairman. The Council resolved itself into the following committees:—Finance, Lemarchand, Carmichael, Cowie; Works, Purdon, Webb, Mackenzie; Watch, Wood, Kidner, Heyden.

The Chinese soldiers have been withdrawn for some days from the Ningpo Joss-house, and are now encamped outside the south gate, not far from Overweg's bungalow. They appear to be contemplating some stay there, as they are surrounding the camp with earthworks.

We hear that the French Consul-General has asked certain Consuls to prosecute individuals claiming their protection, for shooting Chinese during the night of the riot. We presume the reply will be that, if specific charges are brought against any one they will be investigated before the Courts in the usual form. It is well that the matter should be investigated; for though some shots fired during the heat of the riot were no doubt justifiable, there seems equally little doubt that others were fired recklessly after danger was over, and were blamable. Of course Mr. Gordeaux will institute in his own Court similar proceedings in the case of his own nationals, to those which he has asked his colleagues to take.

Judgment has been given in the case of the Assignee of the estate of L. H. Stoddard in Bankruptcy *v.* Olyphant and Company—in favour of the plaintiff.

The U.S.N. Company does not appear to have got to the end of its troubles yet, though the latest is one that curiously enough arises out of a success. We understand that a suit is being instituted by the North-China Insurance Company for the recovery of the amount they had paid in respect of the insurance effected on the *Rona*, in view of the U. S. N. Company having succeeded in their appeal against the decision of the Court at Hong Kong in the *Ava-Rona* collision case.

At H. B. M. Supreme Court, before Sir. E. Hornby, Chief Judge, Mr. Drummond applied, on behalf of the North-China Insurance Company (plaintiffs in the above suit), for an injunction to restrain the directors of the Union Steam Navigation Company from dealing with or distributing, before the decision of that suit, any sum they may receive from the Messageries Maritimes Company in pursuance of the judgment given in their favour by the Privy Council, and of an enquiry as to the amount of damage now proceeding at Hong Kong. After some argument, his lordship reserved decision.

Our readers will not have forgotten the Yang-yeh-lew case, which attracted so much interest a few months ago. The man was transmitted from hence to the Prefect of Soonkiong (the Shanghai Hsien's immediate superior), and there withdrew the inculpatory confession he had been constrained to make under the frightful torture inflicted on him in Shanghai. A further torture of 200 blows, however, persuaded him to go back to his original statement, and he was passed on to the Provincial Judge at Soochow, where he again recanted. Chinese law is that, if a culprit recants in a higher Court, he has to be sent back to the lower one. The necessity of reference to Shanghai was obviated by torture at Soonkiong. We do not learn whether the same process is being resorted to at Soochow, or whether Yang will

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be sent back to Sookiong; but if he is, no doubt the same process will be repeated; and it appears to be simply a question for him of admitting what he is desired to say, or being beaten to death.

A proclamation from the Taoutai to the producers of Silk is as follows:—On the 20th, 3rd Moon, I received a letter from Mr. Seward, U.S. Consul-General, on behalf of the whole number of Consuls, stating that the Chamber of Commerce had received letters from Europe and America, complaining that the silk of last season was no improvement, but rather worse, than that of the previous few years, of which complaint has heretofore been made. He also forwarded to me two copies of a notice prepared by the Chamber of Commerce for circulation among silk dealers. In China silk is a very important article of commerce, and all those engaged in the preparation of and dealing in silk should be faithful and honest, and on no account allow the least counterfeit in its preparation. I have before issued proclamations in regard to this matter. Having received this letter from the senior Consul, I have written to the officials in the silk district, and now issue this proclamation with the notice of the Chamber of Commerce. Let all engaged in the preparation of silk be careful to obey these instructions, and select the good from the bad, and constantly study how to improve the quality of the silk until it is perfect, and on no account allow the least infraction on what is necessary to make it perfect.

Among the passengers by the steamer from Japan is Judge Goodwin, from Yokohama, who pays a brief visit to Shanghai. Mr. N. J. Hannen, lately acting judge of H.B.M. Court at Yokohama, has also arrived by the *Oregonian*.

HONG KONG.

The inaugural address at Concordia Hall, Canton, was delivered by Mr. Gideon Nye. In the course of his speech Mr. Nye made the following remarks:—"The gentlemen of the committee of the Concordia Hall Association had assiduously, though quietly, pursued their duties for many months, until on the 8th ult. they simply issued cards with an intimation of dancing. There had been no imposing laying of a corner stone, no Masonic rite, nor any ceremony of Good Templars or Odd Fellows; in short, none of the 'pomp and circumstance' of beginning, prosecution or ending.

"This seems to me very much like 'hiding of their light under a bushel;' and, desiring myself to do homage to the ability and taste evinced in the erection of this elegant and substancial edifice, I crave your sympathy, Ladies and Gentlemen, in this expression of it. Our hosts may say that the modesty I impute to them is in consonance with the simple and unambitious purpose of the Concordia Hall Association, and say so very truly. For, as I understand the purpose of its founders, it means sociability and friendly intercourse; healthful recreation and mental renovation; in one compound word it means the *utile-dulci*—the source, at once, of modern culture and material progress—which constitute what I may call our muscular and progressive civilisation, as contrasted with the emasculated civilisation that we see around us.

"This edifice itself, while it attests, in design and execution, the greater vitality and harmony of ideas of our Western civilisation, marks also an advance in the style of architecture here since the days of the old factories, whose façades alone were little distinguishable from the hongs of the native merchants. I have spoken of the Chinese civilisation as emasculated, in contra-distinction to our own; but I intend no derisive disparagement of this more ancient civilisation, nor, indeed, do I doubt that in some essential particulars it is practically superior to our own. I allude rather to the absence in it of the progressive elements which characterise our own; and I attribute that defect not to 'the black-haired race' as a people, but to the system of government in respect to education; which, admirable as it is within its prescribed limits, is of a too circumscribed scope for the development of genius in individual character. To reluctant, conservative China we are fain to address the wondrously wise words of Shakespeare:—

> 'What custom wills, in all things should we do it,
> The dust on antique time would lie unswept,
> And mountainous error be too highly heap'd
> For Truth to overpeer.'

But we see the dawn of a better day for the 'Sons of Han,' for, although political preferment still rests upon this old system, the Peking Government has authorised the establishment of the College there and the educational Missions to Foreign countries. Such are among the significant results of the establishment of the Legations at Peking for but a dozen years, so that if we consider the state of antecedent relations we may take heart for the future."

SIAM.

BANGKOK.

The *Siam Weekly Advertiser* has the following remarks *apropos* of a letter which appears from Captain Hopkins, of the s.s. *Danube*, asking for information about the Lighthouse and why it is not lighted:—The Siamese Government is in possession of a lighthouse and it has been to considerable expense in constructing a place for it at the entrance to the river. It seems a great pity after going to so much expense, and having made so much preparation, the light should not flash its rays to guide the mariner to cross the bar and enter the river in safety. If there ever is a time when a beacon light is needed it is during the stormy nights of the S.W. monsoon. During this season of the year the highest water is during the night, and if vessels cross the bar, they must do so mainly at night, why not then give them the benefit of a beacon light? The paltry expense of supplying the oil, and supporting a man to attend it, can be but a trifle, and will be more than covered by the increased facilities to the commerce of the port which will ensue. This would seem to be a legitimate expense that ought to be provided for from the revenue derived from the exports and imports. Judicious investments in needed lighthouses, canals, roads and telegraphs are investments that return a handsome income from the increased production and commerce which they create, and which yields reliable revenue to the country.

STRAITS SETTLEMENTS.

SINGAPORE.

Our advices by the present mail extend to the 8th June The following summary of news is from the *Straits Times*:—

The changes in the Courts, which took effect on the 1st inst. have, we understand, been materially delayed through the absence of the Chief Justice, who will now have his hands full of business to get the new arrangements in working order. Meantime, the public are inconvenienced by the unsettled condition of affairs, and one does not know where to go, or who to apply to, in order to get processes issued and served. We trust the new Court buildings will be hastened to completion with all possible speed, in order that our legal tribunals may be held with becoming dignity.

We have before us a pamphlet issued here by Mr. J. W. Floury,—formerly a light-keeper at the Horsburgh and Raffles Light-houses,—containing monthly tables of the tides at those points of observation throughout the year, with explanations on the set of the tides during the N.E. and S.W. monsoons. The title-page informs us that the book is printed under the authority of the Colonial Secretary, and the preface states that the tables have been examined by the Master Attendant, Naval surveying officers, and commanders of the French and English mail steamers, whose favourable opinion should be sufficient guarantee of the correctness of the figures. Some palpable errors in orthography appear in the explanatory remarks, but as the author's meaning nevertheless seems sufficiently clear, doubtless the book will be found very useful to shipmasters navigating the Straits.

The British steamer *Mecca*, Capt. Laws, from Batavia 31st May, has arrived. She reports having spoken, off Lucipara Island, the British barque *Crest of the Wave*, from London, Danish barque *Thor*, and Dutch barque *Jacoba Helena*, all bound to Singapore.

On the subject of fires the *Straits Times* has the following:—The other morning we had an opportunity of seeing, *au grand soleil*, the manner in which fire-engines in Singapore are transported from place to place. One of them had been pulled out of the central police station, and was being dragged about in the region of old Singapore. The pace the engine and its team, composed of a small army of peons superintended by some European police, was proceeding at was a fair average pace for such a cumbrous contrivance, and was a little faster than that of a decorous funeral. We made enquiries as to the destination of the engine, fearing that a fire had broken out somewhere. At least, thought we, the engine is being taken out to give itt pullers and haulers an opportunity of exercising themselves and their charge. But no; they were not on business of so much importance. A Chinaman who had only recently arrived in Singapore on his way to or from China had taken up his abode with a compatriot in old Singapore, where he appears to have become a trifle deranged. He locked himself in an upstairs room, and refused to be reasoned with, fed, or comforted. The window of his room looked out into a yard, and was in a line with a well about ten feet distant from the wall of the house. The well was some thirty feet deep, and the window was ten feet above the ground level. The landlord becoming importunate, the tenant became alarmed, and taking a flying leap through his window, fell into the well, and reached the bottom sound and scatheless, without even a scratch on his person. Some compatriots came, and trying to persuade him to come out, offered to find means to extricate him, but he sternly refused assistance. Accordingly the police fire-engine was sent for to pump the water out of the well. This service it performed, the police were able to descend into the well, and the man was with difficulty extricated; so that the fire-engine has not been altogether useless in its heretofore existence. It was on its errand of salvage when we saw it, and its pace was such as we have described, quite as rapid as could be expected, when its weight and the means at hand to draw it are taken into consideration, but not such as it should have been

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under the circumstances. We maintain that when the rescue of life from danger, or the salvage of property from the devastation of fire, are at stake, some less cumbrous system of transport for the engine should be adopted. Horses ought to be kept always at hand for the draft to the engines to places where they may be required. What with the carelessness of Malays, and the indifference of Chinese, in the matter of fire, they may be required at any spot at any moment. "Ever ready and ever effective" should be their motto. The matter of a complete arterial system of water supply throughout the town will no doubt form a matter for the prompt consideration of the municipality ere long.

PENANG.

We extract the following paragraphs from the *Penang Gazette* of the 30th May :—

It becomes our painful duty to have to record the death of the late Mr. Forbes Scott Brown, M. L. C., on Thursday night. We have only time to remark here that his loss is an irreparable one. Penang at the present moment has literally to mourn for the loss of her social as well as her political head. All the merchants' offices in Beach-street were closed yesterday, and the Consulate flags, as well as those on board the different ships in the harbour, were hoisted half-mast high out of respect to the memory of the deceased gentleman. The funeral, which took place last evening was attended by an immense concourse of all classes of the community.

On the 28th the Dutch steamer *Semiroe* arrived here from Dellie, and the Dutch steamers *Holland*, *Ariadne*, and *Ardjoeno* from Atchin anchored in this harbour. The *Holland* proceeds to Batavia, and the other three steamers are taking in cattle and provisions for Atchin. The war party at Atchin still sustain the struggle, notwithstanding the repeated defeats they encounter.

The inhabitants of Perlak (a state near Edie) have assumed a hostile attitude towards Edie, but measures have been taken by the naval commander on the East Coast to resist any attacks from that quarter. The latest accounts report all quiet at Edie, and the probability of a garrison of Dutch troops being quartered at the chief place. The blockade of Tamiang (south east coast) has been raised, that State having hoisted the Dutch flag.

His Excellency Sir Andrew Clarke arrived in s.s. *Pluto*, accompanied by Major McNair, Dr. Little, and Mr. Braddell. At half-past eleven in the forenoon the vessel steamed in and anchored in the harbour, and after a delay of about an hour the whole party came ashore. A guard of honour from Her Majesty's 10th Regiment was stationed at the jetty, and a salute from Fort Cornwallis announced the landing. A large number of the inhabitants, including Europeans, Mahomedan and Chinese, were congregated to do honour to the occasion of his Excellency's first official visit to this Settlement ; all the ships in the harbour were dressed up with flags. On Monday, at noon, a levee was held at Suffolk House, which was largely attended by the different classes of the community. Lady Clarke held a reception at the same time and place.

His Honour the Chief Justice has closed the Criminal Sessions ; the prisoners in the riot cases were all found guilty, two of them were sentenced to eighteen, and the others to nine months' rigorous imprisonment each. The Civil Sittings commenced on Wednesday last.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—But little improvement had taken place in the state of the market. A moderate business had been done in 16 to 24 Yarn, at easier rates for the common qualities ; other counts having been almost entirely neglected. In Grey Shirtings there had been very little doing, although at the close some inquiry was shown for 9 lbs., 45 in. goods. A fair business had been done in Turkey Reds, and the better qualities of Plain Orleans, and Italian Cloths had been fairly saleable. The market for Metals was further depressed.

HIOGO-OSAKA.—Another month of dulness and inactivity is recorded, though towards the close a better tone had become manifest.—Cottons. —Yarns : Deliveries had been next to nothing, and prices were nominal. Grey Shirtings had been moved off to a very moderate extent only. The demand for Turkey Red Cambrics continued at about former rates. For Victoria Lawns there had been a fair enquiry. Worsteds and Woollens.—Black Orleans had commanded a fair sale ; prices were unchanged. Mousselines had met with good enquiry, and prices were firmer.—Nail Rods.—A further decline was noted.

SHANGHAI.—The principal Plain Cotton staples had been in fairly continuous request throughout the week, Drills and Mexican T-Cloths being the favourites. The destination of most of the purchases was still rather doubtful. Tientsin excepted, the advices from the outports were against operating largely on this market, and even from the North there had been little better news. The late rains in Chihli had considerably quieted the apprehensions as to the safety of the growing crops, and to this circumstance the Shirting market was greatly indebted for the business and slight improvement. In Woollens there had been rather more doing.

MANILA.—The market for Plain Staples had exhibited a slightly better feeling, and dealers seemed more inclined to operate, but in most cases would not offer any advance upon previous quotations, There was no change to report upon uncoloured goods, values of which remained unaltered.

EXPORTS.

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TEA.

YOKOHAMA.—The market had shown great activity, settlements from the 11th May having rather exceeded 3,000 piculs. Arrivals had been heavy, and in consequence prices had suffered a decline, closing rates ranging from $45 to 65 per picul, for qualities classing from fine to choice. Export from 1st June to date, 12,438,613, against 11,756,272 lbs. in corresponding period last season.

HIOGO-OSAKA.—The first arrivals of new leaf were offered about the 7th May, and a few small lots were bought up at prices ranging from $51 to 53 for choice, but owing to heavy rains, and supplies in consequence coming forward very slowly, coupled with advices of high opening rates at Yokohama, the market rapidly advanced, and at the close $57 to 62 was the range of prices. Settlements (to the 15th May, inclusive) of new leaf had been about 850 piculs, and of old leaf 750 piculs. Shipments to other ports in Japan were 469 boxes for the month. There was scarcely any stock, as arrivals were eagerly taken at ruling rates, viz., choice $57 finest, $62.

HANKOW.—Messrs. Evans, Pugh, and Co.'s Report says :—Our report for the season 1873-4 was issued on Jan. 23, since which date no business in Tea has been transacted at this port. The total export for that season was, according to Custom-house returns, 61,842,532 lbs., against 60,993,577 lbs., in the season 1872-1873, and 62,322,446 lbs. in 1871-1872. Fifteen musters of the new crop, consisting of 8 chops from Chon-sow-ki, 2 from Pin-kong, 2 from Yong-low-tong, 2 from Ningchow, and 1 from Neb-ka-see, were put on the market yesterday. Before the day was over 2 chops of fine Chonsowkis were bought at about Tls. 37, being three taels higher than the opening rates last season for this class. We have not as yet seen enough of the crop to be able to express an opinion as to the quality of it, and would at present merely remark that we consider the Chonsowkis nice Teas. The steamers Agamemnon, Glenfalloch, Glenartney, Hong Kong, Cawdor Castle, and Gordon Castle are here waiting to load for London ; £5 10s. per ton of 40 feet is the rate of freight named for them. The sailing vessels Cutty Sark, Lammermuir, and Ada are expected to load for London. The steamer Russia is on the berth for Odessa, and the Tchihatchoff is also to load for the same port.

SHANGHAI.—There had been nothing done, with the exception of th shipment of a small parcel of Green to London. News had arrive e from Hankow to the effect that the new season for Black Tea wad opened on the 19th May, by the purchase of a few parcels at exceed-s ingly high rates. There was great secrecy preserved so far as to what has actually been done, but it was clear that two chops of "Chonglow-kai" had been bought to cost laid down 2s. 5d. per lb., and a chop of "Ping-kong" of fair quality to cost about 1s. 11d. There were doubtless several other settlements, but they were not at the moment accurately known. It was, however, evident that opening prices had been extreme.

SILK.

YOKOHAMA.—Natives were willing to make some small concessions, but buyers had been little disposed to operate at quotations. The stock, as before, offered little opportunity for selection. Some parcels of coarse silk had been returned to the country for native consumption. The silk-worms are reported as progressing well. Settlements 150 bales, stock 800 bales.

ARTICLES OF IMPORT.

The general characteristics of the Produce Markets have been a continuation of the previous inactivity and absence of speculative inquiry, and as supplies of most articles exceed even the increased consumption, the movements in prices have again been unfavourable to the importer—the exceptions being few and not of first importance.

TEA.

During the past week there has been a fair business doing, considering the time of year, dealers as a rule holding very light stocks, the 60,000,000 lbs. in stock on 30th ult. being distributed over a wide circle. Heavy supplies of Tayshan leaf have come to hand, which are selling at reasonable prices, ranging from 1s. 1d. to 1s. 6d. ; this class of Tea has been of great service as a substitute for country Congous, the stock of which is much reduced. At the public sales odds and ends of parcels of fine Teas have sold at low prices. The Glenartney, Agamemnon, and Glenfalloch are due the latter end of next week. The report of the Committee on the Adulteration Act has been printed, and, as regards Tea, is viewed as highly satisfactory, and will doubtless cause a favourable reaction ; in fact, several parcels of "clean" Caper have already changed hands, while the feeling is that a substantial advance will take place in all good Green Tea.

Messrs. Arthur Capel and Co.'s Circular says :—There has been little alteration in our Tea Market during the past week, the trade only operating for their immedediate requirements. Further arrivals of new season's Canton Congous have been difficult of sale, at slightly easier rates. For Scented Teas there is no demand, and lower prices must be taken to effect sales. The deliveries for the week, as compared with last year, are as follows :—

	1874. lbs.		1873. lbs.
Duty paid	1,910,000	...	1,761,000
Coastwise	497,000	...	528,000
Exports	720,000	...	972,000
	3,127,000	...	3,261,000

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Messrs. Percival and Co.'s Circular says :—The past month has been one of continued and unusual quietude, and although deliveries have been large, say close on 14,000,000 lbs., dealers (in consequence of the limited demand from the country) have simply bought sufficient to meet their insignificant requirements. The amount of business has therefore been small, beyond precedent, and confined chiefly to public sale, at which about 65,000 packages have been disposed of "without reserve."

	1874.	1873.
	lbs.	lbs.
Home Consumption from 1st January to 30th June	49,811,798	47,846,460
Export do. do.	12,945,196	15,571,731
Sent Coastwise do. do.	17,517,606	18,056,907
Total delivered	80,274,600	81,475,098

SILK.

The market continues steady, and a very fair daily business is doing in Chinas at unchanged rates; manufacturers seeming willing to buy at present quotations. Cantons are in little more demand, but there is no improvement in prices. Japan firm but quieter. Deliveries from 1st inst. are satisfactory—say from the 1st to the 8th inst. : China, 1,021 ; Canton, 236 ; Japan, 235 ; Bengal, 200. Total, 1,692 bales.

Messrs. Arles, Dufour, and Co.'s Circular, dated Lyons, July 4th, says :—For another week after our advices of the 6th June all reports concerning the Silk crop remained extremely favourable ; quotations of Cocoons to arrive fell again materially, and the depression of our market was becoming daily greater. Since a reaction has gradually taken place. On all markets of production arrivals of Cocoons proved far less important than expected ; reelers, unable to complete their intended supply, were compelled to pay everywhere a considerable advance. In France prices of Japanese rose from f.3.90/4.50 to f.4.50/5.25 ; Piedmont, f.3.60/4 to f.5.25/6 ; Lombardy, f.3.25/4 to f.3.70/4.50. This unexpected reduction in the estimates of the crop, and the enhanced cost of new Silk, induced manufacturers to make important contracts to arrive, especially in classical French and Italian filatures. The activity became more general when complaints were heard about the inferior yield of Cocoons, and a rise of f.3 to f.6 from the lowest point, was established on all European Silks. Asiatic throwns, and raws more particularly, have led also to very important transactions, but arrivals had so much accumulated that, in spite of higher rates telegraphed from China, importers, showing themselves desirous to clear the rather important old stock, have only obtained so far an insignificant rise.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JULY 8.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, arrived here to-day at 5 P.M. She brings eighty-eight passengers and a general cargo, including 197 bales of silk, 30,292 packages of tea, and 1,831 packages of sundries for London, which part of her cargo, will be forwarded to its destination per Company's steamer Euphrate, due in London on or about the 21st inst.

INWARD MAIL DUE JULY 27.—GALLE, JUNE 28.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, Shanghai on the 7th, and Batavia on the 18th June, left here to-day for Aden.—ADEN, JULY 8.—The Ava left here to-day for Suez and Marseilles.

INWARD MAIL DUE AUGUST 3.—GALLE, JULY 8.—The P. and O. Company's steamer Zambesi leaves for Suez with the Australian and China mails to-day. Specie £670,000.

OUTWARD MAIL OF JUNE 5.—GALLE, JULY 30.—The Messageries Maritimes steamer Meikong, from Marseilles 7th ult., left here to-day for Singapore.

Literature.

From *Trübner's Monthly Record* we learn that Mr. N. B. Dennys has in the press a handbook of the Canton Vernacular of the Chinese Language, which will be of great use for domestic and business purposes. The lessons are printed in three columns. 1, the English text ; 2, the Chinese version in Chinese characters ; and 3, the pronunciation of the Chinese, phonetically printed in Roman characters.

The same periodical also gives a rather interesting "account of the steps that have been taken in China, on the part of the representatives of Government, to make good the literary losses entailed through the ravages of the Taiping rebels." The writer observes that "at more than half the great literary centres, formerly renowned for their printing establishments and their bibliopolic treasures, the most wanton destruction was perpetrated by the insurgents, into whose hands such cities as Loochow, Hangchow, Nanking, and Wuchang fell. With that laudable reverence for their own literature which shines as a redeeming feature amidst the corruption of Chinese officials, solicitude was very early displayed by the high provincial functionaries, among the cares of reorganising the local Governments, for the restoration of supplies of the standard literature of the country. Kwan Wên, Governor-General of Hupeh and Hunan, was the first to take action in this respect. An official printing and publishing committee was established at the provincial capital, Wuchang-fu, under the title *Tsung Wên Shu Kiih*, . . . to which the task was committed of reproducing the classical or canonical works, the national histories, the treatises of the schoolmen and critics, whose writings have been stamped with Imperial approbation, and also sundry modern works of a miscellaneous character." This establishment, we learn, "occupies a spacious official building, in one part of which is the department where the works already printed are offered for sale. Outside the door is suspended a list of the works obtainable within, with the prices of each set forth according to the quality of paper upon which the purchaser may choose to have his impression. There are three grades of fineness in this respect. . . . . It appears that the whole of the canonical works and the recognised commentaries have been printed, together with about one-third of the dynastic histories, a great number of poetical collections and many works of a miscellaneous character. Amongst these may be mentioned one of the earliest productions of the committee, viz., an atlas of the Chinese Empire, in thirty thin volumes, drawn up under the patronage of the Governor-General, Kwan-Wen, and embodying all the geographical details derivable from the Jesuit surveys of the last century in combination with the particulars yielded by purely native sources. Although arranged on a cumbrous plan, the sheets, several thousand in number, being devised in such a manner as to form one vast map if unbound and pasted together, but not running continuously through the work, this atlas is undoubtedly far in advance of any previous native undertaking of the kind. . . . . A similar enterprise, although on a smaller scale, has been instituted at Nanking, and the productions of these printing establishments are gradually finding their way all over the Empire."

Naval and Military.

It is announced that the alterations and repairs to the Audacious, so as to fit her for a flag-ship on the China station, are to be completed by the 30th proximo. The alterations ordered were very extensive, as accommodation will have to be provided for a larger number of officers and men than has hitherto formed her crew, besides having to provide suitable quarters for the admiral in charge of the station and those attached to his staff.

The Adventure, screw troopship, Capt. John D'Arcy, sailed from Portsmouth on the 5th inst., on a round of foreign troop service, the particulars of which were detailed in our issue of the 26th ult.

In the annual report from the Trafalgar, training-ship, just published, an outbreak of measles is reported. It appeared first in the person of an officer (a Japanese), who was sent on shore to sick quarters at Portland. The medical officer of the Shearwater, surveying vessel, reports a fatal case of meningitis. It was that of an officer, who, prior to joining the ship, had served five years in a gunboat in China. The report from the Royal Marine Artillery at Eastney mentions a somewhat remarkable case of the loss of an eye. The patient received the injury while shooting at wild fowls in China ; the gun he was using exploded, and a portion of the metal was blown across the left eye, carrying away the wall of the eye and portions of the orbit and palpapræ. After being under treatment for some time on board his ship, and once subsequently in hospital on that station, he was invalided, and sent home. Being a man of good character, it was thought proper to see if he could be made available for land duty ; this, however, was found to be impossible. The parts around the original wound again inflamed, and the patient complained of constant pain near the orbit and across the frontal bone ; and as already several small portions of bone had been removed, it was not improbable that more might have to come away. After keeping the patient under observation for some time he was brought forward for survey, and invalided from the service. The surgeon to the Royal Marines at Forton mentions a case of disease of the bones, resulting from an old compound fracture of both legs ; the man had been invalided from China. A case of phthsis (in which the patient had been invalided from China), and a case of insanity (invalided from the Midge, in China), are reported from the Marine Division at Plymouth. The case of a marine, invalided from China with more than thirteen years' service, and a history of attacks extending over four years, is mentioned in the cases of epilepsy in the Marine Division at Chatham ; and a case of orchitis, following an injury received on the China station two years before, and a case of varicocele (that of a man invalided from China for dysentery) appear in the same report. Four cases of dysentery are reported from Melville Hospital, Chatham. They were all from the China station—two from the Zebra, one from the Juno, and one from the North German frigate Herth. One man returned to duty, one was invalided, and two died.

Colonel G. F. S. Call, half-pay, late 18th Foot, has been selected for the distinguished service pension, vacant by the appointment of Lieutenant-General Lord H. Percy to the colonelcy of the 89th Foot. Colonel Call served with the 18th Royal Irish throughout the first China expedition (medal), and was present at the first capture of Chusan, attack of the forts of the Bocca Tigris, storming of the heights and forts at Canton, and destruction of the forts and capture of Amoy ; and employed on the staff in 1841-42 as sub-assistant commissary-general. He also served throughout the Burmese war of 1852-53, and in the Crimea from December, 1854, including the siege and fall of Sebastopol.

The distinguished service pension lately vacated by Lieut.-General Haly, C.B., on his appointment to the colonelcy of the 106th Regiment, has been conferred on Brevet-Colonel J. W. Thomas, C.B., the 40th Brigade Depot. Colonel Thomas served with the 67th Regiment throughout the campaign of 1860 in North China, and was wounded while in command of a wing as part of the covering and storming party at the capture of the North Taku Fort (mentioned in despatches, C.B., medal with two clasps). He commanded the 67th Regiment at the second capture of Kading from the Taeping rebels in 1862.

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FLOGGING THE DEAD HORSES OF THE STRAITS.

(To the Editor of the *London and China Telegraph.*)

SIR,—It is to be regretted that Lord Stanley of Alderley should have made another onslaught on Sir Harry Ord and his administration of the Straits Settlements. He could not have expected any practical result from the motion in the absence of any petition or formal complaint. Had the attack been made during the Ordian rule it might have been productive of much good, and might have spared the Straits some years of evil government, and it might have saved the public some considerable sums of money uselessly and therefore wickedly squandered. Now that Sir Harry Ord is almost forgotten, and therefore forgiven, it is a sad waste of time to rake up the scandals of the quasi-regal palace or the steamers and presents. The Straits people, having got rid of their nightmare, are endeavouring to improve the passing hour under a better and more enlightened administration. What care they now if, when money runs short to carry out his great projects, Sir Harry Ord threatened to interfere with the freedom of their ports? What is it to them now that he endeavoured to create sinecures or accumulate offices for the sole benefit of his *protégés*? What if he were greedy of presents, regardless of the natural consequences to British prestige with the natives? He was defeated by the Colonial Office and the Straits Association on the two first points, and the fire at the Pantechnicon has avenged the latter. Sir Harry Ord is, in so far as the Straits are concerned, dead and buried, and has left the Government House at Singapore as a stupendous monument of his vanity and folly. It strikes us that Lord Stanley might employ his undoubted talents and valuable local knowledge to more purpose if he would devote them to the development of the more enlightened policy initiated by Sir Andrew Clarke, and assisted in the great and good work of opening up the Malay Peninsula to British influence and commerce. Sooner or later this must be done, and it were better if it were done with a good grace now, rather than have it forced upon us by uncontrollable circumstances. Here would be a large field for his lordship's philanthropy to work in, with results more gratifying to his friends and to himself than can be obtained from flogging a dead horse.—Yours obediently,

A

London, July 8, 1874.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—July 8, at Queenstown, from Rangoon, Thomasina McLellan.

DEPARTURES.—July 10, from London, for Hong Kong, Chinaman; 7, from Newport, for Galle, Mio Padre.

STEAMER PASSED THE SUEZ CANAL.—July 8, Hong Kong, from Hankow, for London.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 165 tons of stores to Hong Kong.

AMOY, JULY 10th, 4.25 P.M.—The Canton, str., from Foochow to London, total wreck, hull and cargo in the river Min.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BALDWIN—On the 13th May, at the American Methodist Episcopal Mission, Foochow, the wife of the Rev. S. L. Baldwin, of a daughter.

DONALDSON—On the 3rd June, at Singapore, the wife of Alex. H. Donaldson, of a daughter.

HELMS—On the 28th June, at l'Avant Poste, Lausanne, the wife of L. V. Helms, of Sarawak, Borneo, of a daughter.

MARRIAGES.

BAKER—NAIRNE.—On the 4th June, at St. Giles, Camberwell, by the Rev. Spencer Nairne, M.A., Rector of Hunsdon, Herts, and the Rev. Sidney Phillips, M.A., Vicar of Castle Hedingham, Essex, Frederick Arnold Baker, of 3, Crosby-square, London, eldest son of the late Major Richard Baker, of Wellington, New Zealand, to Helen Catherine, only daughter of the late Captain Alexander Nairne, H.C.S.

LOPES—OZORIO.—On the 2nd May, at the Roman Catholic Church, Foochow, by the Right Rev. Bishop Gentili, Melina A. Lopes to Francisco A. Ozorio.

NAIRNE—PHILLIPS.—On the 4th June, at St. Giles, Camberwell, by the Rev. Sidney Phillips, M.A., Vicar of Castle Hedingham, Essex, and the Rev. Spencer Nairne, M.A., Rector of Hunsdon, Herts, the Rev. John Domett Nairne, B.A., Curate of St. Mark's, Reigate, youngest son of the late Captain Alexander Nairne, H.C.S., to Grace, youngest daughter of the late Charles Phillips, of Grove-hill, Camberwell.

PERRY—LOWE.—On the 20th June, at the British Consulate, in Venice, by the Rev. J. D. Mereweather, Gerald Raoul Perry, H.B.M.'s Consul in the Island of Reunion, son of Sir William Perry (for many years H.B.M.'s Consul-General at Venice), and of his wife the late Geraldine de Courcy, sister of the present Lord Kingsale, to Elena, daughter of the late Francis Lowe, of Boston, Mass., U.S.

DEATHS.

ADAM—On the 7th June, George Ure Adam, late Manager of the Chartered Bank of India, Australia, and China, in his 71st year.

BATT—On the 5th June, after a lingering illness, at his residence, 168, Camden-road, Richard Batt, sen., in the 72nd year of his age.

BUSCK—On the 14th May, at Vladiwostock, Julius Busck, of Holbek, Denmark, late of Nagasaki.

CRAB—On the 3rd June, at Singapore, Allegonda, only daughter of A. A. van der Crab, aged 11 years.

SPICER—On the 20th May, at Hong Kong, Peter Spicer, late of Busselton, Western Australia in his 73rd year.

UNNAKARN—On the 26th March, at Bangkok, Prince Unnakarn, a younger brother of H.M. the Supreme King, aged 19 years.

Miscellaneous.

THE ADULTERATION OF FOOD.—REPORT OF THE COMMITTEE.

The report of the Select Committee of the House of Commons appointed to inquire into the Adulteration of Food Act has been issued. With regard to the adulteration of Tea the Report runs as follows:—It appears that since the report of 1856 certain grossly-prepared teas have been imported from China, some being largely mixed with exhausted leaves and ferruginous sand, and others much too highly faced or coloured; the ingredients used for colouring being chiefly Prussian-blue or indigo, powdered gypsum, and turmeric; but the total amount of such teas has been small, and is kept in check mainly by the low price of pure teas. The import of green teas has recently fallen considerably, in consequence, it is stated, of the operations of the Act Facing tea after the duty is paid was, prior to the Act of 1872, practised to a small extent in this country; but whether in China or at home, the evidence is conclusive that in colouring tea no deleterious matter is used to such an extent as to be absolutely injurious to health; at the same time facing may be employed to conceal tea of a bad quality. Your Committee have reason to believe that very little adulteration of tea is practised in this country. They would further observe that de facing tea, or removing artificial colour, seems now much more common, but this process does not appear to extract the ingredients which form the base of the colouring matter; it simply removes the colour, leaving all the other materials on the tea. It is proved that the bright green teas of China are always faced, and that the natural green teas of Japan, India, &c., are frequently of a colour hardly distinguishable from some qualities of black tea. While condemning the practice of highly facing tea, your Committee cannot recommend that fairly faced green tea should be condemned as an adulterated article. Suggestions have been made that a certain per-centage should be allowed for colouring matters and other impurities in tea. But your Committee consider that the limitation to a very small per-centage of foreign matter would exclude from the country some wholesome low-priced teas, which are largely consumed by the poor, and if a less stringent limit were adopted, it might have the effect of increasing the amount of facing laid upon the better descriptions of green teas. It has been repeatedly suggested to your Committee that an examination of tea, for the purpose of detecting impurities, should be undertaken on landing by the Customs, and that all tea found to be seriously adulterated should not be admitted for home consumption. The Chairman of the Customs admitted that such an inspection of tea in bond could be undertaken by the Custom-house officers, and that the great bulk of the tea would require but a brief examination by good practical officials, whilst suspected samples could be analysed at the laboratory at Somerset House. Your Committee recommend that this examination should be made, as they believe it would practically stop the sale in this country of tea adulterated abroad, and relieve the retail dealer from the hardship which now arises from his being held answerable for certain manipulations of which he may be wholly ignorant.

THE RIOT AT SHANGHAI.—A writer in *The Times*, referring to the riots at Shanghai, says:—The riot which your Shanghai Correspondent describes in *The Times* of the 7th of July occurred at Shanghai, at the old strangers' burying-ground, surrounding the Ningpo-wei-Koong, better known to foreigners as "the Ningpo Joss." This large building, which stands in the centre of an immense cemetery, is situated in the south-western extremity of the French Concession, and close to the walls of the city of Shanghai. I remember it when it was a hospice, or place of refuge, supported by the Ningpo Guild, for distressed strangers—*i.e.*, for Chinamen (mostly sailors) from Ningpo and other provinces—and the vast chambers, enclosed within the western quadrangular court, were piled to the roof with innumerable coffins, which were cleared out when the building was taken and used as a barrack by our troops in the war of 1860. I have heard, from a most reliable source, that the Japanese expedition to chastise certain aborigines of Formosa for plundering wrecked vessels has been countermanded, in consequence of the firm and decided attitude of the Chinese Government. Formosa is an integral portion of the Chinese Empire, and with the powerful forces at the disposal of the War Minister at Peking, it was hardly reasonable to suppose that an invasion of Chinese territory would have been tolerated.

THE SINGAPORE AND AUSTRALIA ROUTE.—A passenger on board the *Flintshire* sends an interesting letter to the *Sydney Morning Herald*, in which he gives an account of the voyage, and adds "No delicate stomached lotus eater bound to Camelot or nowhere but to float on for ever, could desire a more pleasant journey." But while every allowance should be made both for the agents of the company and the Queensland Government for deficiencies in arrangement when starting a new line, there was one thing which struck all the passengers, and that was the apparent indifference or ignorance of Government officials.

THE JAPANESE AT FORMOSA.—The following telegram referring to the Japanese war against Formosa were received last night at the London office of the *New York Herald*:—"Amoy, July 9. The Japanese operations are virtually ended. Important conferences held at Formosa. China pays expenses of the expedition, and guarantees safety to foreigners. Japan will accept and retire."

MR. EDWARD B. DREW, having been intrusted by the Inspector-General of Chinese Customs, Mr. Hart, with the duty of appointing three young gentlemen for service in the Chinese Customs, has selected Messrs. Charles C. Clarke, of East Cambridge; Hosea B. Morse, of Medford; and William F. Spinney, of Salem; all graduates of Harvard University of the class of 1874.

MR. C. R. HARFORD, underwriter to the Thetis Marine Insurance Company, has resigned, and Mr. John D. Aspland, the secretary, is appointed interim underwriter.

THE Netherlands Royal Mail Company's steamer *Princess Amalia*, from Southampton, arrived at Suez on the 6th inst., and proceeded for Java.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JULY 7.

The proverbial uncertainty of the law has just received another striking exemplification by the judgment of the Tribunal of Commerce having been reversed by the *Ober-Gericht* or Superior Court of this city under the following circumstances. It appears that in the year 1868 Herr ——, a merchant at Tientsin, where he was also the Hamburg Consul, to the great surprise of his creditors, suspended payment, stating that if his offer of a composition were rejected he should declare himself insolvent. He offered them 40 per cent., proceeding, as he alleged,

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out of the dowry of his wife, but it turned out subsequently that the money was not forthcoming, and a commission of bankruptcy was ordered to be opened against him. But to the execution of this the unforeseen difficulty occurred, that being himself the Consul there was no other official in the place to work the bankruptcy in the name of the Hamburg authorities, there being at that time no consular convention in existence between Hamburg and China to allow another Hamburg citizen to proceed should the Consul be incapacited. According to the Hamburg Bankruptcy Law it is provided that in such a case the person authorised to conduct the affair is the nearest Hamburg Consul. This was Mr. Consul Heinssen, of Shanghai, who wound up the concern, the creditors receiving a dividend of fifteen per cent., the wife having withdrawn the amount of her dowry and deposited it in the hands of a relation of her husband in this city. This having come to the knowledge of one of the creditors—Herr W. E. Webendorff, of Krimitschau, in Saxony—he instituted proceedings against him before the Tribunal of Commerce, claiming payment of 20,000 thalers which the late Consul at Tientsin still owed him. The defendant pleaded that the bankruptcy had been wound up in the usual and legal manner, that the plaintiff had received his 15 per cent. dividend out of the estate, as the other creditors had done, and that he had, therefore, no further claim to make. The Commercial Tribunal took the same view of the case, decreed the plaintiff nonsuited, condemned him in the costs, and ordered the money, which had been placed under sequestration, to be returned to the defendant. In the reasons they give for their decision they state that the bankruptcy case was conducted in a perfectly legal manner; that from the moment the Consul was declared bankrupt he lost his official appointment and social *status* as Hamburg Consul at Tientsin, or at all events his functions as such were suspended till the termination of the proceedings against him, and were by law performed by the nearest Consular officer; and that the documents go to show that Herr Heinssen did his duty in the most impartial and satisfactory manner.

On appeal being made to the *Ober-Gericht*, that tribunal took a very different view of the case, and have just delivered judgment, quashing the decision of the inferior Court, and deciding the case in favour of the appellant. In the reasons they assign for this divergence of opinion they maintain that the appellate's objections to the bankruptcy proceedings are not valid, because the case was conducted in an irregular manner. In the first place, there was no appointment of a *Massen-Gericht*, or court of adjudication, as required by the Hamburg laws; secondly, there was no proof that the bankrupt had taken the manifestation oath; thirdly, that the estate had not been administered by impartial persons, as no assignees were appointed; and lastly, it was not to be found in the papers and official documents produced whether the wife of the bankrupt had made out a clear case of her legal right to claim her dowry. The appellant has therefore gained his cause, and he is to receive his 20,000 thalers, the appellate having, moreover, to pay the costs.

In the semi-official *Norddeutsche Allgemeine Zeitung* is a communication from Peking, stating that Lu-tien-yu, the murderer of Herr D. W. Brinckmann, has been executed at Fu-shan, near Chefoo, and his accomplices, Sung-hung-te and Wang-urh, are transported to a penal station on the frontiers. The search for You-yan-hui, the instigator of the murder, had as yet not been attended with success, but was being prosecuted with energy by the Chinese authorities, whose conduct in the whole affair is described as worthy of praise, especially in supporting the endeavours of Messrs. Crasemann, Hagen, and Vasmer, merchants of Chefoo, who, in the absence of the German Vice-Consul, are empowered to act as his substitute.

Dr. Erwin Stammann, a native of this city, who till the end of last year was German Consul at Helsingfors, in Finland—and has since been promoted to be Chargé d'Affaires accredited with the United Republics of Venesuela, where he now is—has received from the Czar of Russia the Order of St. Stanislaus of the Second Class, surmounted by the Imperial Crown, as a special distinction, in recognition of his conduct while Consul in Finland. Dr. Stammann, who for some time was charged also with the Consular representation of Belgium, and did good service in settling some difficulties with regard to the Borga and Kervo Railway, has been also recently appointed by the King of the Belgians to be Officer or Knight Commander of the Order of Leopold.

By a letter of the 22nd May from Saigon we learn that the official *Courier de Saigon* of that date contains a decree of the Governor ordering that in future all steamers entering the ports of Cochin China will be liable to pay tonnage dues every time they arrive. Formerly these dues were levied every four months, and more recently every two months.

Arrivals from the Far East.—Herr H. J. Ankersmit and lady, from Batavia; Capt. Borndorff, from Taschkent; Herr H. Nacher, from Dehli (Sumatra); H. Miesegaes, from Batavia.

COMMERCIAL.

A better feeling prevails for Rice, notwithstanding the large supplies that have come to hand since my last, and extensive dealings were entered into. Japan Rice is a new article of trade here, but appears to give satisfaction to the dealers, and both cargoes mentioned below were sold immediately, as was the Saigon—altogether 57,000 bags—and 850 tons to arrive per Alma. The market closes firm. A fair amount of business has been done in Teas at former rates, the sales by importers comprising 530/4 chests, 1,546/8 do., and 180/16 do. Congou, and about 600 packages Souchong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

ROTTERDAM, JULY 8.

We may fairly say *les extremes se touchent* when we compare the First with the Second Chamber. The last-named is, and not without reason, accused of extreme prolixity, whilst the Lords, who constitute the bulwark of the Throne, appear to constitute themselves an office for the registration of Bills. Within a few hours some twenty Bills were voted unanimously. The last of these Bills asked a credit for the East India service, and upon this a warm debate took place, which was concluded by a vote which is applauded by the Conservatives and deeply regretted by the Liberals. You will remember that the Minister of the Colonial Department some time ago laid several documents regarding the Atchin war before the members. The Second Chamber discussed them in Committee, and the opinion prevailed that the Lords would do the same. The Senate had nearly finished its task when some of the Ministerial members endeavoured to provoke a debate, or at least to obtain a vote of confidence. Having this in view the following clause was inserted in the section report: "In two sections several members were of opinion that, now that the Minister of the Colonial Department has tendered his resignation, it is the duty of the House to give their opinion upon the documents regarding the Atchin war. These members thank the Minister for having furnished these documents, and, without entering into further particulars, they, having examined them, are convinced that the war with Atchin was just and obligatory, and that the promptitude with which all the measures were taken deserves to be applauded." In the Second Chamber no one had dared to make such a proposal, which, of course, would most certainly have been rejected, because opinion is still divided as to whether the war was a necessity or no. Mr. Hartsen, a *pur sang* Conservative, did not agree with this proposal, and he at once endeavoured to neutralise it by another motion, viz., that "The First Chamber being of opinion that in the present political situation it is not in the interest of the country to say what the members think about the Atchin documents, they thank the Minister of the Colonial Department and pass to the order of the day." Mr. Duymaer van Twist, a Liberal, backed the motion, and this ought to be a warning sign. But most unhappily Mr. Pincoffs, who is more Ministerial than the Minister, answered that he had obtained what he wished to obtain, because the report, in which the favourable opinion was stated, was a printed official document. This was still more imprudent. Several members now rose and protested, because they did not wish that their silence should be regarded as an approbation. At this juncture the Minister took part in the debate. He said it is most probably the last time that I shall speak from this place, and I must say that I do not share the opinion either of Mr. Hartsen or Mr. Twist. Do the existing political circumstances prevent the House from giving an opinion upon the question if the declaration of war with the Sultan of Atchin was just? I don't think so. On the contrary, I think that occasion most favourable. The House asked that the documents should be laid before the members, and why are they reluctant to discuss them? The judgment would have still more value because the members did not meddle with the political struggles, by which the Cabinet was overthrown. If they don't enter into discussion, then I must come to the conclusion that they think the documents satisfactory. Even if the Chamber should pass a vote of confidence the Minister said he would maintain his determination to resign. Notwithstanding these positive declarations, however, the motion of Mr. Hartsen was carried by a very large majority.

This, of course, has entirely altered the position of affairs. The King, I hear, wished that the Minister should remain in office till he returns from his trip to Switzerland, next month. There would also be no more question of a dissolution, which by most of the Liberal papers is regarded as a necessity. But on the other hand we must not forget that in the course of this month the Budget for 1875 must be prepared, and it would be inconsistent that a new Ministry should be called upon to defend a Budget of the old one. I fear that it will be very difficult to make a Ministerial combination which would be backed by a majority, and I am informed that the present Ministry will most positively decline to remain in office and to dissolve the Second Chamber. This measure they will leave to the new Cabinet to apply if needful.

Some time ago I mentioned that Mr. Pompe Van Meerdervoort, a doctor of medicine at the Hague, had been appointed a member of our Embassy in Japan. Most probably this appointment is due to Enamotto, who is well-known here, because he was educated in this country and he lived for a long time at the Hague. He returned to Japan with some vessels which were constructed in Dutch yards for the Japanese Government. On his arrival in Japan he was appointed ambassador at St. Petersburg. Our department of Foreign Affairs received some time ago a sum of f.330,000 on account of the Simonoseki indemnity, and this sum was now followed by another instalment of the same amount. The Minister intends to expend a part of this money upon a new hotel for the successive Ministers of the department for Foreign Affairs. This plan, however, meets with much opposition, both in the Press and in Parliament.

ROTTERDAM, JULY 9.

There is a great lack of soldiers for our East India army. The Minister has re-issued the decree by which f.200 is promised to any young soldier who will enrol himself for four years' service, whilst a bonus of f.300 is given for six years. The Minister has also addressed to the officers of the General Staff a request that they shall engage themselves for three years in Java, in order to re-organise the General Staff. It is said that Captains J. C. C. de Beer Poortugael and A. Kool have volunteered.

It is now officially stated that the gift of the nation, which was presented to the King on the 12th of May, amounted to f.196.891. A *cadeau* has yet to arrive from the Dutch residents in Japan, and another from the children in Java.

The election for the vacant seat at Amersfoort has not been favourable to the anti-revolutionists, Mr. Van Asch Van Wyk having been beaten by a small majority by the Conservative candidate, Mr. Van Goltstein.

General Verspyck will arrive in a few days at the Hague. The Conservative *Dagblad* suggests that he should receive an ovation.

Mr. J. H. Schröder is appointed secretary to the Steam Ship Company "Java," in place of Mr. H. Heybroek, jun.

I regret to record the death of Mr. W. Verschnur, the animal painter. His pictures are much celebrated.

Two sons of the Crown Prince of Prussia have arrived at the watering place of Scheveningen.

Her Majesty the Queen will return from Marienbad on the 30th inst.

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The London & China Telegraph.

LONDON: MONDAY, JULY 13, 1874.

THE RIOT AT SHANGHAI.

THE mail from China has put us in possession of the full particulars of the recent riot on the French concession at Shanghai. It seems that, a short time since, a dispute arose between the Ningpo guild and the French Municipal Council concerning a project of the latter to make certain roads through the Ningpo burial grounds. The undertaking was one which deeply affected the religious instincts of the Chinamen, and public feeling ran high on the subject. However, to the credit of the Ningpo men, be it said, that up to the moment when the riot actually broke out they left their case entirely in the hands of the guild; no overt demonstration of hostility occurred, and in all probability the question in dispute would have been peaceably arranged had not an untoward collision between the French police and a party of Ningpo men set the smouldering fire in a blaze. How or by whom the first blow was struck is a disputed point, but the fact remains that a policeman was subjected to a good deal of illusage; that the houses of the Inspector of Roads and of other Frenchmen were attacked, and that one other foreigner, a Miss MACLEAN, a missionary lady, escaped violence only by satisfying the mob that she was not a Frenchwoman. Later in the afternoon the appearance of landing parties from the American and French men-of-war in harbour, and of the Shanghai volunteers, restored order.

Such, briefly stated, are the circumstances connected with this outbreak of popular feeling, and there is no disguising the fact that they add another instance of the want of consideration that Frenchmen as a nation so often show to the beliefs and prejudices of Orientals. It cannot be denied that in too many instances the French missionaries who have suffered death in the interior of China have brought martyrdom upon themselves by their disregard for so much that Chinamen hold sacred; to the same cause must be attributed the late assassinations and massacres in Tongkin, and in the instance before us it was by ignoring the faith most deeply rooted in the minds of the people that the French Municipal Councillors aroused passions which ended in riot and bloodshed. The belief in the intimate connection which exists between the living and the dead, and the consequent necessity that the graves of those who have departed to the land of spirits, having once been placed in the most favourable positions, should be left in undisturbed repose, is as firmly as it is generally held throughout the land. It is a cardinal point in the "Feng-Shui superstition," and one which has hitherto acted as the most formidable opponent to the introduction of Christianity and railroads. Any attempt, therefore, to overcome so strong a prejudice should have been made with great circumspection, and with due consideration for the feelings of those interested; but, with every respect for the French Municipal Council of Shanghai, we must take leave to doubt whether they are a body in whose hands it would be safe to leave such a delicate negotiation. As is too often the case with the French, the moment when calmness and firmness was most needed they surrendered. It is only right to add that it was the Consul, M. GODEAUX, who committed this very weak act. As soon as the affair reached a riot the whole course of things was altered, and the rioters should have been made to understand that order must be first established, and negotiations could then ensue. To post a proclamation, such as it seems M. GODEAUX did, in the thick of the row, was very distinctly to prove that fear took possession of the foreigners. For the rioters to have practically gained their ends is the most disastrous precedent, and cannot be too severely condemned. The fact that the interests of all Europeans in China are inseparably bound up together, gives us a right thus freely to comment on the conduct of our neighbours. That the outbreak was directed against the French only is proved by the fact that the instant the mob became aware that Miss MACLEAN was not of that nationality they helped her to a place of security. But it must be remembered that this was also the case at Tientsin, and that yet others besides Frenchmen were stricken down by the blow which was aimed exclusively at them.

LORD STANLEY ON THE STRAITS.

THE subject of the Administration of the Straits Settlements under the late Governor was introduced in the House of Lords on the 6th inst. by Lord STANLEY of ALDERLEY. In bringing the subject before the Secretary of State for the Colonies, Lord STANLEY alluded to a former motion he had made respecting the Straits, and his utter failure to elicit anything but contradictions. Lord STANLEY felt bound to ask for an inquiry into the administration of the Straits up to November, 1873, as a matter of justice to the new Governor, who ought to be permitted to start fair. His Lordship then touched upon the subject of the charges made against the late Governor in the *Straits Times*, and stated his opinion that it was the duty of the Government to ascertain clearly the truth of those statements, and either clear the late Governor or prosecute the *Straits Times* for calumny. His Lordship then alluded to various other matters, including the steamers, the opium farming, and the flogging of the Chinese rioters, and he considered that these matters were sufficient justification for an inquiry, as in his opinion those who would screen the late Administration of the Straits from a thorough investigation, or who would refuse to produce the correspondence and papers which could throw light upon it, merely pleaded guilty to it. The Earl of KIMBERLEY, the late Colonial Secretary, in reply, said that Lord STANLEY had evidently misunderstood him if he had believed him to have said that Sir HARRY ORD had never made any mistakes. While considering that Sir HARRY had been attacked rather unfairly, he had admitted that he had failed on some occasions, though, on the whole, he had done good service. He should be glad of the production of the correspondence, but if it were produced he should doubt if Lord STANLEY would be able to find grounds for an inquiry. The Earl of CARNARVON then rose, and after dealing with several of the charges brought against Sir HARRY ORD in detail, said the inquiry which Lord STANLEY asked for would be almost without precedent, and could only be justified by a conviction on the part of the Secretary of State that serious abuses had occurred. He could not hold out any promise that an inquiry would be instituted. Lord STANLEY having expressed himself satisfied, the matter was allowed to drop. It is to be regretted that the subject of this debate was not brought forward at an earlier period, but we think it is one of those cases to which the old adage applies of "better late than never." We certainly think that Colonial Governors who have committed gross faults should be overhauled. The excuses made by Lord CARNARVON for Sir HARRY ORD will be seen by our readers to be opposed to the facts, but it is hardly necessary or useful to criticise them now.

Mr. BOURKE, the Under Secretary for Foreign Affairs, in reply to Mr. DENISON, stated that no correspondence had been received from the Governor of Singapore in reference to the Atchin War which could be usefully produced. This can only mean in official parlance that it was not convenient to produce it. If any sort of reason had been given "why," it would have been more satisfactory. The reply in regard to mediation is equally equivocal, as it is on record that the Sultan of ATCHIN applied for our good offices, and a letter from Her MAJESTY was despatched to him by H.M.S. *Thalia*.

WE have received a copy of an Address by Captain SPRYE to the various Chambers of Commerce who have

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taken an interest in the opening of trade with Western China and Rangoon, which we shall refer to in our next.

THE report of Mr. RUSSELL ROBERTSON on the trade of Yokohama for 1873 has attracted much attention, and it is to be hoped that those engaged in the trade will profit by it.

THE TRADE OF YOKOHAMA.

The following is a summary of Mr. Russell Robertson's Trade Report for Kanagawa for 1873 :—

IMPORTS AND EXPORTS.

The figures for 1873 show as follows :—

Imports	$19,535,758
Exports	15,095,218
Total	$34,630,976

being $523,040 in excess of 1872.

The following are comparative tables for the two years :—

	1873.	1872.
Imports	$19,535,758	$20,063,125
Exports	15,095,218	14,044,811
	$34,630,976	$34,107,936

Or to particularise—

IMPORTS.

	1873.	1872.
Cotton Manufactures	$6,913,961	$8,374,703
Woollen Manufactures	2,725,917	4,654,191
Mixed Cotton and Woollen ..	2,425,867	1,237,166
Arms and Ammunition	210,408	83,617
Metals	570,145	318,974
Miscellaneous, foreign	4,514,698	3,293,213
Miscellaneous, local	2,174,762	2,101,261
	$19,535,758	$20,063,125

EXPORTS.

	1873.	1872.
Silk, Raw	$7,050,656	$7,178,500
Silkworm Egg Cards	3,032,360	1,920,787
Tea	3,339,941	3,061,625
Copper	206,955	443,378
Miscellaneous	1,465,306	1,440,521
	$15,095,218	$14,044,811

IN IMPORTS

Cotton Manufactures exhibit a decrease of	$1,460,742
Woollens a decrease of	1,928,274
Mixed Cottons and Woollens an increase of	1,188,701
Arms and Ammunition ,, ...	126,791
Metals ,, ...	251,171
Miscellaneous, foreign ,, ...	1,221,485
Miscellaneous, local ,, ...	73,501

IN EXPORTS

Silk shows a decrease of	$127,844
Silkworm Egg Cards an increase of	1,111,573
Tea an increase of	278,316
Copper an increase of	236,423
Miscellaneous an increase of	24,785

It will thus be seen that the value of the import trade for 1873 falls short of that of 1872 by $527,367, while the export trade for 1873 is in excess of that of 1872 by $1,050,407, showing, as before stated, a total increase of $523,040 in the value of the trade for 1873 over that of 1872.

Under the heading Cotton Manufactures it appears that the trade in Grey Shirtings has kept very steady.

The figures of 1873 are rather in excess of those of 1872, but this is probably only owing to the fact that T-Cloths formed a separate item in the returns for 1872 and do not so appear in the tables for 1873.

There has been a considerably increased importation in Chintzes, Velvets, Turkey Reds, Muslins, and Cambrics. This, however, may be accounted for by the stocks of most of these goods having been light at the end of 1872. Shipments to this during the past year have been considerably in excess of requirements, and consequently business has been of an unprofitable character.

COTTON YARN.—The large importation in 1872, which led to an accumulation of stock, has certainly not been without its effects upon this staple, and the past year has been characterized by the supply being far in excess of the demand, leading to prices ruinous to importers.

In spite of the importation having fallen from 121,950 piculs in 1872 to 83,128 piculs in 1873, the stock is still more than ample for the requirements of the Japanese.

In WOOLLENS there is a considerable falling off, and Camlets, once quite an important article under this heading, have now dwindled down to comparative insignificance.

FLANNEL shows an import value of $180,130 in 1873 as compared with $1,284,160 in 1872. The excessive importation both of this article and of cloth in 1872 were initiated by too sanguine merchants both here and at home, who conceived the idea that Japan would generally adopt European-made garments. This, however, has proved to be a mistake, for except at prices far below cost the natives do not seem to be sufficiently wealthy to purchase. On such goods as these, with the one exception of French Mousselines, the losses incurred have been exceedingly heavy.

Blankets show a diminution, for although this class of goods is much used by Japanese, competition amongst foreign merchants has rendered the trade in them unprofitable.

As regards METALS, Lead figures for a limited amount, but the trade in Manufactured Iron has increased considerably, namely, from 58,891 piculs, valued at $285,982, imported in 1872, to 88,058 piculs and some odd cases, valued at $400,313, imported in 1873.

Pig Iron and Kentledge on the other hand show a decline, the importation in 1873 only reaching 1,048 piculs, valued at $1,351, against 10,381 piculs, valued at $23,357, imported in 1872. The difference in these figures is due more to the requirements of the railways, lighthouse, and docks at Yokoska than to any positive expansion of the trade.

The imports of Arms, Ammunition, and Accoutrements, other than for purely departmental purposes is still on a reduced scale.

Large importations of Kerosene oil have at times been made from America, and the trade, though apparently unprofitable, has largely increased.

On the whole the past year has been a most unprofitable one for all merchants engaged in the import business.

The close of 1872 showed a considerable increase in the consumption of many kinds of goods, especially Cotton and Wollen Mixtures, which, for the most part, were readibly saleable at a fair profit. On the supposition that this demand would not only continue, but probably increase, orders for more goods were sent home, which proved, however, to be far in excess of the requirements of the country.

The increase in the stock of French Mousselines consequent upon the excessive importation has been latterly a serious loss to importers.

SILK.—The export for 1873 shows 11,869 piculs 48 catties, valued at $7,050,656, against 10,252 piculs, valued at $7,158,500, exported in 1872. The year opened unfavourably for exporters, and prices gave way towards the end of February, the lowest point being reached in September, after which they rapidly advanced until in December the highest point was reached. Upon the whole, the year must be considered as highly unsatisfactory to silk importers. The alleged superiority of hand-reeled silk to that turned out by machinery is combated by the fact that the latter commands a far higher price in the Yokohama market than the former, and the large outlay that has been made on the establishment at Tomioka, where silk is reeled by machinery under foreign supervision, not to mention other establishments at Yedo and elsewhere, tends to confirm the success achieved over hand-reeling.

SILK-WORM EGG CARDS.—There were exported in 1873 1,409,537 cards valued at $3,032,360, against 1,280,525 cards valued at $1,920,787, exported in 1872. The valuation placed on the export for 1872 was too low, namely, $1.50 per card, and $2.40 would have been a fairer valuation, thus giving $3,073,260 as the value of the export for that year. The market opened later than in any previous year, the first purchases being made in the beginning of October. Although at first buyers were by no means prepared to pay the high prices asked by Japanese, still as it became known that the export would be restricted (owing to Government legislation in that direction) to about 1,250,000 to 1,300,000 cards, and as the season was very far advanced without any purchases having been effected, buyers were obliged to give in, and sellers obtained almost the prices asked.

One of the most notable features of the market was the great demand for cards from the district of Shimamura in Joshiu. This seed, it seems, is not so much affected by the changes of temperature, and hatches well even in unfavourable seasons when the more delicate kinds from Shinshiu and Oshiu have given poor results. The quantity of Shimamura cards available for export was only 30,000, and these were immediately bought up on arrival at $3.80 to $4.15 per card. Cards from Yonezawa were also much in request at $3.30 to $3.50.

TEA.—In 1873 there were 11,339,466 lbs. of tea, valued at $3,339,941, exported, against 11,663,333 lbs., valued at $3,061,625, in 1872. The prices for common Tea were $23 to $24 per picul, and for choice $42 to $45. The highest prices paid for new Teas in May 1873 at the commencement of the Tea season were $50 to $60 and $65 to $75 per picul respectively.

TOBACCO.—In 1873 807,157 piculs Tobacco, valued at $60,840, were imported, against 2,821 piculs, valued at $22,568, exported in 1872. Tobacco is now very generally grown throughout the country.

VEGETABLE AND BEES WAX.—The export of this from Kanagawa has never attained to any very high figure. The returns for 1873 show only—Vegetable Wax 150 piculs, valued at $1,820, Bees Wax 8 piculs and 25 catties, valued at $101.

HEMP.—Japan is known to produce hemp of the finest quality, but it has as yet found no market out of the country. It can only be laid down in England at so high a price as to effectually shut it out from competition with Manila hemp, the latter well answering all the purposes to which coarser hemp is applied—namely, cordage and sail cloth. Hempen cloths are freely used by the Japanese, and it is not improbable that before long machinery may be brought to bear upon this industry.

RICE.—The prohibition on the export of Rice has ceased to exist, its free export having been declared by Government order dated July 15, 1873. The Custom House Returns for the year give the export of rice as almost *nil*, one hundred and seventy-one piculs, but probably no notice has been taken of the export on Government account, and further, although the prohibition against the export has been withdrawn, there has been no inducement to ship. The Chamber of Commerce Returns place the export of 1873 at 215,984 piculs, valued at $347,832, and this export was confined entirely to the first six months of the year, and consisted probably of coast shipments. The returns for Hiogo and Osaka show an export of 154,432 piculs, valued at $520,678.74, shipped during the year 1873. Rice is largely grown within this Consulate district.

SHIPPING.—In 1873 87 vessels, with a tonnage of 75,176 tons, all with cargoes, entered the port, against 80 vessels, with a tonnage of 59,811 tons, in 1872. The increase in entries with cargo tonnage for the past year is 16,879 tons over 1872, but with numerically one ship less. The clearances in 1873 amounted to 36 vessels, with a tonnage of 31,419 tons, against 57 vessels, with a tonnage of 39,893 tons, in 1872. The total entries of British ships from and to other countries is, for 1873, 20 vessels, with a tonnage of 11,002 tons, and the total clearances 34 vessels, with a tonnage of 25,767 tons.

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Yokohama still labours under all the disadvantages attended on a comparatively open roadstead, and with few or no facilities for landing or shipping cargo, though the improvements recently made by the Japanese Government at the principal landing place should not be allowed to pass unnoticed. With regard to the purchasing power of money it may be mentioned that the cost of the daily necessaries of life in Yokohama is so high that Japanese find it cheaper to incur the expense of a journey by rail to Kanagawa and back buying their supplies in that town, than to purchase them in Yokohama. Looking to the position of the artizan and labourer in this district both may be considered as well to do. Little or no distress exists amongst the agricultural classes. Their wants are few and they are content to live on without seeking materially to improve their circumstances. There is no doubt that the rate of living in and about Yokohama for all classes of Japanese has increased to an unprecedented extent of late years. Ten years ago a Japanese officer of standing attached to any of the local Government offices here could live comfortably as a married man on twenty-two dollars a month. This would admit of his keeping a good table, dressing well, keep of servants, and a horse. The same mode of living cannot be indulged in now under seventy-five or eighty dollars a month. In 1860 a Japanese servant would cost his master, keep and wages included, about eighteen dollars per annum. The estimated cost now is twenty-five dollars.

Parliament.

HOUSE OF LORDS.

THE STRAITS SETTLEMENTS.

(July 6th.) Lord STANLEY of ALDERLEY, on rising to put a question to the Secretary for the Colonies on the subject of these Settlements, said the object of the motion he before made respecting the Malay Peninsula was to point out the risk of this country being insensibly led on to the conquest of the Malay Peninsula, and to elicit from Her Majesty's Government a declaration in opposition to such a course. He failed entirely, and, in consequence of having made some accessory matters too prominent, only succeeded in eliciting contradictions from the two Secretaries of State, repeated on a subsequent occasion, and sufficient to have silenced him till next Session, had he not been sure of the facts of which he had spoken. He had referred to the bad administration of the Straits Settlements incidentally only and to support his main argument, and not expecting that it would be denied. He made a mistake in twitting the noble earl (the Earl of Carnarvon) with the appointment of the late Governor, for it was unnecessary, as he mentioned at the same time to their lordships that the noble earl was not responsible for that Governor's acts, having quitted office shortly after his appointment. It was also unnecessary since he was as well aware as the noble earl (Carnarvon) that no motives of private friendship or favouritism had anything to do with that appointment. (Hear, hear.) The noble earl would perhaps, however, admit, if not to their lordships, at least within his own mind, that he had some provocation in consequence of his laudation of the affairs of the Straits when speaking of the Gold Coast; and subsequently the noble earl told their lordships he had never heard of any dissatisfaction with the Colonial-Office in the Straits. He thought the noble earl had shown by that statement that from the time he left the Colonial-Office until he returned to it this year he had not read any of the Straits newspapers. He must protest against the doctrine held by his noble friend (the Earl of Kimberley) that three years was too long ago to refer back; what political action or circumstances could he mention the origin of which did not date from a longer period than three years? He must also protest against the doctrine that, if the conduct of a Colonial Governor was called in question, it was the duty of all the Ministers under whom he had served to defend him *per fas aut nefas*, whether he was right or wrong. Such a doctrine would make public interest go to the wall, and a Governor who might have been reproved by the Minister in private would find himself upheld and approved by the Minister in public. If he was told that it was too late, only six months after an administration had ceased, to call it in question, he urged that had he done so while the Governor was in office he should have been told he was weakening his hands. Though he was prepared for a sharp reply from his noble friend opposite (the Earl of Carnarvon), since he had, perhaps, brought it on himself, he was not prepared for what fell from his noble friend (the Earl of Kimberley), against whom he had said nothing, and from whose despatches in the Salangore Blue-book he had read passages in support of his views; and it was only after the discussion was over he understood that his noble friend (the Earl of Kimberley) might have felt that he had been implying that he was in the case of "Judex damnatur cum nocens absolvitur." After what his noble friend had said he felt bound to ask for an inquiry into the administration of the Straits up to November, 1873, and in justice to the new Governor, Sir Andrew Clarke, there should be an inquiry into the system, so that the new Governor might start fair. But, perhaps he was wrong in asking for an inquiry as to the whole of the matters that might be thought to be fit subjects for one, since the Colonial-office might have and probably had already inquired into many of these matters; but what was wanted was that the Colonial-office should publish its own judgment on these matters, either by laying the correspondence before their lordships or by ordering the Straits Government to publish them, that the colonial public might know that the Colonial-office had been watchful over its interests. With regard to the question of presents, he would only observe that the defence offered by the noble earl (the Earl of Carnarvon) merely stated that which was stated in the letter to the *Straits Times*, which he himself had read to the House; and he did say that if the Government believed that letter to be a calumny they were bound to prosecute the *Straits Times* and to clear the late Governor completely, in which case he should be anxious to express to him his regret at having brought that letter before their lordships. He would go further, and say that if the late Governor would tell him in black and white that neither directly nor indirectly had he taken any other presents than those arms referred to by the Secretary of State, he should be willing to express to Sir Harry Ord his regret for having given him a moment's pain. He could not help feeling that Sir Harry was indebted to him for having given him the opportunity of meeting a charge made in the Singapore papers months before he left the colony, and which it did not appear he had ever denied or noticed. He now came to another matter. In a letter signed "Economist," which appeared in the *Straits Times* in 1870, this statement was made:—

"Was not the office of Assistant Colonial Secretary created by the recommendation of Sir H. Ord? Did not Sir H. Ord put into it his own private secretary, Mr. Plow, already the holder of two offices, to keep the place warm for the gentleman appointed by the Secretary of State? Did he not authorise Mr. Plow to draw the full pay of the new office (£600 to £800 a year, I believe) in addition to his own two full pays? Did he not even authorise him to receive it after Mr. Irving had been appointed to the office at home and was entitled to half the salary? Lastly, was not the office a perfect sinecure all last year, and did not Mr. Plow resign it because the present Colonial Secretary, Captain Shaw, insisted on his doing some work, or at least attending for some time at the office? If these questions cannot be answered in the negative, one or more has still to be asked. Is it to the 'Colonial system,' or to Lord Granville, or to Sir H. Ord, that this happy disposal of the Colonial funds is to be attributed?"

The Colonial-office did take action in this matter by redressing this financial irregularity, and it might be fairly assumed that it blamed the Governor and conveyed its approval to the treasurer, who had been upright and had upheld the rules and regulations of the service. He challenged the Colonial-office to produce this correspondence, and he challenged his noble friend (the Earl of Kimberley) to ask for its production, that their lordships might judge whether he was justified in stating that the Governor had always acted with perfect fidelity. He must remind their lordships that the Straits Settlements under the India-office had been perfectly peaceful, but that shortly after the transfer to the Colonial-office every portion of the community was in arms against the Governor, the London merchants connected with the Straits were driven to found an association to oppose a course of what was described as reckless and selfish expenditure, for a colony that had a revenue of less than £300,000 saw in three years some £50,000 spent in building a palace for the Governor, and some £60,000 more for buying and keeping up steamers. The complaint also was generally made that these steamers were not used for public purposes, but that they served too much the purposes of pleasure yachts, and the item of "travelling expenses" in the Colonial Budget was one which required the attention of the Colonial-office. But it was not merely the large sums thus taken from the public purse for private purposes which attracted attention and excited universal reprobation, there was the manner in which it was done. The Legislative Council was first told that the amount for the Government-house was not to exceed £22,000. This was soon exceeded by some £5,000 or £6,000. Then a further sum of £9,000 was obtained on a misrepresentation of what was already voted. He believed that not only the colony, but the Colonial-office was misled on this point. Then the French system of *virements*, invented by M. Janvier de la Motte was resorted to, so that money voted for a different purpose was applied to the Government-house. So as regards steamers—representing to the Legislative Council that the cost of a steamer and steam launch would not exceed £16,000 or £17,000, Sir H. Ord got a vote passed authorising him to buy those vessels. The vote made no mention of the limit; a copy of it was sent home to the Colonial-office, and they ordered a vessel which was to cost £23,000 at home, and perhaps £2,000 more to send her to the colony. Fortunately the Straits Association interfered, and the Colonial-office prevented the construction of the vessel and sent out a cheaper one. But what was his noble friend's (the Earl of Kimberley) opinion of the pecuniary administration of this public servant, whom he proclaimed the other day as faithful. In a despatch of August 15, 1871, he said:—

"The expenditure of the Colony does not appear to me so satisfactory. I have noticed in the two last quarterly returns, as well as in the details of the Supplementary Estimates of previous years, that the Estimates are not drawn with as much care as is desirable; and that while in ordinary services there has been a constant and considerable increase, no great work of public importance, with the exception of the Government-house at Singapore, has been yet undertaken. It should be borne in mind by the officers of your Government that a prosperous revenue furnishes no reason for lax or injudicious expenditure, and that those Colonial Governments which have presumed on a temporary surplus have in many cases been severely inconvenienced when unexpected circumstances called for summary retrenchment. In such cases, the first to suffer and to complain have been the officers of the Civil Administration, through the laxity of which disorder has arisen."

There is another matter which should become the subject of inquiry, and that was the opium farming. The late Governor renewed the opium farm for three years, though the lease had not expired, instead of leaving this to be done by his successor. He desired also to request the noble earl the Secretary for the Colonies to turn his attention generally to the subject of opium farming by the British Government, as opium in the Straits and in Hong Kong required restriction and regulation still more than liquor in England; and the conduct of the British Government in this respect had been very severely commented upon by French writers. Now, in all that he had said he had merely repeated what had been matter of public fame for a long time in the colony and among colonial men at home, and he trusted that he should not be met again by remonstrances against making charges and raking up old stories. In his opinion, those who would screen the late administration of the Straits from a thorough investigation, or who would refuse to produce the correspondence and papers which could throw light upon it, merely pleaded guilty for it. To say they would have no inquiry meant that the late Straits Administration was unable to

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face one. It was too late now meant that after six months' retirement a Governor might plead the Statute of Limitations. If that was the answer he was to receive it would be a significant one, and he should be quite satisfied that the complaints as to the state of things which exasperated the Straits Settlements for the last six years were not imaginary, but only too well founded. He now came to a complaint which was one which specially required inquiry into, and the result of the inquiry should be laid before their lordships. He referred to the flogging of Chinese rioters. This flogging was quite unnecessary; it was contrary to public policy to establish severer punishments for one class of Her Majesty's subjects than for another. While we objected to certain Chinese punishments as barbarous, we ought not to set such a bad example to the Chinese. If the Government set the example of flogging, it was no wonder that the planters should follow it, and that recently two planters should have received three months' and four months' imprisonment only, for flogging a coolie to death. The *Straits Times* also had urged against flogging rioters that often the wrong man would be flogged. The Chinese guilds were not, as was stated the other evening by the Secretary of State (the Earl of Carnarvon), secret societies; but no accusation of secrecy ought to have weight against these Chinese guilds in this country, where so many Englishmen belonged to a secret society—that of the Freemasons—without that fact being thought blamable by those who belonged to that body. Colonel Cavanagh did him the honour to ask his opinion, many years ago, about these, and he recommended him to give an official position to their head men and make them responsible for keeping the peace. He learnt later that this had long been the practice in the Philippine Islands and in Java, where it had met with complete success. The flogging in the Straits Settlements had consisted of legal and illegal flogging. A law was passed in the Straits to sanction flogging of Chinese rioters, and it was a pleasure to him to be able to state that his noble friend (Earl Granville) refused his sanction to it. After that, flogging took place, he believed, illegally. Later, a law for flogging was again passed, and he did not know whether it received the sanction of his noble friend (the Earl of Kimberley) or not. If he did not sanction it, then all the flogging which undoubtedly occurred was illegal and required inquiring into. If he did sanction it it would be for him to explain the grounds on which he sanctioned it after his predecessor had refused to do so, and it must be remembered that no change had occurred in the circumstances of Singapore. Their lordships would probably be inclined to prefer the course taken by the late Secretary for Foreign Affairs to that taken by the late Secretary for the Colonies. It would be necessary for the Colonial-office now to inquire into this matter, and consider whether it could continue to give its sanction to such a law, and could justify it. Another law, authorising the summary expulsion of Chinese from the Straits, was also passed, and gave rise to much dissatisfaction at the time, and required inquiry in order that the Government might decide whether it should continue to sanction or should abrogate it. The noble lord concluded by asking the Secretary of State for the Colonies whether he was instituting, or was about to institute, an inquiry into the state of the administration of the Straits Settlements previous to November, 1873.

The Earl of KIMBERLEY said that as his noble friend had referred to several matters which occurred when he was at the Colonial-office, he thought it would be well if he made a few observations before his noble friend the Secretary for the Colonies rose to reply. His noble friend who had just addressed the House somewhat misunderstood him the other evening when he understood him to say that they could not go into the transactions to which his noble friend had called attention because they occurred three years ago. What he said on the occasion was that the correspondence relating to those transactions was presented three years ago, and that he thought, therefore, his noble friend might have challenged the conduct of the Straits Government at an earlier period than the present. Again, his noble friend seemed to have understood him as holding that Sir Harry Ord had never made any mistakes. He had not taken up any such position. He thought his noble friend had attacked Sir Harry Ord rather unfairly, but so far from saying that he had made no mistakes, he said he had failed on some occasions, though, on the whole, he had done good service. It was of but few governors of colonies it could be said they had made no mistakes. His noble friend had referred to the case of the double appointment in which Mr. Plow was drawing the pay of Colonial Secretary when he ought not to have been doing so. When the matter came under his own notice as Secretary for the Colonies it at once appeared to him that there was not the least doubt about the matter, and, believing that Mr. Plow was not entitled to draw that pay, he ordered an inquiry into the matter, and, as the result of that inquiry, he directed that the money so drawn should be refunded. Then, as regarded the finances, in a despatch which he sent out to Singapore he called attention to the fact that the management of the finances was not satisfactory. The matter was considered and discussed at Singapore and in the Colonial-office, and in certain respects improvements were effected at Singapore. Then came the question of flogging. In a Peace Preservation Act sent over here for approval it was proposed that the punishment of flogging might be inflicted for illegally carrying arms. Lord Granville objected to that, but subsequently another code was prepared, and in it that punishment was proposed for certain offences. He was not enamoured of the punishment of flogging. He thought we should be very cautious in giving it our sanction, and that it should be inflicted only in cases of great brutality. It was inflicted only in such cases under the general code to which he had just alluded, but it was proposed that it should also be inflicted in the case of rioting, but only under peculiar circumstances. The Peace Preservation Act of the Settlement provided that in certain cases of rioting the magistrates might by proclamation acquire larger powers of dealing with the rioters. When at the Colonial-office he came to the conclusion that in these very serious cases, and after the place had been put under proclamation, flogging might be inflicted on the rioters. The Chinese guilds were a source of considerable embarrassment to the Government. Those societies did not quarrel with the Government, but they quarrelled with one another, and in these conflicts lives had sometimes been sacrificed in Singapore. The Governor had informed him that in these serious cases flogging was approved by the whole of the European population, and he thought he had informed him that it was approved by the Chinese residents also. If his noble friend the Secretary for the Colonies saw no objection to producing the correspondence referring to those several matters, he for his own part should be glad of its production, but if it were produced he should not think his noble friend would be able to lay grounds for an inquiry, now that Sir Harry Ord no longer held office, and that the Governor was Sir Andrew Clarke, than whom there was no abler servant of the Crown. (Hear, hear.)

The Earl of CARNARVON must demur to the remarks made by the noble lord at the outset of his speech as to his not having made a sufficient study of the Colonial newspapers. Having regard to the number of our Colonies and the number of newspapers published in them, it would be impossible for anyone to find time to read them all. The noble lord had spoken of the expenditure under Sir Harry Ord, and had referred to the Government House. It was true that Sir Harry Ord did lay his plans for that House on a larger scale than the circumstances of the colony warranted, but he was blamed for that by his noble friend (the Earl of Kimberley), and also for allowing the building of that house to take precedence of every other work of building. It must, however, be borne in mind that the expenditure for Government-house was sanctioned by the unofficial members of the Governor's Council, and it must also be remembered that he left the colony with a surplus. The case of the steamers was this:—When the Straits Settlements were handed over, the steamers previously in use were worn out. Sir Harry Ord, with the consent of his Council, made a requisition for a steamer to cost £16,000; but by additional fittings the price was brought up to £23,000. He was directed to strike that sum out of the Estimates, and a steamer which cost less than £16,000 was sent out. The noble lord spoke of the transfer of unexpended balances from one head of expenditure to another. It was true that the practice was not restricted as much as it ought to have been at Singapore. He did not like the system, but it was not peculiar to the Straits Settlements. It prevailed in this country till within a few years ago, and, subject to a Minute in Council, it still existed in Australia. As to the case of Mr. Plow, had Sir H. Ord attended to the Colonial rules he would have known that such appointments, if not actually prohibited, were discountenanced by those rules; but as his noble friend (the Earl of Kimberley) had explained, the disapprobation of the Colonial-office was expressed in that case. With respect to flogging, the offences for which the Penal Code of the Straits Settlements provided flogging were analogous in their character to those for which flogging was inflicted in this country. The question of that penalty in those cases had been very fully considered in the colony, and certainly he was not prepared to advise any alteration in the law. The Peace Preservation Act provided flogging for rioting with deadly weapons. It could only be inflicted in cases of rioting after proclamation, and the number of lashes was specified. Although flogging might be repugnant to our notions, it might be said to be almost indigenous to Eastern nations, and he would not undertake to recommend its immediate abolition in those rioting cases. There had been no petition or remonstrance on the subject, and he had not heard any abuse alleged until the noble lord stated that two coolies had been flogged to death, and that the person who inflicted the flogging had received only four months' imprisonment. He should like to have further particulars, if the noble lord could furnish them, for there was no account of the case at the Colonial-office. The inquiry which the noble lord now asked for would be almost without precedent. It could be justified only by a conviction on the part of the Colonial Secretary that serious abuses had occurred. (Hear, hear.) He did not think such abuses had occurred, and, therefore, he could not hold out to the noble lord the slightest expectation that an inquiry be instituted. (Hear, hear.) The case was one of a Crown Colony. There had been mistakes; his noble friend the late Secretary for the Colonies had expressed his opinion on those mistakes, and that in a very unsparing manner; but it would be very unjust to Sir Harry Ord if the Government gave any grounds for the belief that they thought an inquiry into his conduct was necessary. No petition or memorial asking for such an inquiry had been addressed to the Crown, and in his opinion not the slightest case had been made out for it. During Sir Harry Ord's Governorship the expenditure of the colony never reached its income; no new tax was imposed; the value of land increased largely; the trade of the settlement increased 27 per cent.; the increase of shipping entered was to the extent of 40 per cent., and that of shipping cleared to the extent of forty-five, and when revenue and expenditure were taken—though it was difficult to make an exact comparison in consequence of the transfer of various items—the result was that a colony which commenced its career without a balance had a credit at the commencement of the present year of nearly $700,000. (Hear, hear.) Before producing the despatches referred to by his noble friend (the Earl of Kimberley) it would be necessary to look through them; but, as far as the Colonial-office was concerned, there was no objection to their production.

Lord STANLEY of ALDERLEY having expressed himself satisfied with the result of the discussion, the subject dropped.

HOUSE OF COMMONS.

AN UNSEAWORTHY SHIP.

(6th.) Mr. BATES asked the hon. member for Pembroke whether he could now give the name of the ship, with her net register tonnage, that was about to sail for China, whose uppermost deck was several inches amidships below the water.—Mr. REED said he had taken pains to trace the name of the vessel, and having ascertained it he had communicated it to his hon. friend the member for Hull some days ago. He had no personal information as to her tonnage, but he had learnt

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from his hon. friend that she was only about 100 tons gross register, and loaded with fuel. That she was about to proceed for China, and was in the condition that he had described, he had no doubt.—Mr. BATES asked for the name and the net register of the vessel.—Mr. REED explained that it was only his desire to avoid embroiling himself with the owners that had made him hesitate to give the steamer's name.

THE ATCHIN WAR.

(6th.) Mr. B. DENISON asked the Under-Secretary of State for Foreign Affairs whether he would lay upon the table of the House a copy of the correspondence received from the Governor of Singapore as to the war between the Dutch and the Sultan of Atchin, and of correspondence with the Government of the Hague relative thereto; and if it was the intention of Her Majesty's Government to offer their mediation, with a view to terminate the war.

Mr. BOURKE: I learn from the Colonial-office that there has been no correspondence received from the Governor of Singapore which could usefully be communicated to the House. No correspondence has passed with the Government of the Hague. No application for good offices having been received from either side, the question of mediation has not been entertained.

NOTICES BY MR. DENISON.

Address for Copy of Report as to capture of the German vessels *Marie Louise* and *Gazelle*, &c.

Address for Copy of the Correspondence as to Chinese cruisers who intercept trading vessels to and from Hong Kong.

Monetary and Commercial.

The continuance of a fair amount of activity in the Liverpool Cotton Market has steadied the tone of the Manchester market, but buyers have shown little inclination to follow the full, and in some cases higher prices asked by producers, and the business transacted has therefore been of a restricted character. At the close a steady feeling prevails, and the full prices of last week are held for, though the enquiry is only of a moderate nature. Private telegrams show the stock of Shirtings in Shanghai to have increased by 300,000 pieces during the past month, bringing it again to almost a million and a half of pieces.

A company has been formed, styled the Burma Agricultural, to acquire and cultivate land in British Burma. The directors include Messrs. Robert and Murray Gladstone, of Liverpool, merchants, Mr. Ogilvy, of London, merchant. We are glad to see that the labour of Captain Sprye to keep Burma to the front during the past fifteen years is beginning to tell.

The list of applications for shares in the Malayan Peninsula (East India) Tin Mining Company, Limited, was closed on Saturday last for London, and will close on Wednesday the 15th inst. for the country, and on Saturday the 18th inst. for the Continent.

The report of the Eastern Telegraph Company for the six months ending the 31st March last has been issued. The available balance amounts to £164,192 16s. 3d. Interim dividends of 4 per cent. have already been distributed to the quarter ending 31st December last, and the directors now recommend a division of 4s. per share, making, with the three previous payments, a total dividend for the year at the rate of 6 per cent. The sum of £38,993 12s. 3d. is carried forward to the reserve fund, which is now raised to £121,838 8s. 4d. Further important additions to the traffic of the company have been secured by the successful laying of the cables of the Brazilian Submarine Telegraph Company; and by the opening of the Black Sea Telegraph Company's line, which connects Odessa and Constantinople with Egypt and India by the company's system. A considerable amount of traffic is already passing over the new lines.

The directors of the London and Westminster Bank announce a dividend of 10 per cent. for the half-year ending 30th June on the paid up-capital of £2,000,000. The rest or surplus fund will then amount to about £1,045,000. The distribution at the corresponding period of last year was at the same rate.

The directors of the City Bank declare a dividend at the rate of 10 per cent. per annum, carrying forward as undivided profit £3,500. The distribution at the corresponding period of 1873 was at the same rate.

In the report of the Central Bank of London a dividend is recommended at the rate of 8 per cent. per annum. The sum of £1,500 is to be added to the reserve fund, and £3,797 carried forward.

The dividend declared at the meeting of the Union Bank of London on the 8th inst. was at the usual rate of 15 per cent. per annum, with a bonus of 2½ per cent. upon the paid up capital, making together 10 per cent. for the past half-year, and, with the dividend and bonus paid in January last, 20 per cent. for the financial year. The amount to be carried forward to profit and loss new account is £218,800. At the corresponding period of last year the distribution was at the same rate, with £16,563 carried forward.

The directors of the London Joint-Stock Bank have resolved to declare, at the half-yearly general meeting, to be held on the 16th inst., a dividend of 15 per cent. per annum, and, in addition, a bonus of 7s. 6d. per share, together £1 10s. per share, or 20 per cent. per annum, carrying forward the sum of £19,000. The sum carried forward at the corresponding period of last year was £19,800, and the same rate of dividend was then paid.

At the meeting of the Consolidated Bank the directors will recommend a dividend at the rate of 10 per cent. per annum, that £3,500 be added to reserve fund, and that the balance of £5,792 6s. 10d. be carried forward to next account.

The directors of the Alliance Bank (Limited) recommend a dividend for the past half-year at the rate of £8 per cent. per annum, and that £7,500 be added to the reserve fund, carrying forward about £13,500. At the corresponding period of last year the distribution was at the rate of 7 per cent.

The half-yearly report of the Metropolitan Bank recommends a dividend for the half-year ending 30th of June at the rate of 8 per cent. per annum.

It is announced by the United Discount Corporation that the accounts for the past half-year leave an available balance of £11,800 13s. 2d., and the directors propose a dividend of 4s. 2d. per share, being at the rate of 7 per cent. per annum, carrying forward £1,383.

The directors of the National Discount Company, propose a dividend at the rate of 16 per cent. per annum. At the corresponding period of last year the distribution was at the rate of 14 per cent.

The report of the Standard Discount Company (Limited) recommends the payment of a dividend at the rate of 12 per cent per annum, leaving £5,637 to be carried forward.

The Jorehaut Tea Company (Limited) have declared a further dividend, from the profits of 1873, of 13 per cent., making, with the interim dividend, 20 per cent., and leaving about 7 per cent. to be hereafter appropriated. At the corresponding period of 1873 the distribution was 12½ per cent., making 19 per cent. for the year.

The report of the Ouvah Coffee Company for the year ending the 30th May last shows a total profit of £26,491. A dividend is recommended of £1 per share, making, with the interim distribution in January of 10s. per share, 15 per cent. for the year.

The balance-sheet and statement of accounts presented at the meeting of the Netherlands-India Trading Bank will be found in our advertising columns.

A first return of 10s. per share is announced by the liquidators of the Bank of Hindustan, China, and Japan, payable on the 8th inst., or on any Monday, Wednesday, or Friday, in any subsequent week during July and August.

Messrs. Ker, Bolton, and Co., of Castle-street, Liverpool, give notice that they have closed their office, and that their business will henceforth be carried on at East India Avenue, London. Their Liverpool business will be attended to by Mr. William Laidlaw, at India Buildings, Water-street.

Mr. William Christian, formerly partner of Messrs. Peel, Cassels, and Co., of Bombay, has joined the Board of the Chartered Bank of India, Australia, and China.

The market for Bar Silver has been very inactive, and the nearest quotation is 58½d. There is no demand for the East. A large amount of Mexican Dollars has been disposed of at 57¼d. per ounce. The market has since given way, and the recent arrival from New Orleans has only realised 57 1-16d. per oz., with a very limited inquiry.

A limited amount of Mexican dollars, brought by the State of Louisiana, has since been sold at 57 1-16d. per ounce, showing a decline of 3-16d. from the price realised last week. Bar Silver is steady, at 58¼d. per ounce.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for June exhibit rather more favourable features than those of the previous five or six months The declared value of our exportations in the month has been £19,367,613, against £19,460,083 in June, 1873—a diminution of only ½ per cent. Compared, however, with the corresponding month in 1872, the decline is 4¼ per cent. In textile fabrics, cotton manufactures figure for an advance of 12 per cent.; linen piece-goods of 7¼ per cent.; jute manufactures of 12½ per cent.; and silk manufactures of 40 per cent.; while woollen and worsted manufactures have decreased 3 per cent. The total value of our exportations for the six months ended the 30th June has been £117,831,214, against £125,786,557 in the corresponding period in 1873, a reduction of 6¼ per cent. The total value of foreign and colonial produce imported into the United Kingdom for the month was £34,124,424, against £30,242,119 in the corresponding month of 1873, and £29,824,663 in 1872. For the six months the receipts were—in 1872, £175,537,851; 1873, £181,922,824; and 1874, £186,585,813.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 30th June. 1872.	1873.	1874.
China and Hong Kong	lbs.	734,900 ...	1,143,500 ...	1,249,400
Japan...	,,	1,866,400 ...	714,800 ...	20,000
Straits Settlements ...	,,	181,500 ...	211,300 ...	197,300
Ceylon	,,	3,500 ...	4,400 ...	32,700

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		For the Six Months ended 30th June.		
China and Hong Kong	lbs.	4,223,430 ..	5,288,060 ...	7,328,300
Japan...	,,	4,860,260 ...	4,021,910 ...	3,039,900
Straits Settlements ...	,,	789,510 ...	1,145,110 ...	1,256,560
Ceylon	,,	44,350 ...	100,700 ...	176,000

COTTON MANUFACTURES.

To		For the Month ended 30th June.		
		1872.	1873.	1874.
China and Hong Kong	yds.	35,880,800 ...	23,564,000 ...	21,745,800
Japan...	,,	3,381,700 ...	1,998,500 ...	595,400
Philippine Islands ...	,,	1,754,660 ...	683,700 ...	827,100
Java	,,	2,953,400 ...	1,550,000 ...	2,250,000
Straits Settlements ...	,,	6,935,900 ...	6,475,700 ...	10,028,300
Ceylon	,,	2,245,900 ...	1,944,400 ...	3,825,200

		For the Six Months ended 30th June.		
China and Hong Kong	yds.	211,425,800 ...	190,705,700 ...	223,019,040
Japan...	,,	11,749,800 ...	11,962,547 ...	11,808,300
Philippine Islands ...	,,	7,933,860 ...	4,451,340 ...	5,551,440
Java	,,	13,455,600 ...	9,822,250 ...	17,707,100
Straits Settlements ...	,,	44,211,000 ...	36,415,600 ...	62,164,200
Ceylon	,,	17,228,800 ...	16,484,300 ...	20,695,700

WORSTED STUFFS.

To		For the Month ended 30th June.		
		1872.	1873.	1874.
China and Hong Kong	yds.	1,389,450 ...	1,589,780 ...	1,080,170
Japan...	,,	228,540 ...	319,780 ...	18,140

		For the Six Months ended 30th June.		
China and Hong Kong	yds.	7,196,890 ...	8,793,750 ...	6,189,800
Japan...	,,	1,171,140 ...	1,283,630 ...	606,980

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th June.		
		1872.	1873.	1874.
China and Hong Kong	yds.	146,237 ...	150,510 ...	84,570
Japan...	,,	149,880 ..	120,010 ...	11,420

To		For the Six Months ended 30th June.		
China and Hong Kong	yds.	1,032,967 ...	1,152,190 ...	439,960
Japan...	,,	372,720 ...	515,210 ...	29,420

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	438 ...	217 ...	696
For the six months	,,	6,447 ...	1,248 ...	5,669

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 6	Louisa	Back	Rangoon	London
Jun.28	Maria Rickmers	—	Do.	Bremerhaven
July 6	Omba	Thompson	Manila	London
9	Tynemouth Castle (s.)	Wood	Rangoon	Liverpool
3	Margarita	Chester	Samarang	Clyde
Jun.30	Signe	—	Batavia	Copenhagen
	Argo	Humble	Singapore	Boston
July 4	Jupiter T	Kreglich	Bassein	Falmouth
3	Aline	Mehlhose	Saigon, for Hamburg	Do.
3	Hansa	Oest	Do.	Hamburg
1	Eliza Kenny	Pitman	Rangoon	Bremerhaven
2	Louise Marguerlete	Crois	Bangkok	Marseilles
4	Gryfe	Roberts	Saigon	Falmouth
6	Stavanger	Tonning	Akyab	Do.
5	Dunloe	Bu ns	Do.	Liverpool
2	Lasker	Rabe	Do.	Bremerhaven
3	G. F. Haendel	Sanders	Do.	Do
	Malay	Clough	Hong Kong	San Francisco
6	Emiliano (s.)	Larrinaga	Manila and Singapore	Liverpool
7	Theophane	Follett	Rangoon	Do.
4	Canton	Denecken	China	Hamburg
6	Sorelle Capurro	Muzzio	Rangoon	Bremerhaven
	Harwich	Dickson	Singapore	Boston
7	Stockbridge	Laing	Rangoon	Liverpool
8	Carl Ritter	Larsen	Saigon	Falmouth
8	Carlisle	Sheepcott	Maulmain	Do.
8	Ystavat	Blohm	Akyab	Do.
8	Messenger	Perkins	Bassein	Do.
8	White Star	—	Rangoon	Liverpool
	Malay	Clough	Hong Kong	San Francisco
8	Bossio Mylenna	McCulloch	Rangoon	Queenstown
8	Kingsbridge	Symonds	Manila	New York

See Shipping Postscript and Correspondents' Letters.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 4	Lake Leman	Clark	Singapore	London
7	Carnarvonshire	Dancaster	Yokohama and Hiogo	Do.
6	John Tennant (s.)	Steiger	Colombo, &c.	Do.
1	St. Pierre	—	Galle	Cardiff
2	Guiseppina N	Nossardi	Singapore	Do.
2	Caspar	Davies	Yokohama	Swansea
1	La Plata	Ruter	Hiogo	Hamburg
5	Madura (s.)	Ordman	Batavia	Southampton
5	Marathon	Jones	Galle	Newport
4	Olive	Pile	Singapore	Sunderland
	Maria Adolfina	Bakker	Atchin	Shields
6	Trinidad	Gent	Java	Cardiff
6	Joseph Haydn	—	Singapore	Newcastle
8	Ironside	Spicer	Cardiff and Singapore	London
7	Adam Sedgwick	Stamor	Colombo	Cardiff
7	Ligure	—	Galle	Milford
Jun. 5	Zingra	Williams	Batavia	Buenos Ayres

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
July 8 ...	Galley of Lorne	... London	... China
6 ...	Princess Amalia	... Rotterdam	... Java
3 ...	Dahlia	... Java	... Rotterdam
3 ...	Agamemnon	... Hankow	... London
2 ...	Glenartney	... Do.	... Do.
5 ...	Glenfalloch	... Do.	... Do.
...	Patroclus	... Liverpool	... Singp., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Paris. For Penang, Singapore, Yokohama, and Hiogo: Muriel. For Colombo, &c.: Navarino, Sultan, Viceroy.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Velocity, Omba. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla. For Singapore: Celaena. For Colombo: Letty Gales, Scawfell. For Batavia and Sourabaya: Eme.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Diomed (str.), Antenor (str.). For Singapore: Cutwater, Nola. For Singapore and Manila: Emiliano (str.). For Ceylon, &c.: Alexandra. For Batavia and Sourabaya: Yanikale. For Galle: Affezione Secundo.

At GLASGOW.—For Singapore: Sumerset (str.), Brisbane (str.). For Manila and Ilo Ilo: Saleta.

SPOKEN.

R. D. M. H. (Irish barq.), Cardiff to Singapore, May 9, 4 S., 32 W.
ANNA DOROTHEA, Hong Kong to New York, May 30, 24 S., 2 E.
OLEANDER, Colombo to London, June 25, 24 N., 39 W.
CHEVIOT, Penang to London, June 9, 17 S., 4 W.
QUEEN, Batavia to Channel, June 9, 19 S., 3 W.
ANTON GUNTHER, Saigon to Falmouth, May 15, 35 S., 28 E.
CRESSWELL, Colombo to London, May 24, 33 S., 14 E.
ARABY MAID, Japan to Falmouth, June 12, off St. Helena.
DORDRECHT II., Rotterdam to Batavia, June 20, in soundings.
JEDO, Rotterdam to Sourabaya, July 30, off St. Alban's Head.
DIANA, Batavia to Falmouth, June 7, 8 N., 20 W.
CHATTANOOGA (barq.), New York to Japan, May 25, 8 N., 29 W.
GLENGYLE (str.), London to Singapore, June 24, 270 miles E. of Malta.
WESTERN CHIEF, for Singapore, June 26, 21 N., 23 W.
EUGENIE, Java to Falmouth, May 2, 26 S., 54 E.
COUNTY OF STIRLING, Java to Amsterdam, May 31, 14 S., 9 W.
W.H.P.F. (English ship), London to Shanghai, June 7, 3 S., 28 W.
JOHANNA AND MARGARETHA, Cardiff to Singapore, May 29, 2 S., 30 W.

FREIGHTS AND CHARTERS.

There is not much animation in the freight market, and rates rule as quoted below. Coal freights are somewhat easier.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 25s. To Galle: 23s. To Manila: 26s.

From Birkenhead, per ton.—To Hong Kong: 25s.

CASUALTIES.

Advices from Cape Town, June 10, received at Amsterdam July 7, state that the cargo of the Tromp, Hockstra, from Amsterdam to Batavia, which put into Simon's Bay leaky, had been discharged from the 'tween deck, and the leak had taken up; the repairs were being proceeded with; the cargo was not so much damaged as was at first supposed.

NOTICE TO MARINERS.

Japan—Nipon, South Coast.—Revolving Light on Omae Saki.—The Japanese Government has given notice, that from the 1st May, 1874, a light would be exhibited from a lighthouse recently erected on Cape Omae Saki, west point of the entrance of Suruga Gulf. The light is a *revolving white* light, attaining its greatest brilliancy *every thirty seconds*, visible when bearing from E. by S. ½ S., through east, north, and west to S.W., elevated 172 feet above the level of the sea, and in clear weather should be seen from a distance of 19 miles. The illuminating apparatus is dioptric, or by lenses of the first order. The lighthouse, 57 feet high, is situated on the sand hill at the south part of the Cape, and is painted white. Position, by chart, lat. 34 deg. 36 min. N., long. 138 deg. 14 min. 20 sec. E. From the lighthouse Lady Inglis rocks bear E. ⅝ S. distant 4 miles. [All bearings are magnetic. Variation 3¾ deg. Westerly in 1874.]—*Hydrographic Office, Admiralty, June*, 1874.

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NETHERLANDS-INDIA COMMERCIAL BANK, AMSTERDAM.

ESTABLISHED IN 1863.

PAID-UP CAPITAL, F.6,000,000.

BOARD OF DIRECTORS.

G. J. DE CLERCQ, Esq.
A. R. J. CRAMERUS, Esq.
A. J. WALEN, Esq., *Assistant Manager.*

AGENCIES.

I. J. VAN SANTEN, Esq., *Manager at* BATAVIA.
A. E. PALAIRET HOOGLANDT, Esq., *Agent at* BATAVIA.
M. BOCK, Esq., *Agent at* SOURABAYA.

HOME BOARD OF CONTROL.

J. MARTENS, Esq., *Chairman.*
F. H. BUNGE, Esq., *Deputy Chairman.*
A. VAN GEUNS, Esq.
R. DANIEL WOLTERBEEK, Esq.
TH. F. SCHILL, Esq.
JS. DE VOGEL, Esq.
M. H. INSINGER, Esq.
F. A. VRIESE, Esq.

INDIA BOARD OF CONTROL.

H. KLEIN, Esq., D.C.L.
ALEX. FRASER, Esq.
G. H. L. VAN OORDT, Esq.
} Residing in Batavia.

BALANCE-SHEET, 31st December, 1873.

DR.		CR.	
Shares, not issued	f.6,000,000.00	Capital	f.12,000,000.00
Head Agency at Batavia...	3,920,461.41	Acceptances	8,325,089.88½
Premises and furniture	38,200.00	Sundry creditors	741,790.69
Bills receivable and cash...	3,177,531.98½	Deposits	668,841.86
Sundry debtors	1,356,405.14	Government duty on dividend f.420,000	10,752.00
Merchandise	1,378,884.82½	Dividends not yet claimed	1,000.53
Shares in Indian companies	184,937.00	Reserve Fund	55,031.39½
Advances on securities	6,165,791.43	Profit and Loss Account	473,486.21
Invested Reserve Fund	53,780.78	DISTRIBUTION OF NETT PROFIT.	
		Dividend to Shareholders f.17.50 per share (7 per cent.) f.420,000.00	
		Remuneration to sundries 34,697.24	
		Amount to be transferred to Reserve Fund ... 17,348.62	
		Balance to New Account 1,440.35	
		f.473,486.21	
	f.22,275,992.57		f.22,275,992.57

PROFIT AND LOSS ACCOUNT.

Amount written off premises and furniture account	f.1,815.90	Balance from last account	f.1,871.21
Salaries, Government duty, &c.	55,723.34	Interest and commission accounts	251,806.60
Probable loss on goods unsold	176,782.94	Exchange account	19,836.22
Balance	473,486.21	Shares	26,046.34
		Doubtful claims recovered	1,009.30
		Balance of India Profit and Loss Account ...	407,238.72
	f.707,808.39		f.707,808.39

Amsterdam, 22nd May, 1874.
The Board of Directors,
G. J. DE CLERCQ.
A. R. J. CRAMERUS.

Verified by the Board of Control.
J. MARTENS, *Chairman.*

Adopted at the General Meeting of Shareholders,
Amsterdam, 24th June, 1874.
J. MARTENS, *Chairman.*

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DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

102 LEADENHALL STREET, LONDON, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HOLLOWAY'S PILLS

AND OINTMENT.—There existed for many years a great and unfair prejudice against these remedies, but such has been their success in expelling internal impurities, and healing bodies scarred with sores, that their worst opponents have now become their warmest supporters. At the present day no difference of opinion exists with reference to the purifying and healing powers of these world-esteemed medicaments, which cure diseases and remove disfigurements over which medical skill hitherto had exercised little control. Holloway's remedies may be used by either sex, and in the worst cases will most conspicuously display their curative powers. They extract order from disorder, rectify irregularity, check disease, and preserve the comfort, privileges, and pleasures of health.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $1,000,000.
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BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

A GENTLEMAN of ability and experience (well known in the Eastern trade) will shortly be open to BUY in Lancashire and Yorkshire, on Commission or otherwise, as may be arranged, for a first class firm.

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LIEBIG COMPANY'S EXTRACT OF MEAT

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CAUTION.—Genuine only with Baron Liebig's facsimile across label.

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THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

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Restaurant and Table d'Hote. Baths and all other conveniences.

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Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... ... BOMBAY ...	" "	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... ... JAPAN	Thursday, July 2, 16, & 30, at 2 P.M., and every alternate Thursday.	Friday morning, July 10, 24, & Aug. 7, and every alternate Friday.	Monday, July 13, 27, & Aug. 10, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, July 2 & 30, at 2 P.M., and every fourth Thursday.	Friday morning, July 10 & Aug. 7, and every fourth Friday.	Monday, July 13 & Aug. 10, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

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Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

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China... ... in 44 " "

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Tigre	... July 19	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone	... August 2		
Ava ...	... August 16		
Irraouaddy	... August 30		
Hoogly	... Sept. 13		
Peiho	... Sept. 27		

The Steamers of the 2nd and 30th August and 27th Sept connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 19th July, 16th Aug., and 13th Sept. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... ... " Saturday, 5 P.M.
Algiers ... ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

⁂ Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

With quick despatch.

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CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The Company's steamers VANCOUVER, VASCO DE GAMA, and another at present building, will leave San Francisco on or about the 20th of every month for Yokohama and Hong Kong.

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GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,106	330	July 25
Glenfalloch	100 A1	2,126	275	Aug. 15
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Batavia and Sourabaya.	Eme...........	A1 16 yr.	S.W.I.D.	With des.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	AA113yr	S.W.I.D.	With des.

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SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. Kg., & Shanghai	Paris, s.s., via S.C.	100 A1	920	S.W.I.	July 15
Hong Kong..	Invincible.	A1 13 yr.	657	S.W.I.	With des
Shanghai ...	Velocity ...	A1 14 yr.	491	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Tamesa	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

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A steamer calls at Southampton for goods and passengers once a month.

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Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Glenartney, s.s. ...	2,106	McGregor, Gow, & Co. ...	July 25
Hankow, s.s.... ...	2,332	Norris & Joyner...	July 15
Celaeno	702	Wright Bros. & Co.	July 25

LIVERPOOL.

Antenor		Alfred Holt ...	July 25

GLASGOW.

Somerset, s.s. ...	1,000	T. Skinner & Co.	July 6

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates, at shippers' risk, for Java, Japan, &c. The following high-classed Steamships, which have been built especially for the China trade by the celebrated builders Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tons.	Docks.	H.-p.n	To sail.
Hankow	100 A1	3,594	S.W.I.	450	July 15
Hong Kong ...	100 A1	1,881	S.W.I.	200	To follow
Nankin	100 A1	2,423	S.W.I.	300	To follow
Canton	100 A1	1,881	S.W.I.	200	To follow

These fine Steamships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

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LONDON AND CHINA EXPRESS.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Nagasaki—Japan ...	PIGNATEL and Co.
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Yokohama	

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 13, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 568.] LONDON, MONDAY, JULY 20, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received July 20.
JAPAN—Yokohama	April 17	June 2	June 5*
Yedo			
Osaka and Hiogo	„ 10	May 30	„ 1*
Hakodadi			
Nagasaki	„ 3	„ 21	May 24
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 25
Chefoo	—	—	„ 27
New-chwang			
Hankow	„ 3	„ 20	„ 26
Kiu-kiang	—	—	„ 27
Chin-kiang			
Shanghai	„ 17	„ 29	„ 31
Ningpo	—	—	„ 29
Foochow	„ 17	„ 29	June 2
Formosa	—	—	May 30
Amoy	—	—	June 3
Swatow	—	—	„ 4
Hong Kong	May 1	June 5	„ 6
Canton	—	—	„ 4
Macao	—	—	„ 5
PHILIPPINES—Manila	April 10	May 18	May 29
COCHIN-CHINA—Saigon	—	—	June 4
SIAM — Bangkok	—	—	„ 7
BORNEO—Labuan	—	—	„ 1
Sarawak	—	—	„ 4
JAVA — Batavia	May 1	June 2	„ 8
Samarang	—	—	„ 3
Sourabaya	—	—	„ 4
MALACCA STRAITS—Singapore	„ 8	„ 6	„ 13
Penang	„ 15	„ 12	„ 15
CEYLON—Galle	„ 29	„ 17	„ 25
Colombo	„ 29	„ 19	„ 23

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.,

The P. and O. mail, with advices dated as above, from China and the Straits Settlements, and the Pacific mail, with the Japan advices, were delivered, *via* Marseilles and *via* San Francisco respectively, this morning, their due date. The next inward (French) mail, with dates Yokohama, 3rd; Shanghai, 7th; Hong Kong, 13th; Singapore, 22nd June, left Suez on the 13th inst., four days early, and is expected to reach Marseilles to-morrow.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived July 17.—None.

To Venice.—From Singapore: Mr. de la Vara, Mr. Barries, Mr. Panades, Mr. Henderson, Mr. Lopez.

To Southampton, per P. and O. steamer *Mongolia*, expected to arrive July 27.—From Shanghai: Mr. and Mrs. W. Kofod and two children. From Hong Kong: Mr. Moore, Captain and Mrs. Andrews, two children and servant, and six second-class passengers. From Singapore: Colonel Barlow, Mr. R. Robertson, Mr. W. Robertson, Mr. Miller. From Galle: Mr. Maingay, Mr Duff.

By last French mail to Marseilles, per Messageries Maritimes steamer *Amazone*, arrived July 8.—From Yokohama: None. From Shanghai: Mr. Ure Mr. Patterson, Mr. and Mrs. Dubief, Mr. and Mrs. Salmon. From Hong Kong: Messrs. Brisbeau, Cranford, Bonnat, Mr. and Mrs. Rose, Mr. and Mrs. Brossement. From Singapore: Messrs. Kaiser, Campbell, Mayo. From Galle: Captain Stainforth, Mr. Forster, Mr. and Mrs. O'Keefe.

PASSENGERS OUTWARD.

Per French steamer *Tigre*, July 19 (booked from London).—To Yokohama: Mr. Ferreri, Mr. Fondra, Mr. Bertone, Mr. C. Ferero, Mr. Timbarti, Mr. Geross, Mr. Chiapello. To Hong Kong: Baron von Overbeck, Mr. Mollard, Mr. Roussin, Mr. Cagnard. To Shanghai: Mr. Fugnatel, Mr. and Mrs. J. J. Buchheister, Mr. Taylor. To Batavia: Mr. Andre, Mr. Angot, Mr. and Mrs. Ankersmith, Mr. P. A. Schill, Mr. van Rinckenzen. To Galle: Mr. Margary, Miss Hendrie, Mr. Frendenberg. To Saigon: Mr. de Jong van Sier.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children, Mr and Mrs. van der Louw.

Per French steamer *Amazone*, Aug. 2 (booked from London).—To Singapore: Mr. Ringer, Mr. and Mrs. Genu and child. To Galle: Mr. Carey, Mr. Herring, Mr. Forsyth, Mr. Delmege, Mr. Metcalfe.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh.

Per P. and O. steamer *Hydaspes*, from Southampton, July 16.—To Hong Kong: Major-General F. Colborne, C.B., Mrs. Richardson and three children. To Ceylon: Mr. J. P. Plummer.

Per P. and O. steamer *Ceylon*, from Brindisi, July 27.—To Singapore: Mr. J. Gordon.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Hong Kong: Mr. J. Campbell, Mrs. Campbell. To Singapore: Mrs. M. C. Evans.

Per steamer *Muriel*, from Gravesend, July 13.—For Singapore: Capt. and Mrs Olzen. For Yokohama: Mr. Scott, Mr. Hutchinson, Mr. Sodarnle.

To Java, per Nederland Company's steamer *Prins van Oranje*, from Nieuwdiep 11th, and Southampton 14th inst.—Mr. and Mrs. Zaalberg and two children, J. Brewer, F. J. P. M. Mulder, J. D. Donker Duyois. Mr. and Mrs. Schaap de Visser. M. P. van der Heuvel, J. B. Rutgers van der Loeff, J. K. van der Kruisse Pilaar, J. L. van Leschen, Mr. and Mrs. A. van Assen and four children, Mr. and Mrs. A. J. Immink, Miss A. Immink, Mrs. M. A. C. Termarsch van Heel, Mr. and Mrs. M. H. Schlupman and child, Mr. and Mrs. J. C. Barkmeyer and three children, Mr. and Mrs. T. W. Hagemann and six children, John Haslee, M. Jobst.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 27th May; and by the Pacific mail we have nine days later news, viz., to the 5th June; the French mail from London April 10 arrived out on the 28th May, and the following P. and O. mail of April 17 was received on the 2nd June. The *Japan Herald* supplies the following items of intelligence:—

But little news has transpired relative to the Formosan expedition since our last. By return to Nagasaki of the Japanese steamer *Yukomaru*, which vessel arrived from Formosa on the 4th June, a few particulars have been received from the expedition. After the arrival of the first four vessels the soldiers disembarked. Soon after landing one scout was attacked by Formosans, who cut off his head and stripped him. Soon after the Japanese began fighting, but the Formosans retreated. On the Japanese side one man only was killed and one wounded; but on the other side about fifty were found dead and wounded. The Japanese are progressing fast with buildings on the island. Before the above affair occurred two steam launches which had been surveying the bay received some shots from bushes, which were quickly returned, and the natives dispersed from the place. We hear that the plan of the campaign in Formosa is upon a novel basis. The troops are to do nothing for the next six months, unless they should be attacked, but are to await instructions from Tokio. Meantime, negotiations are to be set on foot to crave permission from the Chinese Government to allow hostilities to be gone into against the Formosan savages. This is to be done to save the national honour, which has been tarnished by making the ridiculous *faux pas* that has occurred. The Japanese Government's late policy has converted into such zealous friends the foreign Ministers here that we may be quite sure that their colleagues at Peking will be thoroughly advised on the business, and the Chinese Government will learn from them, as it has already from the press, the ends the Japanese sought to compass by the expedition. We should think that the troops will receive peremptory orders to quit, and that they will conclude, as discretion is the better part of valour, that it will be to their interest to do so with as little delay as practicable, without attempting either to thrash the savages, or to annex any part of the Island.—It appears by advices just received from Peking that an official intimation has been given to the *Doyen* of the Diplomatic *corps*, Mr. Wade, that the Chinese Government never gave any authority whatever to the Japanese Government to

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arry on war on Chinese soil, and that they claim the whole of Formosa as being so.

Okuma, the Minister of Finance, returned to Tokio on the 20th May. A statement of the estimated receipts and expenditure for this year has been published under his signature in the native papers. After deducting the balance alleged to be brought forward from last year, there appears to be a surplus, but that is without counting the cost of the Formosan expedition. The revenue is estimated at 88,867,636 yen, and the expenditure at 62,169,344 yen. The estimated surplus is therefore 26,698,292 yen.

The question of the circulation of foreigners in the interior, after being months under the consideration of the Government, is still unsettled; the joint note of the Ministers is still unanswered.

Shimadzu Saburo is reported to have resigned the post of Sa-daijin, to which he was recently appointed; and Kido, one of the ministers, who resigned some weeks ago, is rumoured to have been assassinated whilst returning to his own country. Neither of these rumours have been confirmed.

Our annual regatta was held on the 23rd May, with average success. The cricket season has been opened by a match, Garrison v. the Settlement, and the Royal Marine semi-annual athletic sports have also taken place, and the annual meeting of the Swiss Rifle Club is announced for the 12th and 13th June.

Admiral Pennock, the new American commander-in-chief, arrived on the 28th May, and hoisted his flag the following day. The U. S. S. *Hartford*, *Lackawanna*, *Tuscarora*, and *Kearsage* still remain here. The *Saco* sailed on the 22nd May for Cheyfoo.

The railway authorities are about to reduce the fares for passengers and goods, and will also alter the time of departure for the trains to more convenient hours for the travelling public than those in force at present.

All notices relative to the prohibition of the export of silkworms' eggs are said to have been recalled, and the trade is supposed to be left unfettered.

The Government has announced further sales of land to foreigners in the concessions of Yokohama and Tokio.

The Government has issued a proclamation forbidding the export of rice from the 1st August.

Okubo, the Home Minister, will leave, it is said, in a few days for Formosa.

The proprietor of the Sailors' Home absconded from here in the steamer *Vancouver*, heavily in debt.

A flower show has been held at the Public Gardens.

A third electric cable has been laid across the Straits of Simonoseki.

NAGASAKI.

Our advices extend to the 23rd May; the P. and O. mail from London April 3 arrived out on the 21st May. The *Nagasaki Express* gives the following items of intelligence:—

The opening of the Shinto Temple "Chin-kioin," situated in "Fogiya-machi," in the town of Nagasaki, was celebrated on the 16th, 17th, and 18th May, in a manner very satisfactory to the native townspeople. The procession, consisting of two sacred cars, was escorted by a large number of priests in double lines, the Shinto priests on one side, and the Buddhists on the other, excepting two who were in "norimons," and two others who were on horseback, and these latter we presume were the chiefs connected with the recent proceedings. All the houses in the streets through which the procession passed were decorated. A grand ceremony took place in the "Suwa Temple," and besides priests, the whole of the Government officials and likewise those of the Judicial Court attended it. During the three days business in the native town was almost suspended, as the natives were enjoying themselves with the procession; consequently business was also correspondingly restricted during that period in the foreign settlement.

The last vessel of the Formosan expedition has left for her destination. On the 17th May Saigo, the chief of the expedition, embarked at the Ohato, and thence proceeded on board the steamer *Delta*, and received a salute which was fired by the Government battery on shore, after which the vessel proceeded on her voyage to Formosa.

The steamer *Argus*, which left last week for the wreck of the Russian steamer *Nicolai*, has returned, bringing in tow to this place the boiler of the wrecked steamer. We learn that the purchasers of the wreck have decided to bring the vessel to this place in pieces, as she lies in a position that would entail a very heavy expense were they to endeavour to float her off from the reef as she is.

Kitashima Hidetomo, who lately arrived here from Tokio, left this place for Saga on the 19th May to commence his duties as Governor of the Saga ken, to which post he has been recently appointed by the Government. Takaho Motoharo, the newly appointed Secretary of the Japanese Legation at Peking, left on the 18th by the P. M. steamer *Oregonian*. Yanaguiwara Sakimitsu, who has been appointed by the Government to be Japanese Minister at Peking, has arrived here *en route* by the P. M. steamer *Costa Rica*.

H. M.'s gun-boat *Thistle*, which arrived here on the 21st May from Hiogo, relieves the gun-boat *Dwarf*, which vessel leaves for Formosa. We hear that H. M.'s s. *Cadmus*, with Admiral Sir Charles Shadwell on board, is expected here about the 29th May.

CHINA.

CHEFOO.

The trial of the rioters engaged in the late anti-missionary disturbances in the neighbourhood of Chimi-ching commenced on the 25th May, before his Excellency the Taoutai and Mr. Sheppard, American Consul; Mr. Cornabé, U.S. Vice-Consul, being also present. The Rev. Mr. Corbett, as prosecutor, stated his case from the time he arrived in Chimi last September till he was compelled to leave, on account of the threats made against his life. His recital occupied four hours, and he rehearsed every incident of that eventful period, during which he was persecuted, on account of his endeavours to inoculate the minds of the Chimi-ites with the rudiments of the Christian faith. He was patiently listened to throughout his narration, which being delivered in Chinese was interpreted sentence by sentence, and carefully committed to paper for reference, in the event of contradictory evidence being elicited as the case progressed. On Mr. Corbett concluding his statement, the Taoutai expressed himself fully satisfied with the truth of what he had said, which seemed to imply that the examination of the witnesses would be a mere formality, as far as their testimony in corroboration of Mr. Corbett's account of his difficulties was concerned. The impression is that the most, if not all, the twenty-eight prisoners will be found guilty.

SHANGHAI.

The present mail brings advices from this port to the 31st May; the P. and O. mail from London April 3 arrived out on the 16th May; the French mail of April 10 was received on the 22nd May, and the P. and O. mail of April 17 on the 29th May. The following summary of news is from the *North China Herald*:—

It is said that H.M. Minister has expressed himself in favour of the liability of the Chinese to fully indemnify foreigners for all loss and damage occurring through the riots on the French Concession; and that claims, of a direct and indirect nature, to the extent of about Tls. 10,000 have been sent in by British subjects. This, however, does not cover the whole of the British interests involved.

Some excitement has been created by the news from Hankow that the *Agamemnon*, with the first cargo of new teas, had got aground in the river. It appears that the *Agamemnon* after starting from her moorings about 3 A.M. on the 26th May was rounding to head down river, when she caught the mud on the Woochang side, and remained fast. The *Tunsin* and *Fire Queen* added their power to her own in efforts to pull her off, but without avail, and the further assistance of the *Shanghai* proved equally ineffectual. By latest accounts we hear that these steamers were still persevering in the task, and it was hoped that the discharge of a portion of her cargo would lead to their efforts being shortly successful. A few days since, while coming to the Hongkew Wharf, the *Sarpedon* struck the wharf with her sharp iron stem and occasioned considerable damage. She was being brought up on the ebb tide, in charge of her pilot, and as she took rather a large sweep, the ebb probably caught her head, so that she came prematurely end on to the wharf, instead of gently dropping alongside parallel with it. The consequence was that she went through and sunk a cargo-boat which happened to be lying alongside with twenty bales of piece goods, and made a gap in the wharf of about twelve feet laterally by four in depth, besides straining timbers and iron ties over a much larger area. The cargo-boat fortunately lessened the force of the collision with the wharf. The piece goods have been recovered, though of course rather the worse for their novel experience in hydraulics.

The *Courier* gives the following additional details. The *Shanghai* reached Hankow on the 26th, and found the *Fire Queen* engaged trying to tow the *Agamemnon* off, while the *Tunsin* was alongside of her removing her forward cargo. The *Fire Queen* retired, and the *Shanghai* took her place, but after breaking a hawser and a pair of bits, she had to give it up without result. The discharge of cargo into the *Tunsin* went on all the time. The *Fire Queen* and *Shanghai* then both attached themselves to the *Agamemnon*, but after the *Shanghai* had broken another pair of bits, they had again to desist. On the 27th both steamers again attached themselves to the grounded vessel, and the *Agamemnon* was got afloat, and at once commenced to reload. At the time of our present writing the *Agamemnon* has, doubtless, passed Woosung and gone to sea.

H.M.S. *Cadmus* left on the 27th May for Nagasaki, *en route* for Yokohama, and thence for England. We shall therefore not see her again in Shanghai. The *Cadmus* has been so much on this station, and Captain Whyte and his officers have made themselves so generally popular, that she will be missed as an old friend. We hear that the *Modeste*, which comes out to relieve

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the *Cadmus*, and would probably have taken her place at Shanghai, has broken down on her outward voyage. The *Elk*, therefore, will stay here for the present; but it is not unlikely that the *Thalia* may also be sent. The latter is now at Hong Kong, on the point of starting for Japan *viâ* the Southern ports.

The fifty-fourth anniversary of the Queen's birthday was celebrated on the 25th May with all due glory by the British naval force in port. The *Cadmus*, *Elk*, and *Frolic* dressed ship, and a salute of twenty-one guns was fired from the former at noon. Some two hundred seamen and marines were also landed, and drawn up in the British Consular compound, where they fired three volleys, and gave three hearty cheers and "one more" for Her Majesty. The French and American men-of-war and several of the merchant vessels in port also dressed ship.

Three British subjects who, on principle or for other reasons, had refrained from registering themselves, have been summoned at the instance of H.B.M. Consul. Mr. Drummond appeared to support the prosecution, and the presiding magistrate, Mr. Mowat, inflicted the full penalty of $10 fine in two cases, with costs of summons, and mitigated expenses on behalf of the Crown. The third case was adjourned.

At her Britannic Majesty's Supreme Court on the 27th May, in the case of the North China Insurance Company *v.* the Union Steam Navigation Company, the Chief Judge refused the application by plaintiffs' counsel for an injunction to prevent the defendants from dealing with the money they may recover from the Messageries Maritimes Company in respect of damages in the *Rona-Ava* case.

A case of plucking flowers in the Public Garden has been brought before the Police Magistrate. It was dismissed with a fine of $1.75, as the act was evidently a thoughtless one; but his Worship announced that any case of wilful abstraction or of malicious damage was punishable by a fine of £5 or three months' imprisonment. We endorse Mr. Mowat's suggestion that it would be well to put up notice boards, warning people who may not realise the offence that it is a punishable one.

We have received copies of two large works published by order of the Inspector-General of Chinese Maritime Customs, to illustrate the international exchange of products, in connection with the part China took in the Austro-Hungarian Universal Exhibition of 1873. One, a volume of over 500 pages quarto, gives the port catalogues of the Chinese Customs Collection; the other, somewhat smaller, is devoted to the trade statistics of the same places. Fourteen ports, from Newchwang to Canton, are shown to have contributed to the collection; and the catalogues give, in a succinct and clear form, the names in English and Chinese —and German also in the majority of cases—of the exhibits; remarks on their origin, nature or method of preparation, the places of production and consumption, uses and value, and quantity imported or exported in 1871—thus forming a minute and comprehensive commercial dictionary of Chinese products. The trade statistics are supplementary to the catalogue, in accordance with paragraph seven of the exhibition programme. They also have been compiled by the Commissioners at the fourteen ports, and represent an enormous amount of labour, not less valuable though perhaps less attractive, as being purely a collection of figures, than the catalogues which they accompany. Both works have been printed in very creditable style at the Customs press.

A new feature has been introduced into Shanghai business by Messrs. Thorne Bros., viz., sales by auction of undamaged piece goods. The first was held on the 25th May, and the novelty of the event attracted a larger attendance at the Yuenfong godowns than is often to be seen at Shanghai auctions. There were at least a couple of hundred Chinese, with a good sprinkling of foreigners. The Woollens offered realised, we believe, full market rates, though it is suggested that most of them were bought by a speculator, who is already well into Spanish Stripes and Long Ells, and cannot afford to let the market drop. Shirtings were also sold nearly at the market rate. The experiment was repeated on the 28th, but, we believe, with less success. The Chinese combined to keep down prices.

The drawing for Kuhn and Co.'s Lottery of Japanese curios has taken place at the Old Masonic Hall, and a good deal of interest was shown in the event. A number representing a share having been taken from a spherical box, by a very small boy appointed to the duty, another number, from a corresponding coffer, denominated the prize. Both numbers were called out and noted by gentlemen well-known in the community, who had accepted the office of scrutineers. The Lottery may be said to have been an attempt—on speculative and commercial principles—at an Art Union distribution of Eastern objects of *vertu*, and its design and conduct appear to have given general satisfaction.

The old British jail buildings in Peking Road are being pulled down, as a preliminary to the erection of the new Post-office on their site. The building, being a Government one, will of course be carried out by H.B.M. Office of Works.

Among the arrivals from Japan are H.E. Yanagiwara Sakimitsu, to be Japanese Minister at Peking, and Takaho Motoharo, his Secretary of Legation, and an Assistant Secretary. We understand that the Minister and his suite will remain in Shanghai a few days before proceeding to the capital.

We have received for review a French-Chinese pocket dictionary, compiled by M.M. Lemaire and Giquel, which will no doubt be found useful by students. The specialty of the book is a technical dictionary of professional and scientific terms used at the Foochow Arsenal, which forms the second part and covers nearly 100 pages.

It is said that Herr Annecke, formerly German Consul here, and at present Chargé d'Affaires at Peking, will change places with Herr Von Brandt, the latter becoming Minister Resident at Peking, and Herr Annecke assuming the same position at Yedo.

We hear that the three Swiss gentlemen who were denied the recognition hitherto extended to them by the Consul-General for France, in consequence of their signing the recent memorial against M. Godeaux's action in the matter of the riot, have been taken under German protection.

Our Ningpo correspondent writes:—We are daily expecting the arrival of the Futai, who is on a grand tour of inspection, and who has already reached Chusan, whence he comes in the *Fuhpo*, escorted by a frigate and various gunboats,—an interesting feature of the progress China is (say what people may) making, and a final answer to those who declare that the Chinese Government will not adopt Foreign appliances when their convenience and utility is demonstrated. They refused to have a foreign-controlled fleet, but they are ready enough to have and use one of their own.

The new encampment near Overweg's bungalow has been surrounded by a substantial mud wall and moat. The wall is about twelve feet high, battlemented after the model of the city wall, and well finished.

Rumours are current that one or two firms are about to establish at Kiukiang. We hope it may be true. It is difficult to understand why foreigners should be almost wholly deprived of sharing in the growing import trade of that port, as they have the advantage of direct trade, and of being able to develop the transit traffic which a native will not venture to do. Unless a dealer is certain that a barrier on a new route will honour his transit pass, he will not risk his goods; and wisely too, for in the event of detention he has no appeal but to the authorities whose interest it is to suppress the transit trade. Kiukiang has been much neglected, but there is still a good field for enterprising firms with intelligent agents. It seems strange that this port, whose trade is worth 11,000,000 taels a year, cannot afford business enough for as many firms as Tamsui, whose trade is not much over Tls. 1,500,000 a year.

The *Peking Gazette* of May 16th contains a Decree according an Audience to the newly arrived Russian Minister (M. de Butzow); and the audience was had at eight o'clock on the morning of the 20th May. He was received in the same pavilion in the palace grounds in which foreign ministers were last year received, and in general with the same forms. He was not, however, kept so long waiting as they were.

Shen Pao-chen, a red button mandarin, formerly Chinese head of the Foochow Arsenal, and at one time Futai of Kiangsi, has been ordered, by Imperial Decree, to proceed to Taiwan, as Special Commissioner for the Chinese Government. This would show that the authorities at Peking are becoming alive to the importance of looking after their interests in Formosa.

FOOCHOW.

We take the following from the Foochow *Herald*, dated May 21st:—

It is rumoured that the Arsenal at Pagoda Anchorage is about to be closed for a period of five months. The establishment is said to be too great a drain upon the resources of the Province.

A very heavy freshet came down the river towards the close of the last week, flooding the low lying streets on both banks of the river, and, to a certain extent, doing a good service by cleaning the streets of accumulated masses of filth and garbage.

The fifteenth and last Chinese gunboat, built under foreign superintendence, was successfully launched at the Arsenal, Pagoda Anchorage, on the 16th inst. The launch was effected solely by the Chinese employés.

The Japanese invasion of Formosa is an accomplished fact. About 5,000 men, with a strong force of artillery, were landed on the 12th May at a place about fifty miles south of Takao. The disembarkation was not opposed by the Chinese troops, a significant circumstance when we consider that the invasion is in itself a breach of international law—no declaration of war with the Chinese Empire having been proclaimed by the Japanese Government. However, our sympathies are with the Japanese, to whom we wish every success, believing as we do that any Government would be preferable to the effete and corrupt administration through whose wilfulness and rapacity one of the most fertile islands on the earth has long been, and still is, virtually a *terra incognita*.

HONG KONG.

Our advices by the present mail extend to the 6th June; the P. and O. mail from London April 17 was received on the 24th May, the French mail of April 24. on the 31st May, and the P. and O. mail of 1st May on the 5th June. We take th following items of news from the *China Mail*:—

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The report of the commission which has been appointed to enquire into the effect of the blockade by the Canton cruisers on the trade of the colony was sent in about a month ago, but it has not yet been published.

The prosecution of the men on board the Mandarin junk, which was caught in the act of firing on some fishing-boats in Stanley Bay, has been abandoned, the Viceroy of Canton having claimed the junk as a Government boat. It seems extraordinary that this course should have been adopted upon the bare promise of the Viceroy to punish the offenders, as the Chief Justice expressed his regret when the case was withdrawn that justice had not been allowed to take its course, as it would have been incumbent on the men to show beyond doubt that they had the authority of the Canton authorities to act as they did. Their having escaped will doubtless form an encouragement for further depredations of the same kind by *soi disant* revenue cruisers.

In regard to the Formosar Expedition a large number of Japanese soldiers have already landed about forty miles south of Takow, on what is recognised Chinese territory. The Chinese there from the Canton Province, are exceedingly delighted at their arrival, as they are rejoiced at the idea of having such powerful allies to assist them in their fight with the aborigines. You must know that an incessant border warefare has been going on for many years past, in which the mutual aim of each has been to secure each others heads. In this warfare a good many heads have changed owners on both sides. The appearance of such a large force of Japanese, with the expressed purpose of subjugating the whole of the savage territory, is the source of unmixed delight to these men, who have had to live so long with their guns in their hands to keep themselves from extermination.

Though the Japanese were arriving in such force, the authorities here seemed to be making no move in the matter, and appeared as indifferent as though the attack were to be made on some place with which they had no concern. No impediments, moreover, were thrown in the way of the steamers by the native Custom house officials, and speculation was exceedingly rife as to what would be the policy of the Government in a crisis like the present. The fact is, native officialdom has all along been in the greatest possible excitement, and couriers have been incessantly passing and repassing between here and Foochow. It takes the Chinaman a long time, however, to move in any matter, and the present method of communication is so slow that it is impossible to act quickly. It is to be hoped that the Chinese authorities will get such an impression of the need of the telegraph from recent affairs, that all the past opposition to it will pass away for ever. At last a large corvette has arrived here on her way to the scene of action, and it is said that a row may very shortly be anticipated, should the Japanese develop any marked intentions of conquest. The influential and wealthy Chinese in Formosa firmly believe that the Japanese intend taking possession of the island, and great numbers have removed their families and their goods to the mainland. There are rumours that the Japanese who have landed are suffering severly from fever, and that in a recent skirmish with the savages forty or fifty were killed.

H.M.S. *Hornet* which arrived last week from where the Japanese landed, was ordered away almost immediately to the same place, and will remain there till relieved by H.M.S. *Dwarf*. The U.S.S. *Monocacy*, which was to have left last week, has been ordered to remain here till further orders, very probably with the idea of watching the progress of events. As there is a reporter from the *New York Tribune* in connection with the expedition, we may look before very long for spicy accounts from the seat of war.

The Queen's birthday passed off on Saturday, 30th, minus some of the usual ceremonies—notably that of a parade or review of the troops. A legend goes that at 5 A.M. three salvos—or whatever the noisy discharge of firearms is called—and three cheers for Her Majesty, were fired off by the 80th Regiment on the parade ground, but for all practical purposes there was nothing of the sort, to the great disappointment of the native population. The arrangement carried out may have been quite correct, but was not over courteous to the Colony. The Chinese explanation of the omission to make the parade public, is too good to be lost. "That Soldier man savey walkee No. 1. ; he no savey too much that fightee pidgin. No wantsee any man look see"—*i.e.* "very good at a march out, but indifferent at drill; don't want people to look at them." There was no official reception at Government-house.

Latest advices from Foochow point to the tea market there as not having opened, although some new teas had already gone forward by the last and present mail. The fleet of steamers at Pagoda Anchorage was larger than on any other occasion. On the berth for London were the steamers *Cheops*, *Glenearn*, *Montgomeryshire*, *Crocus*, *Sirius*, *Glaucus*, and *Braemar Castle*, with the *Achilles*, *Canton*, *Galatea*, and *Pleiades* expected. This competition will not, however, improve prospects of high freights.

News of two significant facts come to hand from Peking ; the one that Mr. T. F. Wade, Minister for Great Britain, and M. Geoffroi, the Minister for France, having asked to be admitted to an audience with the Emperor on Chinese New Year's day with the view of paying their respects, in accordance with the custom of the high dignitaries of the Government, and the usage of diplomatic representatives in Western countries, on similar occasions, were, not very politely, refused; the other that a similar request made by the new Russian Minister has been granted, an edict to that effect appearing in the *Peking Gazette* of the 16th ult. We are not making too much of the first incident in saying that it is of some importance. It manifests the idea entertained by the Chinese of what the much talked of "audience" of June last really meant. It clearly shows that, so far from being regarded as a precedent to be habitually followed, it was looked upon as a magnificent and isolated concession not to be easily repeated.

THE JAPANESE ON FORMOSA.

A correspondent at Amoy gives the following news of the Japan expedition :—

27th May, 1874.

Captain Smith has just arrived with a Japanese transport from the seat of war, with the following news :—About six or seven days ago one hundred and fifty or one hundred and sixty Japanese were sent out to reconnoitre ; when they had proceeded some distance they saw three or four men, who waved them to come on. Three of the Japanese obeyed, and went towards them, but when they got within fifteen or twenty yards of them the savages fired at them with matchlocks, killing one of them on the spot, and wounding another. The unwounded man and the one wounded beat a hasty retreat, and before the body of the reconnoitring party could get up, the savages had the head of the dead Japanese cut off, had stripped him naked and cleared off with his arms.

The party went back and reported what had taken place, when it was at once agreed there should be war to the knife, and no quarter given. So it was settled that the village should be surrounded, which was done two nights afterwards, before daylight, by 400 or 500 Japanese soldiers ; the fighting then commenced. How many were killed is not known at present. Two Japanese are stated to have lost their lives, and the soldiers brought in eleven heads, besides a large quantity of arrows, spears, and matchlocks.

PHILIPPINES.

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MANILA.

The following particulars of an engagement with Sooloo pirates are from the *Manila Comercio*. The gunboat *Paragua* left for a cruise in the direction of Dapitan, in consequence of news of the appearance of Moorish pirates off Sibuco. These pirates were, it was supposed, those who had in the middle of March set out from Lap Buan. The *Paragua* being at Dapitan under the command of Lieutenant Caravaca, received news from the military commander of that district that at 7 A. M. that morning people from two prahus had sacked a village near the chief town ; the gunboat was in consequence got ready, the Governor of Dapitan with some troops, and the person who had brought the intelligence, going in her. They left at noon, and succeeded in sighting the prahus at 3 P. M. ; from that time they began to give chase to them. Within two hours they overtook the largest where navigation was very dangerous, owing to the great number of shoals ; a struggle ensued, and the prahu was captured, together with the articles plundered, including the bell of the church. Of the Moors, some thirty were killed, about ten succeeding in getting ashore. From the statement of a captive who was found in the captured prahu, a Datu, the chief of the expedition, was amongst the slain.

This affair ended with nightfall ; the neighbourhood was extremely dangerous for towing the prahu. Notwithstanding this, several holes made in that vessel by discharges from the *Paragua* were plugged, and the gunboat at great risk, but ably handled, returned to Dapitan with the Moorish vessel. She arrived there at midnight, and was triumphantly received by the inhabitants of the village. The other prahu had been lost out of sight the evening before, the gunboat not being in condition to give chase to her from want of fuel, and also owing to the engine being slightly out of order. Other vessels which are also cruising in these waters may come in sight of her and give her chase. On board the prahu made prize of, *lantacas*, muskets and swords, &c., were captured. Several piratical Moorish vessels continue roaming about the coasts of some of the Visayas islands, doubtless with the object of enabling the pirates to commit their criminal depredations, but the activity of two Spanish men-of-war and the intense watchfulness they display near the villages lying on the coast, prevent these wretches from carrying out their wicked designs. The German barque *Marie Louise*, which was captured last autumn for carrying on an unlawful traffic with Sulu, has been employed in the Spanish navy as a transport ship, and was afterwards sold by auction. The affair has long been the subject of negotiation, but it seems at last to have been settled between the German and Spanish Governments, as the captain of the ship, who has been staying at Hong Kong, has received a telegram from the German Consulate, instructing him to resume the command of the vessel at Manila.

According to the returns published by the Customs the quantity of hemp and sugar exported during the first four months of the year brought into the Treasury the sum of $421,398.50.

Messrs. Tuason entertained several friends at a grand banquet. Amongst the distinguished guests were H.E. Admiral Brummer

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and officers of the Russian frigate *Askold*, as well as H.E. Vice-Admiral Antequera of the Spanish navy. Admiral Antequera entertained H.E. the Russian Admiral and his officers at a grand banquet, the officers of the Spanish navy being also present; the band of the Artillery discoursed sweet music during the repast. Toasts were proposed and drank, and when the distinguished guests left in the launch for the vessel, a perfect shower of blue lights illuminated the harbour. It is needless to add that all the men-of-war in port were lighted up.

SIAM.

BANGKOK.

The Siamese Government *Gazette* made its appearance on the 17th May. It is a neat quarto of eight pages. The paper and the printing is highly commendable, and is in every way superior to any vernacular newspaper that has heretofore emanated from the Government Printing Office. This sheet owes its existence to the enlarged spirit of H.M. the Supreme King of Siam. It purports to owe its existence to a recollection of the advantages that grew out of a small sheet occasionally published during the late reign.

The Grand Council has had two sessions since its appointment. We learn that the revenue of the country is now occupying their attention. It is to be hoped that the old method of collecting the revenue, which was the source of many unjust exactions from the common people, not contemplated by the Government, and which so effectually checked the industry and the accumulating tendencies of the people, will be judiciously remodelled and placed upon a basis, such that the masses will be enabled to see that the Government asks of the people only such support as will make it efficient to secure for them good protection and the full enjoyment of their inalienable rights.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 13th June; the French mail from London, May 8, was received on the 6th June, and the following P. and O. mail of May 15 was was expected on the 14th June. The following summary of news is from the *Straits Times*:—

His Excellency the Governor is still absent on his visit to Penang, and intends remaining there until about the 25th, when he will leave on his return to Singapore. We are glad to learn that H.E. has received a telegram at Penang from the Secretary of State for the Colonies, generally approving of his policy in the Malay Peninsula and consenting to the appointment of Residents at Perak and Laroot. This action indicates that the Home authorities are at last convinced of the necessity of looking after British interests in this part of the world, and awakening to a sense of our duty towards the native States in our immediate vicinity; whose real interests, identical with our own, have so long been allowed to suffer through the apathy and neglect of the local and Home Governments in matters vitally affecting not merely the interests of British subjects, but the prosperity of our Colony and the honour and prestige of the nation.

The changes in the Courts of the Colony, alluded to in our last Summary, came into effect on the 1st. The first session of the new Criminal Court of Quarter Sessions, to be presided over by the Puisne Judge sitting with at least one magistrate and one Justice of the Peace, will open on the 15th; this Court will have to try many of the important cases that have hitherto occupied the time of Judge and jury at the Criminal Sessions, and as summary proceedings are usually preferable among a native population, can scarcely fail to prove a valuable acquisition to our judicial institutions. The new Summary Civil Court, with jurisdiction from $10 up to $500, will hold its first sitting on the first Monday in July, and be held monthly thereafter. The experiment of entrusting a share of the magisterial work to honorary magistrates selected from among the community is now being tried. Two honorary magistrates sit each day in the Court formerly presided over by Mr. Gottlieb, and during the past week have discharged their duties most creditably. As the labour is divided among a large number, and the cases coming before them are not usually of a difficult nature, the work will not require any great sacrifice of time on the part of any individual member of the community; while in the event of a riot, or any extraordinary press of magisterial labour, these gentlemen will have the advantage of a fixed position, and some experience as magistrates, which cannot fail to place them in higher estimation among the native population.

The latest news received from Atchin is not favourable to the Dutch, who have found it necessary to despatch reinforcements to the troops left in the Kraton. The Atchinese, taking advantage of the withdrawal of the bulk of the forces, had gathered in considerable numbers in the neighbourhood of the fortification, and the garrison may be said to be closely confined to their own works. The Atchinese endeavoured to cut off communication with the sea, and probably but for the fear of Dutch reprisals by the people in the immediate neighbourhood, who therefore maintained a friendly attitude, it is likely the attempt would have been seconded by them, with a better chance of success. The health of the garrison was most unsatisfactory, many of the soldiers suffering from fever. The weather was, however, said to be favourable, and afforded excellent opportunities for landing reinforcements if sent speedily.

We regret to learn of the loss of the French barque *Charles Auguste*, Capt. Cogrel, which struck on a reef in the Torres Straits on the 26th April, on a voyage from Newcastle, N.S.W., to Singapore, with coals. The captain and eight of the crew arrived safely in a boat at Somerset, Northern Australia, and were brought on to this port by the E. and A. mail steamer *Jeddah*. The chief officer with eight more of the crew left in another boat, and sailed out of sight ahead on the second night after leaving the ship; they were not heard of during the three weeks the captain remained at Somerset, but may, however, have made for another part of the Australian coast, or have been picked up by some vessel on their way.

The arrivals of steamers *via* the Suez Canal have been the *Amsterdam* from Grimsby on the 7th, *Hankow* and *Menelaus* from Liverpool, and *Bengal* from London, on the 9th, *Leon* from Liverpool, *via* Cadiz, on the 10th, and *Estepona* from London on the 11th. The departures homeward have been the *Aurrera* for Liverpool, *via* Cadiz, on the 9th, the *Agamemnon* and *Glenartney* on the same day, and the *Glenfalloch* on the 11th for London, with teas.

A letter from Malacca says:—E. E. Isemonger, Esq., one of the newly-appointed police magistrates, took his seat on the bench for the first time on the 1st inst., and Captain A. R. Ord commenced his duties as assistant colonial treasurer the same day. A somewhat curious as well as novel case of cheating took place lately. The case was fully investigated by the new police magistrate, but the culprit succeeded in getting off, owing to a slight discrepancy between the evidence of the complainant and that of his principal witness.

The average note circulation of the following banks during May was:—

Oriental Bank	$273,630
Chartered Bank of India, Australia and China	636,040

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—No improvement had taken place in the market, but arrivals being large, lower rates had been accepted. A considerable business had been done in Shirtings and Yarns. Woollens remained without change. There was no inquiry for Metals.

HANKOW.—There had been a moderate amount of business transacted in the chief makes of Plain Cottons, at, with few exceptions, a further fall on last mail's rates. In other Textiles little had been done.

SHANGHAI.—A fairly good inquiry had existed for Plain Cottons at the commencement of the fortnight, but latterly the market had been extremely quiet. The chief feature to notice was the establishment by an importing firm of "auctions of sound goods without reserve," the result of which for the present had been to curtail ordinary inquiry. Cottons: A moderate business had been transacted in Grey Shirtings at about former rates, 9 10-12 lbs. Cloth keeping in good demand. T-Cloths of ordinary qualities had been in fair request, Mexicans 8 lbs. also attracting some attention. Drills had changed hands to some extent, but inquiry was less active towards the close. White Shirtings were quiet. In Fancy Cottons, Black Velvets had been asked for, and sold at lower prices. Woollens were dull of sale, the late auctions having fully supplied the local dealers. Quotations for these goods were quite nominal. Metals were quiet at unchanged values.

FOOCHOW.—The only sale of Piece Goods reported had been one of 8¼ lbs. Grey Shirtings, 500 pieces at $2.72½ per piece. About 550 pigs of Lead are reported to have found buyers at from $8.20 to $8.25 per picul.

HONG KONG.—The market had remained quiet during the fortnight for both Piece Goods and Yarn, and only a moderate business had been done. Drills had attracted some attention, but there was little change to report in any other article.

CANTON.—Lead was being forced off at declining prices, last quotation was $7.70 for fair brands, at which buyers could scarcely be found. W.B. was quoted $7.85 to 7.90 per picul. Quicksilver was wanted at $188 to 189 per picul.

BATAVIA.—The position of the market had undergone no material change during the fortnight; there still continued a fair demand for Dutch staples at late currencies, but no improvement was reported in English Grey Goods and Yarns.

SINGAPORE.—Messrs. Boustead's Circular says:—We have no improvement to note in the general tone of our market for Piece Goods. Most articles are in limited demand, and prices weaker. The only exception is 6 lbs. T-Cloth, which keeps in good demand. Scarlet Long Ells 8½ lbs. to 9 lbs. wanted at $6 to 6¼. In Coloured Yarns the demand is chiefly for Light Green and Turkey Red, at about late rates.

PENANG.—In the early portion of the fortnight the market continued very quiet, but during the closing week a good demand had sprung up for export to Atchin, and a large business had been done in several staples, but at a decline on previous rates—importers being free sellers,

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EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s report says :—Owing to high prices we have but a limited business to report by this opportunity, total settlements to time of writing, as compared with last year, being :—1874 : 7,839 chests, 87,268 half-chests, 7,504 boxes. 1873 : 72,850 chests, 100,996 half-chests, 3,849 boxes. Particulars of settlements are :—At Exchange 6s. 3d., freight £5 10s., adding Tls. 3 for duty. 10,028 half-chests, 1,106 boxes, at Tls. 50 to Tls. 55 per picul ; 7,953 half-chests at Tls. 45 to Tls. 49¾ per picul ; 3,655 half-chests at Tls. 40 to Tls. 44¾ per picul ; 700 chests, 15,267 half-chests, at Tls. 35 to Tls. 39¾ per picul ; 23,237 half-chests, 4,878 boxes at Tls. 30 to Tls. 34¾ per picul ; 6,736 chests, 23,065 half-chests at Tls. 25 to Tls. 29¾ per picul ; 403 chests, 4,063 half-chests, 1,520 boxes at Tls. 22½ to Tls. 24¾ per picul. Opening rates for the various districts as compared with last year :—Ningchows, Tls. 40 to Tls. 55, against Tls. 38 to Tls. 45 ; Cheong-sow-kais, Tls. 27 to Tls. 37½, against Tls. 26 to Tls. 35 ; Toong Shans, Tls. 29½ to Tls. 35, against Tls. 30 to Tls. 35 ; Soong Yongs, Tls. 30½ to Tls. 38, against Tls. 28 to Tls. 35 ; Young-low-toong, Tls. 26 to Tls. 32½, against Tls. 24 to Tls. 33½ ; Ping-kongs, Tls. 24 to Tls. 29½, against Tls. 24½ to Tls. 27 ; Low-yongs, Tls. 24½ to Tls. 27½, against Tls 23½ to Tls. 27. Regarding the crop we do not consider it up to the average. A few of the districts compare favourably with last year, but others are not so good, the falling off being more particularly in the lower class kinds. The Ningchows are the chief feature this season ; they are probably the finest teas seen for some years, and have realised the highest prices on record. Last year two or three small parcels were sold between Tls. 45 and Tls. 48, againgst which, during the past week, nearly 18,000 half-chests found buyers between Tls. 45 and Tls. 54. Next to the Ningchows the Cheong-sow-kais show most improvement over last year's teas, being stronger and fuller in the cup while quite equal in quality. Soong-yongs are also strong good teas, and both districts have obtained an advance on last year's prices of Tls. 2 to Tls. 3. Some rather better parcels of Ping-kong tea have realised up to Tls. 29½, or Tls. 3 over last year. The Oonfars were late this season, musters having been placed on the market during the last two days only ; some thirty or forty parcels have been shown, but so far we have not heard of any sales. Judging from what we have seen of them ourselves we do not think them so good as last year's. Young-low-toongs, Low-yongs, and the commoner district teas we consider inferior to last year's, they have however realised the same prices. Opening rates were maintained up to the 19th May, and on that day there was even a marked advance, owing to there being only a few parcels left on the market which were somewhat eagerly competed for for shipment per Agamemnon. Since then tea has come forward more freely, and there is now rather a large stock. In a few days we shall probably see a considerable decline in values.

KIUKIANG.—Black Teas : The market was opened on the 19th May, and the business since had consisted of three chops Kiukiang-packed, at Tls. 36.5.0 to 38.5.0, and 17 chops Ningchows, at Tls. 39.0.0 to 46.0.0. 78 chops had arrived, equal to 32,100 half chests, and large supplies were coming in.

	1874-75.	1873-74.
Export to Hankow ...	1,589,704	3,687,266
„ London ...	nil.	17,750
	5,589,704	3,705,016

SHANGHAI.—Black : No business. Green : Prices paid in the country for fine chops of Moyune and Teenkais were said to be about one or two taels higher, and for medium and common about the same as last year. Pingsueys cost less all round, but common parcels showed the larger decline.

FOOCHOW.—Messrs. Westall, Galton and Co.'s report says :—The new Season's Teas commenced arriving on the 19th May, and up to date (30th May) supplies have come forward slowly. Total arrivals to date are :—*Congou :* Season 1874-75, 53,400 chests; 1873-74, 71,782 chests ; 1872-73, 156,814 chests. *Oolong :* Season 1874-75, 570 half chests ; 1873-74, 1,178 half chests ; 1872-73, 12,363 half chests. From the samples at present shown it would be premature to give a decided opinion of the quality of the crop, although so far they do not come up to the past season. Paklings have been offered in sufficient quantities to judge of the yield, and they are decidedly inferior to last season both in leaf and liquor. A few settlements of this kind have been made, and the prices paid for first purchases are one to two taels under last year ; the better parcels remaining are now firmly held for rates fully equal to the previous season's. Up country Teas are expected to arrive during the coming week, and in the next impression a fuller report will be given. The following steamers are in port waiting to load for London: *Glenearn, Brœmar Castle, Sirius, Crocus, Cheops, Glaucus,* and *Montgomeryshire ;* and one or two others are expected. No rate of freight has yet been fixed.

AMOY.—Amoy Oolongs : Arrivals to date (3rd June) amounted to 1,193 half-chests, representing 40 chops ; this was of course too small a quantity to form a correct estimate of the quality of the first crop, but, so far, the teas compared favourably with those of last year. Supplies of first crop teas were variously estimated at from 70,000 to 80,000 half-chests. Congous : Arrivals only 423 half-chests, representing 19 chops, their quality was about on a par with those of last year, and the season's supply of this kind was reported to be from 25,000 to 30,000 half-chests. Formosa Oolongs : Purchases commenced in the first week of May, and a few settlements were made at an advance of about $2 on last year's opening rates ; buying became general almost immediately, however, and in many cases prices fully equal to those at the highest point of the market last season were paid. Up to the 18th May, leaf for about 3,000 half-chests had been settled, and the bulk of purchases showed an average advance of about $8 on opening rates in 1873—quality considered. The teas to hand seemed superior in make to those of last season, and the better grades were pungent, and had a full Formosa flavour. It was difficult to give precise quotations owing to the irregularity of purchases, but the following may be taken as about the closing rates :—Good cargo to superior, $32 to $36 ; superior to fine, $37 to $42 ; fine to finest, $43 to $48 ; choice to choicest, $49 to $54 ; short price in Amoy.

CANTON.—Messrs. Deacon and Co.'s Market Report says:—The business in Tea, as shown by the market settlements reported during the past fortnight, has been on a moderate scale. Holders are less exorbitant in their asking prices, but in view of the large quantity gone foward and still in preparation under contract, operators generally look for still further reduced prices. Congous have not been dealt in here, but at Macao there have been purchases to some extent at Tls. 18 to 23 per picul for fair to medium grades. Scented Teas: In Capers the settlements have been mostly in the medium to good medium description, which show a decline of about Tls. 1 per picul ; a few parcels fine have been placed at a reduction of about Tls. 2, while in the lower class scarcely anything has been done, and there are but few desirable of these on offer. In Orange Pekoes, long leaf kinds may be quoted about Tls. 1 cheaper since last mail, and settlements have been reported at Tls. 20 to 26 for medium to good medium, and at Tls. 27 to 29 for fine ; "new-make" sorts are also fully Tls. 1 under previously extravagant prices. In Canton Greens no purchases are reported. The following are the settlements reported during the fortnight :—

Scented Orange Pekoe... 9,000 boxes ... at Tls. 17 to 29 per picul.
Scented Caper .....21,000 „ ... „ 21 to 31 „

SILK.

YOKOHAMA.—Unfavourable advices from home continuing to be received, native holders had again made some slight concessions, and a decline in Mybash and other hanks had taken place. For Oshious, &c., prices remained as before. The quality offering was of inferior quality, but reports of the new crop promise well. The settlements during the period had amounted to 250 bales, which included about 40 bales from the Imperial Filature Factory at Tomyoka. The M.M.S.S. *Volga*, on the 3rd June, took 133 bales. The reports of the silk worms continue favourable, and Government are said to have removed all restrictions on their production.

SHANGHAI.—The business done had been small, and excluding 78 bales shipped to the Coast Ports for native consumption, reduced the actual settlements for foreign markets to barely over 100 bales. From the interior the reports had continued favourable, and although the original estimates had been somewhat reduced, owing to some mortality amongst the worms in the later stages, the Chinese spoke confidently of a large yield, and estimated it at fully 65,000 bales. Settlements for the past fortnight, Chinas, 200 bales. Total settlements since 1st June, 1873, 57,600 bales ; against 1872-3, 56,300 bales ; 1871-2, 50,200 bales. Comparative unsold Stock on this market on the 30th May, 1874, 200 to 300 bales ; 1873, 100 bales ; 1872, 100 bales.

CANTON.—Settlements of New Season Silk to extent of 50 to 100 bales were reported to have taken place, but as usual at this stage, there was difficulty in ascertaining particulars of purchases. Most parcels on offer were rather foul, and the quality was not commended. The weather was favourable for the growth of the second crop, and it was hoped that subsequent yields would show considerable improvement in the general quality. Loongkongs : 130 piculs of Seulam, and other sorts taken by Parsees for the Indian market. Re-reels : no contracts had transpired, and until a cleaner thread can be found for reeling purposes, little was likely to be done in this branch. Stock computed at 300 to 400 bales Tsatlee, 100 bales Loongkong, and 120 bales Kowkong. Waste : No new waste had come to hand. About 100 bales old season's remained in stock, $60 per picul was the price asked.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4¾d.	4s. 4¾d.	4s. 5d.
Shanghai „	6s. 0¾d. to 6s. 1d.	6s. 1¼d.	6s. 1¾d. to 6s. 1¾d.
Canton „ ... } Hong Kong „ ... } Macao „ ... }	4s. 4¾d.	4s. 5d.	4s. 5¼d.
Singapore „	4s. 4¾d.	4s. 4¾d.	4s. 4¾d.
Manila „	4s. 0¾d. to 4s. 1d.	4s. 1¾d. to 4s. 1¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 315	229
„ Hong Kong	27⅛ to 28 dis.	—
Bar silver	Tls. 111.3.0	8¼ prem.
Mexican dollars	„ 72.7.2	2 to 3 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 28 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 42 per cent. discount.
China Traders' Insurance Company, $750 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium.
Hong Kong Fire Insurance Company, $995 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $23 premium
Indo-Chinese Sugar Company, $95 dis.
Shanghai Steam Navigation Company, 5 per cent. prem.

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NEW SEASON'S TEAS.

The *Glenartney*, which left Hankow on the 29th May, one day after the *Agamemnon*, arrived in dock on the 16th, followed by the *Agamemnon* on the 17th, and the *Glenfalloch* on the 18th. The *Braemar Castle*, from Foochow, with the first of the new teas, is expected on the 23rd.

The *Glenearn*, which left Foochow on the 14th ult., has arrived at Aden with screw damaged, twenty-nine days from Singapore, and fifteen guineas premium was paid on her previous to receipt of telegram.

The hull and cargo of the *Canton*, wrecked in the river Min, has been sold for $1,950.

The P. and O. steamer *Nizam*, which brought this mail to Suez, has new teas on board, and will come *via* Canal to Southampton.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo--lbs.
June 2 ...	Hong Kong (str.)	Hankow ...	2,102,500
„ 6 ...	Cawdor Castle (str.) ...	„ ...	2,300,000
„ 11 ...	Gordon Castle (str.) ...	„ ...	2,200,000
„ 16 ...	Cutty Sark	„ ...	1,300,000
„ 26 ...	Japan (str.)	„ ...	2,500,000
May 31 ...	Nizam (P. and O. str.) ...	Shanghai ...	1,200,000
June 14 ...	Zambezi (P. and O. str.) ...	„ ...	1,450,000
July 17 ...	Thermopylae ...	„ ...	—
„ 14 ...	Glenearn (str.)	Foochow ...	2,200,000
„ 15 ...	Braemar Castle (str.) ...	„ ...	2,200,000
„ 19 ...	Mongol (str.)	„ ...	2,500,000
„ 19 ...	Glaucus (str.)	„ ...	1,500,000
„ 26 ...	Sirius (str.)	„ ...	2,000,000
„ 28 ...	Crocus (str.)	„ ...	2,000,000

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	144 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	108 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	67 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.350 ...	trien.
North China Steamer Company	100 ...	100 ...	30 ...	
Union S.N. Company	100 ...	100 ...	55 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	710 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.100 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$124 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

LATEST TELEGRAMS.

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TELEGRAPHIC COMMUNICATION IN CHINA.

COPENHAGEN, JULY 12.—The Great Northern Telegraph Company has obtained from the Chinese Government the privilege of establishing a telegraph line over a distance of fifteen miles between Foochow and Pogoda Anchorage. The Chinese Government will undertake to protect the line.

THE WAR IN ATCHIN.

THE HAGUE, JULY 13.—An official despatch from the Governor of Java announces two positions occupied by the Atchinese have been captured by the Dutch navy, after a sharp engagement; the result being that the situation of the Dutch troops and their communication with the Atchin River is more secure than before. The losses on the side of the Dutch were four men; whereas the Atchinese lost nineteen killed. The Atchinese were prevented by a well-sustained fire from thr owing up works in front of the Dutch posts.

MARKET REPORT.—CHINA.

SHANGHAI, JULY 16.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.4; Cotton: Fair medium China, Tls. 9¾. Tea: Moderate business in Black, Green in fair inquiry. Silk: More active, but prices slightly lower; No. 3 Tsatlee, (Koonfongzing's) Tls. 405. Exchange on London: Bank bills, six m.s., 5s. 10¼d.

HONG KONG, JULY 16.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.45; Cotton Yarn 16-24, $115. Tea: Canton market declining, prices at Foochow one tael lower. Exchange on London: Bank bills, six m.s., 4s. 3⅝d.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, JULY 17.—The P. and O. Company's steamer Sumatra, with the homeward India and China mails, arrived here at 11.30 last night, and the mail left at 1.15 this morning for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JULY 13.—The P. and O. Company's steamer Mongolia left at 10 A.M. to-day, with the heavy India and China mails, and may be expected at Southampton about the 26th inst.

NEXT INWARD MAIL.—SUEZ, JULY 13.—The Messageries Maritimes Company's steamer Ava, with the inward French mails, from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 22nd inst.

INWARD MAIL DUE AUGUST 10.—GALLE, JULY 13.—The Messageries Maritimes steamer Iraouaddy, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JUNE 19.—GALLE, JULY 13.—The Messageries Maritimes steamer Sindh, from Marseilles on the 21st June, left here to-day for Singapore.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—July 13, off Hastings, from Rangoon, for Bremen, Carlisle; at Queenstown, from Akyab, Furness Abbey; at Flushing, from Akyab, Ystavat; at New York, from Hong Kong, Anna Dorothea; 16, at Queenstown, from Rangoon, Bedfordshire; at San Francisco, from Zebu, Memnon. The Agamemnon (str.) is expected to dock to-night; July 17, at Falmouth, from Akyab, Phineas Pendleton, Axel; from Rangoon, Northumbria; 14, at Texel, from Pasaroeang, Gesiena; 17, at Queenstown, from Java, City of Foochow; at New York, from Hong Kong, August; 18, at London, from Nagasaki and Hankow, Glenfalloch (str.); from Hong Kong, Francisco Calderon (str); at Queenstown, from Rangoon, G. R. Repetto; 16, at Bremerhaven, from Rangoon, Carl Ritter, Kale.

DEPARTURES.—July 16, from Liverpool, for Singapore, Cutwater; 17, from London, for Java, Eme; 16, from Cardiff, for Singapore, Bombay; 18, from London, for Singapore, China, &c., Paris (str.); 16, from Penarth, for Singapore, Gold Hunter; 17, from Swansea, for Galle, Excel; from the Clyde, for Singapore, Somerset; 15, from Cuxhaven, for Manila, Uli.

SPOKEN.—P. M. G. H. (Dutch), Flushing to Batavia, June 9, 2 N., 29 W.; Susan A. Blaisdell (barq.), New York to Java, June 2, 3 S., 26 W.

STEAMERS PASSED THE SUEZ CANAL.—July 17, Braemar Castle, from China and Singapore, for London; 6, Sumatra, from Java, for Liverpool; 6, County of Sutherland, from Java, for Brouwershaven; 9, Aurrera, from Philippines; 17, Glenfinlas, from Glasgow, for Singapore, China, &c.; 17, Charles Albert, from London, for Singapore and Japan; 17, Gordon Castle, from Hankow, for London.

A CORRESPONDENT informs us that the Taku Vice-Consulate is about to be withdrawn. This Vice-Consulate has now been established thirteen years, and so long as British steamers and sailing vessels are despatched to Tientsin and Taku, and while British subjects reside at Taku, the retention of the office is absolutely necessary at the present time, when there is a probability of a railroad being constructed to run between Taku and Tientsin, and Taku is likely to become an important commercial port, the withdrawal of the office would seem to be ill-advised. For political reasons it should most certainly be retained. Its withdrawal would in the eyes of the Chinese be a sign of the weakening of our *prestige*, and in the north of China, more especially at the present time, when the Chinese are endeavouring to compete with foreign commercial companies, and at the same time making every effort to rival foreign nations as a military power.

A STATEMENT having been made in some of the London papers that the treaty concluded by Sir ANDREW CLARKE, Governor of Singapore, with the native States of Perak and Laroot, had been ratified by our Government, we have authority for stating that no such ratification has taken place. The policy of these treaties requires the most careful consideration of the Government, and the Secretary of State for the Colonies in particular, and we are not surprised that Lord CARNARVON has found it impossible in the full swing of the Parliamentary Session to give the required time to the matter.

THE CHINA AND JAPAN MAILS, VIA SAN FRANCISCO.—In our last issue, under the head of "Latest Advices," we gave Yokohama dates to 23rd May, *via* San Francisco. It appears, however, that the Yokohama advices to 31st May brought by the China Trans-Pacific Steamship Company's steamer *Vancouver* to San Francisco were delivered in London on the 7th inst. in thirty-seven days, including two days' postal detention in America.

MESSRS. HENDERSON, COULBORN, AND CO., of Renfrew, have launched the *Normandy*, an iron screw steamer of about 1,000 tons and 160-horse power nominal, for the Eastern and Australian Royal Mail Company. She is intended for the company's mail service between Singapore and Sydney.

AT the Lecture-hall, Mildmay Park, London, on Tuesday, July 14, Mr. Edmund Wheatley, of the Chinese Customs' Service, gave a lecture, entitled "To China and Back in Sixty Minutes; with some account of what the missionaries and teetotalersare doing in the Middle Kingdom."

MESSRS. JOHN ELDER and Co. have launched from their shipbuilding yard at Fairfield, Govan, an iron screw-steamship of 3,000 tons register, and 400-horse power nominal, for the "Stoomvaart Maatschappy Nederland." The vessel was named the *Voorwaarts*.

THE China Trans-Pacific steamship *Vasco de Gama*, Captain J. F. Rice, arrived at San Francisco from Yokohama on the 11th inst., in sixteen days seventeen hours, and leaves again for Yokohama and Hong Kong on the 23rd inst.

THE "Nederland" Mail steamship *Prins van Oranje*, Captain Aukes, sailed from Southampton on the 14th inst. for Java, with a full cargo, 45 passengers, the Dutch mails, and £10,000 in specie from here.

THE Pacific Mail Company's steamer *Alaska*, with advices from Yokohama 5th ult., arrived at San Francisco on the 27th ult., and the mails reached London this morning.

MR. WILLIAM SIMPSON had the honour of submitting to the Crown Prince and Princess of Germany, at Marlborough House, his drawings of China, Japan, the Modoc war, Sedan, &c.

THE P. and O. Company have arranged for telegraphing passengers' arrivals at a cost of 20s. from China, Japan, &c.

Captain F. H. SHORTT, late Commodore at Hong Kong, has been placed upon the retired list,

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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Any Information required by Subscribers in reference to Commercial or genera matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, JULY 20, 1874.

CHINESE RAILWAYS.

TAKING as his text a passage from the "Shoo King," a writer in the last number of the *China Review* contributes a particularly pertinent and sensible article on this subject. Recalling to the recollection of his readers the fierce opposition offered to progress in the early days of railway enterprise in our own country, he observes, "If less than "fifty years ago, and yet fresh in the memory of many "living people, the projectors of railways were regarded, "in the words of Mr. WILLIAM BROUGHAM, as 'maniacs "fit for Bedlam,' it is hardly too much to hope that before "long the shrill blasts of the railway whistle may be heard "in the plains of China, and the rush and whirl of the "locomotive become familiar to the myriads who inhabit "the crowded cities of the Middle Kingdom." Having pointed out that one of the first essentials of real progress in China is "the extinction of the power of the 'Literati,'" and having reminded us that, unlike his *confrère* in Japan, the Chinese official seeks only his own interest, and not that of his country, the writer turns in blank despair from the bare idea that the natives will in any way help themselves in the matter before us, and he concludes that the foreigner, and the foreigner alone, can be depended on to be "the pioneer of truth, and light, and progress in such a land of ignorance and prejudice." The question naturally arises as to how foreign influence can possibly be brought to bear on the subject, and our authority first discusses the case of the foreign *employés* of the Chinese Government, but while fully admitting that they have the good of the Chinese at heart, he observes that they are not free agents, being the paid servants of the very mandarins who are themselves the greatest bar to the development of civilising influences in the Celestial Empire. These mandarins, nevertheless, have shown themselves willing enough to adopt the suggestions of their foreign subordinates in what may be comprehensively termed *defensive* matters, the aim and object of which is not disguised, and "were railways "only another step towards the extermination of the "foreigner, instead of being one of the greatest class-"levellers in creation, and, therefore, so adverse to Chinese "exclusiveness, they would long ago have been introduced "into the country," together with dockyards, arsenals, foreign military drill, &c. To whom, then, shall we look? To the British Government, acting spontaneously and solely in the interests of universal civilisation? That quarter is hopeless, for they care for none of these things. Owing to a perverse concatenation of circumstances the position of the British merchants in the matter is worse and more helpless than it was two or three years ago, for though ready and eager to supply the requisite capital, they have, in defiance of all Treaty rights and stipulations, been authoritatively forbidden to purchase land away from the Treaty ports, and the power to do that is, of course, a *sine quâ non* and of primary consideration in any plans for the construction of a railway.

Having passed in review the obstructiveness of the Chinese authorities, the position of the foreigners they employ, and the indifference of the British Government to the subject, having "demonstrated the utter helplessness "of the British merchant in China, and the vanity of "looking to the private enterprise of the Chinese," the writer concludes that people in China must look *homewards*, to England, where far greater difficulties in the way of the introduction of railways were successfully overcome but half a century ago by the persistent efforts of a few resolute and energetic men. The writer in the *China Review* advocates the forming of an Association for the promotion of a Chinese railway, and points out the best course for its members to pursue, viz., to go to Parliament and the Government, and offering to guarantee funds, men, materials, and everything else, never to cease urging the necessity of concluding a Convention with the Chinese Government to enable them to construct a railway and to obtain the land required for the purpose. The words of his summing up on this point are so forcible that we quote them *in extenso*. "It is absurd," he says, "to reply that "such a Convention would be impossible. Firmness and "decision are the first qualities required for such an under-"taking. Let a special mission be sent out by our Go-"vernment for the purpose; let some new blood be intro-"duced into our stagnant Diplomatic Agency at Peking; "let men only be selected who have our cause at heart, "and let them be supported at every movement; and of "welcome, and assistance, and encouragement, to the very "utmost, they may be indeed assured from every mercan-"tile house in China. Shall we, then, be still content to "do nothing? Shall the 'fractious child' policy still "continue? and will people at home never believe that "China is one of the richest countries on the earth, and "that it requires but a few determined men to take an in-"terest in the subject, and the great kingdom can be "thrown open, with all its treasures, for the benefit and "profit of mankind?" We earnestly trust that these cogent remarks will not fall upon stony ground; and that ere long they may bear abundant fruit will, we are sure, be the heart-felt desire of every one who takes a true interest in the welfare of the Chinese.

THE WESTERN CHINA ROUTE.

A SECOND letter has been addressed by Captain RICHARD SPRYE to the Presidents of the various Chambers of Commerce of the United Kingdom, upon the subject of British trade with the Shans and Western Chinese by the direct land route from Rangoon, and Captain SPRYE considers that Baron RICHTHOFEN has, in his preference for the Tonking Songka river Route, refrained from noticing how much longer and more perilous the voyage is to the port at the Cuacum mouth of the Songka than it is to Rangoon, and that the advantages the Rangoon and Kiang Hung railway must possess over the China Sea and Songka River route are undoubted. The Captain dwells at length upon the richness of the Yunan province, and he quotes from many authorities on the subject, coupled with many geographical and statistical facts, which are very weighty arguments in his favour. The importance of the projected new route is earnestly urged in a commercial point of view, the long inland carriage in China and the many passing tolls, together with the risks in time of war, being deemed powerful reasons against the present route. Captain SPRYE quotes a letter from Admiral SHERARD OSBORN, which appeared in *The Times* in 1860, and in which the perils which our commerce in the China Seas would undergo in time of war are clearly put forth. "I will not," says Admiral OSBORN, "waste time in efforts to "impress upon official intellect what others have failed to "impress upon it, but will try and point out how home "and Indian trade with China may be carried on by a "shorter channel and one far less liable to capture in time "of war." It is to give every facility and every encouragement to the development of trade with Western China direct from the Bay of Bengal. It is a question as much for this country as for India.

With regard to the proceedings of the French in China an article from the Calcutta *Friend of India* is quoted in order to show the value of the Condore Islands in a military and naval sense. They are, says the writer of the article, to the Sea of China what the Isle of Perim is to the Red Sea. And in consequence of their proximity to the new French settlement of Saigon the French have very quietly occupied them. Mr. CHALONER ALABASTER, when coming round from Hong Kong to Calcutta in charge of the Chinese ex-Commissioner YEH, becoming aware of the French intention, reported it to the Indian Government, but the subject was shelved, consequently the French took

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possession of the islands, and Englishmen have to learn that in the event of war the whole China trade of England and India is at the mercy of France. Captain SPRYE pays a graceful tribute to the present Secretary of State for India, and concludes by hoping that numerous appeals made by the Chambers of Commerce to the Home Government will lead the Government of India to see that the days for exercising its power obstructively towards British commerce have now wholly passed away. Captain SPRYE includes in his letter copies of the communications addressed by him to the Duke of ARGYLL and Mr. GLADSTONE, which called forth a formal acknowledgment of receipt, and nothing more. A letter from the Marquis of SALISBURY, however, contains the satisfactory reply that Captain SPRYE's letter has engaged the consideration of the Secretary of State in Council, and that a copy will be forwarded to the Government of India. Since the receipt of that communication it has been intimated that a despatch sanctioning the survey of the Kiang Hung route was about to be addressed by the Secretary of State to the Indian Government.

WE understand that Vice-Admiral KRANTZ, at present acting Governor of Cochin China, is to be replaced by Vice-Admiral RIBOURT, now on a special mission to New Caledonia. Vice-Admiral KRANTZ will resume charge of the French fleet in the China seas.

SIGNOR LOBO D'AVILA, who has been appointed Governor of Macao by the Government of Lisbon, has been for some time a member of the Cortes. The appointment is considered a very good one in the interests of the Portuguese colony.

THE Right Hon. W. H. GREGORY will, we understand, return to Ceylon by the next mail, to resume his duties as Governor.

Literature.

La Chine; Son Histoire, Ses Ressources. Par LOUIS STRAUSS, Consul Honoraire de Belgique. Paris: Auguste Ghio. 1874.

M. Strauss rightly considers that the interest which Europe takes in the affairs of the Far East is increasing every day, and for this and other reasons he desires in the volume before us to make the commercial and industrial classes of Belgium acquainted with the political, social, and economic situation in the Middle Kingdom, and thus to contribute his mite towards arousing a spirit of enterprise amongst his fellow-countrymen and towards developing their relations with the countries of Eastern Asia. With this laudable end in view he has just published this work, which appears to us to be more comprehensive in its range of subjects than any other single book of its size on China with which we are acquainted. He divides his work into three main portions, viz. (1), the History of China; (2), China and its Inhabitants; (3), Products.

M. Strauss treats the History of China as being most properly divisible into four periods of very irregular length. The first period, from B.C. 3,000 to A.D. 220, comprehending what he terms the first dynasties, he disposes of in a somewhat summary manner in thirteen pages. In eleven more pages he brings us down to A.D. 1368, giving a rapid sketch—to quote his own words—of the power of the Eunuchs, Troubles and Material Progress. We may mention that he considers the epoch of the Tang dynasty, A.D. 620 to 906, to be one of the most brilliant in the history of the Celestial Empire. The licence which had reigned under previous Sovereigns gave place to virtue and heroism. Chinese colonies established themselves in Thibet, Mongolia, Korea, and the Lewchew Islands. The Island of Hainan, colonised under the Han Dynasty, Tonkin, Cambodia, and Cochin-China, were added to the Empire, one after another, by conquest, treaty, or voluntary submission. Agriculture and industry, too, made rapid strides under the paternal administration of this dynasty. M. Strauss next treats briefly of the Ming Dynasty, A.D. 1368 to 1646, and finally he goes with more minuteness into the history of the Manchu Dynasty, which now occupies the Dragon throne. Of the most famous Emperor of this period our author observes:—Kang-hsi died in 1722, after a reign of sixty years; his liberal and enlightened ideas on political subjects facilitated the submission of the cities of the South, and the definitive establishment of the Manchu Tartars on the throne of China. In his reign a frontier and commercial treaty was negotiated with Russia. On his death he left the Empire to his fourth son, Yung-chêng, so celebrated in the history of China for the wisdom of his government, and, throughout the whole world, for the expulsion of the Jesuits. Difficulties with foreigners occurred during his reign; but, says M. Strauss, it was reserved for his son and successor, Chien-lung, to close the gates of his Empire to the civilisation of the West; his reign, A.D. 1736-1796, was one of the longest and most brilliant in the history of his country. Of the occurrences during the reigns of this monarch's successors in the present century it is unnecessary to speak, and we think M. Strauss would have done wisely had he dealt more concisely with them.

In addressing himself to the second portion of his subject, our author remarks that this Empire, the most populous on the face of the earth, and also the most vast, if we do not reckon the deserts comprehended in the Russian Empire, is divided into four parts, viz., China, properly so called, the kingdom of Korea, Chinese Tartary and the tributary countries. China Proper, we need hardly mention, consists of eighteen provinces, of which, in his statistical table, M. Strauss estimates the population to amount, twenty-two years ago, to 536,909,300. These figures are simply preposterous, and, we should imagine, overshoot the mark by nearly 200,000,000. Though in the main he is fairly accurate, we must dissent from some of our author's statements under the head of *La Famille*, and we think that he has dealt with that important question in too off-hand a manner. Fancy, too, such a subject as the Chinese language being disposed of in a page and a half! He next passes in review, dealing but briefly with each, such matters as Government and Society, Schools and Literary Institutions, Religions, Justice, Arts, Sciences. He then treats of what he terms *Renseignements Hydrographiques*, speaking successively of peninsulas, islands, mountains, rivers, and means of communication (under which heading he reproduces the old error that *Yangtsze* means *Son of the Ocean*,—a statement which shows that he is not acquainted with Chinese characters), of lakes and canals, incidentally informing us that the Grand Canal was begun in 1289, and finished in 1409; and finally he says a few words on the subject of railways.

In the third division of his work M. Strauss discusses at length the products of the Chinese Empire, making a few remarks, by way of preface, on the climate and agriculture; of the latter, he observes that it has been held in honour from time immemorial, and is elevated by law and custom above all the other professions. Further, an edict of the Emperor Yung-cheng conferred honours and recompenses on all who should clear uncultivated lands; and although the Sovereign is regarded as the proprietor of the soil, yet the cultivator only pays to the State an impost in the nature of a tenth. Our space will not admit of our attempting to follow our author through his remarks on all the varied products of the vast empire of which he is writing, but the reader will find that he has some observations, of greater or less length, to make about almost every conceivable article of commerce, from fruits and vegetables up to tea and silk. *Animaux domestiques et Faune* come in for a large share of his attention, nor are ornithology and icthyology neglected. M. Strauss next gives some account of the mineral products of China, and he has collected together much information respecting coal, iron, copper, the precious metals, &c., &c., of which it is not possible to give even an analysis here. Having made sundry remarks on industry, wages, and such like topics, he lays before his readers some tables of the imports and exports at the Treaty ports of China, together with a few observations on commercial matters generally; and he concludes his work with a short appendix on the weights, measures, and money in use in China; and here he gives us one or two curious pieces of information, viz., that instruments for weighing were employed in the Middle Kingdom as far back as the twelfth century B.C., and that the Chinese foot, or unit of length, was adopted by the Emperor Huang-ti about B.C. 2,600, the division into inches taking place some 300 years later.

M. Strauss deserves much credit for the industry and care which he has expended on the volume before us; but, in taking leave of his book, we must express our regret at the unintelligible manner in which Chinese words are reproduced. We were, of course, prepared for the usual vagaries of French pronunciation; but our author, apart from inconsistency, is more hopeless in this respect than French writers commonly are. To quote but one instance of his method of rendering Chinese sounds, who would understand that *Ta-Tshieng-kwaw* was intended to represent the Chinese characters for "the Kingdom of the Great Pure Dynasty?"

Mr. Benjamin Smith Lyman, who left this country for Japan last year in order to make geological surveys for the Japanese Government, has sent home a preliminary report of the survey of Yesso. With one exception all the surveyors were Japanese. The *Bulletin* of the Imperial Academy of St. Petersburg is publishing a series of papers entitled "Diagnoses Plantarum norarum Japoniæ et Mandshuiæ." They are contributed by M. Maximowicz, and are a valuable addition to our knowledge of the Flora of Japan and Mantschouria. A work entitled "La Province de Smyrne," from the pen of Mr. Charles de Scherzer, Consul-General for Austria at Smyrna, has just been published. Mr. de Scherzer was a member of the *Novara* Expedition in 1868 to Siam, China, and Japan.

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THE ORDEAN STABLE.

(To the Editor of the *London and China Telegraph*,)

SIR,—Your correspondent "Δ," who objects so much to a peer of the realm "flogging the dead horse" of the Straits, has evidently no objections to tying up the animal to his own triangle; for, certainly, while protesting that nobody in the Straits now cares for Sir H. Ord, who is "almost forgotten and therefore forgiven" there, he rakes up all the worst scandals of his administration in a manner that shows that he, at all events, has neither forgiven nor forgotten him or them. He seems, however, to resent Lord Stanley's interference when "no petition or formal complaint" had been preferred by the Straits people. But when did any ever emanate from them? Besides, are "Δ" and his constituents invested with the prerogative of condonation? And is a member of the grand inquest of the nation, who discovers great abuses, bound to hold his peace until he receives a brief? Let the colonists in future take a more active and intelligent part in the conduct of their own affairs; let them especially look after their representatives, the non-official members, and we shall hear no more of performances such as "Δ" does not like anybody but himself to expose. Meanwhile let us observe what Lord Stanley's drift really was. He had obviously nothing to do with Sir H. Ord or with the Colonists. It was the Colonial-office that he called to account, and this was the burden of his case:—A colony is kept in hot water for years. With a revenue of £300,000, no less than £50,000 is devoted to a Governor's palace, and £60,000 or £70,000 more to steamers. Worse still, a reprehensible practice of diverting public money from the objects to which it was destined to others more congenial to the Governor's tastes or wants is resorted to. Another bad practice, that of receiving presents, is introduced. In one instance, a payment is ordered to a favourite dependent which nothing could justify, which the Treasurer objected to and which the Colonial-office ordered to be refunded. Are these tales true? Has the Colonial-office investigated them? Will it do so? Or if it has already done so, will it produce its version of the facts and its decisions on them? This was the sum and substance of Lord Stanley's speech, and its object was manifestly to call to account the Minister of the Crown who is responsible for the good government of the Colonies.

And what was the answer? Lord Carnarvon refused a new enquiry indeed, but he promised all the correspondence which can throw light on the conduct of the Colonial-office as well as on that of the Governor. And in the mean time both he and the late Colonial Minister made speeches which left no doubt about the main facts, or the disapprobation which they had excited. "Δ" may consider all this "a sad waste of time," but those who love justice, however tardy, and those who know that publicity is an appropriate reward for evil as well as for good, will probably be of opinion that Lord Stanley rendered a great public service, and deserves the cordial approval of all classes for having dragged the doings of the late Straits executive before the bar of English public opinion.—I am, &c.,

A. B.

July 14.

THE ATCHIN WAR.

(THE HOUR.)

There is an old leaven of discontent which has fermented in the distant East between the English and the Dutch. Recent diplomacy has not improved matters, and while the Atchinese Sultan had his grievance against us, it is the popular opinion in Sumatra that the English officials at Singapore and Penang looked coldly upon the efforts of the Dutch to crush out the vestiges of Mohammedan rule in Atchin. It is said that the Chinese, who now swarm in the Indian Seas and form the bulk of the trading class, are bitterly hostile to the Dutch, and that they combine with the fanatical or "Arab" Mussulman party in bazaar intrigues against Dutch interests. M. Reville even states, though we should be loth to credit such an assertion without definite confirmation, that the Penang telegrams to Europe during the Atchinese war were believed to be coloured by an unfriendly feeling towards Holland. Whatever may be the truth of this rumour, it in any case indicates elements of political embarrassment in the Malayan Archipelago. We are apt to forget in England that the Kingdom of the Netherlands possesses a Colonial Empire of twenty millions of souls, with exports of the annual value of £12,000,000. The Dutch East Indies are a firmly-welded Empire, and are strengthened by the geographical concentration of the main islands of the Archipelago. Java has always been the most precious jewel in the colonial possessions of Holland. Not to mention numerous smaller islands, we find Celebes to the south of Java, and Sumatra, now for all practical purposes wholly under the Dutch dominion, on the north. To this we must add the partial rights of sovereignty which the Dutch assert over Papua or New Guinea. We are quite ready to agree with M. Reville that a limit should be put to international jealousies, and that the European Powers should recognise in the Dutch Colonial Empire what we ourselves claim to exercise in India—the beneficent and civilising influences of a superior race. But there are political precautions which savour not of jealousy but of wisdom, and we think that public attention should be drawn to the subject when M. Reville coolly annexes Borneo upon paper to the Dutch East Indies. He admits, it is true, that the extent of Dutch authority in that island is only partial. But it will be the fault of the English Government if they ever allow the friendly sovereignty of the successor of Rajah Brooke to be divorced from the protection of the British Crown. Of course the power of the Rajah of Sarawak is confined to a portion of the island, and he may not strictly be a feudatory of the British Empire. All we say is that, through a friendly Rajah, himself an Englishman by blood, we have a footing in Borneo, and we should be very careful that there and elsewhere in the Malayan Archipelago we do not lose ground through apathy or perverted policy. Though weak in Europe, the Dutch are by no means contemptible rivals when once the Straits of Malacca are passed. In the Indian Seas they are relatively strong, and the fact of our growing unpopularity whenever we come in collision with the Dutch in the East should make us anxious to guard against the decadence of our *prestige* and our commerce. Even should the Dutch be always friendly or pacific, we must remember that, if they were to combine with some other naval Power, they might give us grievous trouble. The duty before us is plain. It is to collect accurate information as to our interests in the Malayan Archipelago, and as to all forces which may operate prejudicially to our trade or legitimate political influence. This being done, we should adopt a firm and consistent Colonial policy, and always keep the route on the high seas clear from our Indian Empire to the Australian Continent.

HOUSE OF LORDS.

—o—

COURTS (STRAITS SETTLEMENTS) BILL.

(17th.) On the motion for considering the Commons' amendments on this Bill, Lord STANLEY of ALDERLEY said this Bill had as yet received no discussion, for the noble earl (the Earl of Carnarvon) never answered the objections which he made to its principle, and when it passed through Committee he was too much disconcerted by the discussion which preceded that of this Bill to make effectual opposition to the vague and dubious expression of "civilised Powers," which had now disappeared from the Billl. But, so far as the country was concerned, this Bill, in all its stages, had passed through a Secret Committee, for neither the country nor their lordships knew anything of what occurred with regard to it in the other House beyond the fact recorded in the minutes that the Solicitor-General of the late Government put down a notice for the rejection of the Bill. How had these amendments come to pass? Three hypotheses were possible; either they were carried by a majority, which was improbable with the large majority the Government possessed, or the Secretary of State's colleagues and Under-Secretary threw over the "civilised Powers" as untenable and indefensible; or, more probably, the noble earl, after calm reflection, notwithstanding that he had appeared in Committee to be so enamoured of the term "civilised Powers," withdrew it himself. He must remind their lordships that there was no similarity between the state of things attempted to be set up by this Bill and the extra-territorial jurisdiction which existed in Turkey and China and other countries. There an immunity from local jurisdiction existed in favour of foreigners, because it had been freely granted by the Ottoman Emperors in the plenitude of their power, and in China and other countries it had been conceded after negotiation. Here, on the contrary, no immunity was sought for on behalf of our own subjects, but it was sought by an Act of Parliament to assume jurisdiction over foreigners for acts done by them in a foreign country, and this without the consent, or even the knowledge, of their own Sovereigns. There was an additional reason why their lordships should not pass a Bill which legislated for another country, without its knowledge or consent, and that was the bad precedent which they would be setting, and which at this moment might be imitated. He asked their lordships not to proceed any further with this Bill, because, in the words of a petition which he had presented against it, "it proposed to do what is inherently and in the nature of things impossible, since by the law of nature and of nations no Sovereign could have any legal authority out of his own territories. To pretend, therefore, to confer such authority is an usurpation and an act of violence, the more dangerous as it is clothed with an appearance of legality by being put into the shape of an Act of the Legislature." Having argued at some length that this Bill was an infraction of the Law of Nations, he then said that, leaving the Law of Nations, he desired to ask their attention to other considerations. The public here, and also in the Straits, had got the idea that this Bill was part of, and connected with, the engagements recently made in Perak and Salangore. Though this was not the case, it would be impossible to persuade them otherwise; and it would be still more difficult to convince the public and the Sovereigns of Burmah, Siam, and China that this was not the case; and when all the other objections to this Bill were taken into consideration, it could hardly be thought worth while to pass it at the risk of creating alarm and disquietude, and interposing fresh obstacles to the advance of trade in all those countries. The principle of the Bill had received no discussion. The Bill was not a Government Bill. The noble earl (Carnarvon) told the House on a former occasion that it had been drawn up by the Straits Attorney-General. Half the Bill, or half the offenders intended to be brought under its effects, had been lost by the Commons' amendments limiting it to natives of the Malay Peninsula, and excluding the Chinese. The noble lord concluded by moving that the Commons' amendments be considered this day three months.

The Earl of CARNARVON said that all the amendments of the Commons did was to define more accurately the class of subjects to be brought within the Bill. Their Lordships then divided on the question that the amendments of the Commons be now considered:—

Contents	58
Non-contents	2
Majority	—56

The Commons' amendments were then agreed to.

THE Commercial Steamship Company have received a telegram announcing the total loss of the fine steamer *Wyberton*, through collision with the Spanish steamer *Buena Ventura*. The disaster occurred about twenty-five miles south of Suez; the crew, fortunately, being saved. The *Buena Ventura* forms one of Messrs. Olano, Larrinaga, and Co.'s line of steamers between Liverpool and Manila, and sailed from the former port on the 17th ultimo.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BROWN—On the 23rd April, at sea, on board the O.S.S. *Patroclus*, the wife of the Rev. G. Brown, of a son, who died the same day.
COLLEDGE—On the 8th June, at Singapore, the wife of W. Colledge, of a daughter.
CROCKETT—On the 10th July, at Cornwall-road, Westbourne-park, the wife of Rowland H. Vaughton Crockett, of a daughter.
DONALDSON—On the 3rd June, at Singapore, the wife of Alex. H. Donaldson, of a daughter.
HOMAN—On the 16th July, Mrs. Frank Homan, of Greta House, Finchley, of a daughter.
HOLMES—On the 29th May, at Kowloon, the wife of H. J. Holmes, solicitor, of a daughter.
HOWARD—On the 21st May, at Chefoo, the wife of W. C. Howard, I.M. Customs, of a daughter.
KIRCHHOFF—On the 9th July, at Shanghai, the wife of H. Kirchhoff, of a daughter.
KIDD—On the 16th May, at Hong Kong, the wife of the Rev. R. Hayward Kidd, Colonial Chaplain, of a daughter.
McDONALD—On the 14th May, at Tientsin, the wife of J. McDonald, I.M. Customs, of a daughter.
PEDDER—On the 17th May, at Amoy, the wife of William Henry Pedder, of a son.
TOWNEND—On the 9th July, at Southborough, Tunbridge Wells, the wife of Edward Townend, of Hankow, China, of a son.

MARRIAGES.

BLAKENEY—SHERWOOD.—On the 15th July, at St. Simon's Church, Southsea, by the Vicar, the Rev. F. Baldey, assisted by the Rev. H. F. Ralph, M.A., Vicar of Little Horwood, Bucks, cousin of the bride, and the Rev. W. S. Bruce, M.A., Rector of St. John's, Bristol, William Blakeney, Esq., R.N., of the Admiralty, and Barongrove, Mitcham, Surrey, to Mary Aspinall, eldest surviving daughter of the late Rev. W. Sherwood, M.A., of St. James's, Bradford, Yorks, formerly Lieut. R.N.
BOINVILLE—COWAN.—On the 23rd May, at the French Consulate, afterwards at H.B.M.'s Legation, Yokohama, by the Rev. William W. Parry, of H.M.S. *Iron Duke*, Charles Alfred, eldest son of Rev. C. A. Chastel de Boinville, of Kingston-on-Thames, to Agnes, youngest daughter of W. Cowan, banker, Ayr.
CRAIGIE—SYM.—On the 22nd May, at the British Legation, Yedo, by the Rev. W. B. Wright, M.A., Wm. Crnigie, M.A., Professor of English at the Imperial College of Engineering, Yedo, to Jessie Cowan, second daughter of the late Henry Sym, of Ayr.
DYER—FERGUSON.—On the 23rd May, at H.M.'s Legation, by the Rev. William W. Parry, of H.M.S. *Iron Duke*, Henry Dyer, C.E., M.A., &c., Principal of the Imperial College of Engineering, Tokio, to Marie Aquart, eldest daughter of D. Ferguson, of Glasgow
FRASER—CHARLESLY.—On the 4th June, at Christ Church, Galle Face, Colombo, by the Rev. William Clark, Angus Fraser, of the Oriental Bank Corporation, Colombo, to Blanche Anne, eldest daughter of W. P. Charlesly, M.D., M.R.C.S., Principal Civil Medical Officer and Inspector-General of Hospitals, Ceylon.
KAYE—HUGO.—On the 11th July, at St. Mark's Church, St. Heliers, Jersey, by the Rev. F. A. Rey, William Kaye, lately of the Chartered Bank of India, Hong Kong, to Julia, second daughter of the late H. R. Hugo, of St. Heliers.
MOSES—ZAKARA.—On the 28th May, at Sourabaya, at the Stadts Kerk, by the Rev. Mr. Balsam, Mr. Aristarchus C. Moses, of Singapore, to Sophia Ann, eldest daughter of Geo. A. Zakara, late of Batavia.
PERRINS—ST. LEGER.—On the 14th July, at St Peter's, Dublin, by the Rev. J. H. Monahan, D.D., assisted by the Rev. W. MacSorley, Charles G. Perrins, Commander in the Peninsular and Oriental Company's Service, to Josephine, only daughter of the late John G. St. Leger, of Rathmines House, Dublin, and granddaughter of the late Hon. Col. St. Leger.
PETO—FULLER.—On the 16th July, at St. Peter's, Eaton-square, by the Rev. J. M. Fuller, brother of the bride, assisted by the Rev. G. H. Wilkinson, Vicar, Henry Peto, of the Inner Temple, barrister-at-law, eldest son of Sir S. Morton Peto, Bart., to Mary, younger daughter of the late Rev. Thomas Fuller, of 1, Eaton-place.

DEATHS.

BIRD—On the 12th July, at Barton House, Warwickshire, from abscess of the liver, contracted in China, Robert Wilberforce Merttins Bird, barrister-at-law, aged 29 years.
BEHNCKE—On the 27th May, at Pootung, suddenly, Mr. Henry Behncke, of the firm of Morrice, Behncke and Co.
BRETT—On the 24th June, on board the steamer *Tigre*, off Naples, on his homeward voyage from Shanghai to England, Albert Lyney Brett, of the Imperial Chinese Civil Service, in the 29th year of his age.
CAMPBELL—On the 13th May, at Shanghai, Archibald Campbell, of the late firm of Fletcher and Co., of China.
CAREY—On the 15th July, at Le Vallon, Guernsey, Laurence St. George Carey, of Le Vallon, Ceylon, aged 28.
CRAB—On the 3rd June, at Singapore, Allegonda, only daughter of A. A. van der Crab, aged 11 years.
FRASER—On the 13th July, after thirty-six hours' illness, Frances, the beloved wife of Alexander Fraser, of Buckhurst-hill, aged 44.
HARDIE—On the 25th May, at Cambogia, near Saigon, David Hardie, Agent, Hong Kong and Shanghai Banking Corporation, Saigon, aged 27.
JERNINGHAM—On the 16th July, at Southampton, the Hon. William Stafford Jerningham, fifth son of the late Right Hon. George, Lord Stafford, Her Britannic Majesty's Minister Resident and Consul-General to the Peruvian Republic.
KENNEDY—On the 15th July, at 17, Sloane-street, Isabella, the infant daughter of Henry George Kennedy, aged 15 days.
MOLTINA—On the 26th May, at Kobe, Albert Moltina, a native of Sydney, aged 33 years.
PEDDER—On the 27th May, at Amoy, the infant son of William Henry Pedder, aged ten days.
SPICER—On the 20th May, at Hong Kong, Peter Spicer, later of Western Australia, in his 73rd year.
SPALDING—On the 11th July, at Lennox House, Blackheath-park, Ann Seger, the beloved wife of Henry B. Spalding.
TAYLOR—On the 17th May, at Ohno, Japan, Elizabeth Robertson, wife of John Taylor, a native of Scotland, aged 30 years.
THIRKELL—On the 22nd May, at Yokohama, Thomas Thirkell, of Lnodon, aged 54 years.
WINTHROP—On the 15th July, at Batheaston Lodge, Bath, Hay Erskine Shipley Winthrop, Captain R.N., eldest son of the late Admiral Winthrop, in his 59th year.

Monetary and Commercial.

Reports have been current as to the failure of further firms in China, both English and German, but nothing authentic has been received in the late telegrams, and there appears to be no foundation for the rumours.

Messrs. Schroder and Co. announce that the half-yearly interest, due 1st proximo, on the Imperial Government of Japan Customs Loan for £100,000 will, together with the bonds drawn on the 7th May last, be paid on and after that date.

The prospectus has been issued of the Minho District Railway Company (Limited), which has been formed with a capital of £260,000, in 26,000 £10 shares, for the purpose of constructing a railway, twenty miles in length, from St. Martinho to Guimaraes, in the province of Minho, Portugal. The line is under special concession from the King of Portugal, and will join the Douro-Minho Railways at St. Martinho, now being constructed by the Government. The junction will also connect the company's line with the Lisbon and Oporto Railway.

The directors of the General Credit and Discount Company announce the usual interim dividend at the rate of 5 per cent. per annum. The deposits held on the 30th June by the company amounted to £5,439,728, and the acceptances for customers against securities to £598,162.

The directors of the Standard Discount Company announce a dividend at the rate of 12 per cent. per annum, a balance of £5,637 being carried forward to the next account.

The stoppage is announced of Messrs. Grant, Brodie, and Co., commission merchants, of East India-avenue, a firm established, in 1860, but the amount of their liabilities has not yet transpired. The books have been placed in the hands of Messrs. Turquand, Youngs and Co., the accountants. The failures of Messrs. Hopper, Radcliffe, and Co., of Sunderland, with liabilities estimated at upwards of £120,000, and of Messrs. J. and E. Robinson, paraffin oil manufacturers, Canal Bank, Port Dundas, with liabilities amounting to £30,000, are also reported.

The steamer *Canton*, with new season's Teas, which has been wrecked while on her voyage from Foochow for London, registered 1,741 tons, with engines of 200-horse power, and was built at Sunderland in 1871. The total amount of the loss has not yet been ascertained, but it is doubtless very heavy. Most of the insurances, it is believed, have been effected with the various companies, the desire to take risks at Lloyd's upon steamers trading through the Suez Canal having considerably dimniished of late.

The Black Sea telegraph cable between Constantinople and Odessa has been opened at a charge of f.12 for twenty words.

The bullion per P. and O. steamer *Hydaspes*, which left Southampton July 16, was, in gold, to Galle, £1,740; in silver, to Shanghai, £54,306; to Hong Kong, £63,854; to Singapore, £35,290. Total in gold, £1,740; in silver, £153,450.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th July, 1874, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 6,660,092 yards; for the twelve months, 120,338,878 yards; for the twelve months, 1873, 86,126,581 yards; for the twelve months, 1872, 88,791,180 yards. Increase for 1874 against 1873, 34,212,297 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 278,480 yards; for the twelve months, 5,138,133 yards; for the twelve months, 1873, 4,333,313 yards; for the twelve months, 1872, 2,070,114 yards. Increase for 1874 against 1873, 804,820 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 43,748 yards; for the twelve months, 1,145,265 yards; for the twelve months, 1873, 1,762,441 yards; for the twelve months, 1872, 2,956,289 yards. Decrease for 1874 against 1873, 617,176 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 1,228,540 lbs.; for the twelve months, 11,583,556 lbs.; for the twelve months, 1873, 8,471,935 lbs.; for the twelve months, 1872, 8,510,448 lbs. Increase for 1874 against 1873, 3,111,621 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 18,308,179 yards; for the twelve months, 249,991,971 yards; for the twelve months 1873, 267,924,960 yards; for the twelve months 1872, 317,431,931 yards. Decrease for 1874 against 1873, 17,932,989 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 743,880 yards; for the twelve months, 15,783,265 yards; for the twelve months 1873, 17,054,009 yards; for the twelve months 1872, 8,581,882 yards. Decrease for 1874 against 1873, 1,270,644 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 183,678 yards; for the twelve months 5,439,082 yards; for the twelve months 1873, 8,656,325 yards; for the twelve months 1872, 8,759,407 yards. Decrease for 1874 against 1873, 3,217,243 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 98,450 lbs.; for the twelve months, 704,541 lbs.; for the twelve months 1873, 1,787,252 lbs.; for the twelve months 1871, 949,050 lbs. Decrease for 1874 against 1873, 1,082,711 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 1,407,308 yards; for the twelve months, 34,398,550 yards; for the twelve months 1873, 34,041,874 yards; for the twelve months 1872, 22,696,553 yards. Increase for 1874 against 1873, 356,676 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 320,317 yards; for the twelve months, 2,918,938 yards; for the twelve months 1873, 6,243,244 yards; for the twelve months 1872, 2,390,409 yards. Decrease for 1874 against 1873, 3,324,306 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 38,600 yards; for the twelve months, 706,692 yards; for the twelve months 1873, 3,402,792 yards; for the twelve months 1872, 1,285,198 yards. Decrease for 1874 against 1873, 2,696,100 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 1,033,620 lbs.; for the twelve months, 11,804,225 lbs.; for the twelve months 1873, 13,223,644 lbs.; for the twelve months 1872, 11,164,259 lbs. Decrease for 1874 against 1873, 1,419,419 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th July, 1874,

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7,584,678 yards; for the twelve months, 82,931,513 yards; for the twelve months 1873, 62,883,416 yards; for the twelve months 1872, 61,798,669 yards. Increase for 1874 against 1873, 20,048,097 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 336,019 yards; for the twelve months, 5,170,487 yards; for the twelve months 1873, 4,929,781 yards; for the twelve months 1872, 4,932,064 yards. Increase for 1874 against 1873, 240,706 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 383,582 yards; for the twelve months, 3,399,778 yards; for the twelve months 1873, 3,315,806 yards; for the twelve months 1872, 4,032,904 yards. Increase for 1874 against 1873, 83,972 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 170,330 lbs.; for the twelve months, 1,842,945 lbs.; for the twelve months 1873, 2,130,359 lbs.; for the twelve months 1872, 1,586,798 lbs. Decrease for 1874 against 1873, 287,414 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 2,931,989 yards; for the twelve months, 30,677,618 yards; for the twelve months, 1873, 19,891,009 yards; for the twelve months, 1872, 19,013,086 yards. Increase for 1874 against 1873, 10,786,609 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 824,787 yards; for the twelve months, 8,761,802 yards; for the twelve months 1873, 10,990,441 yards; for the twelve months 1872, 8,919,830 yards. Decrease for 1874 against 1873, 2,228,639 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 793,517 yards; for the twelve months, 6,479,487 yards; for the twelve months 1873, 10,162,405 yards; for the twelve months 1872, 9,971,918 yards. Decrease for 1874 against 1873, 3,682,918 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 55,200 lbs.; for the twelve months, 637,244 lbs.; for the twelve months 1873, 634,160 lbs.; for the twelve months 1872, 453,014 lbs. Increase for 1874 against 1873, 3,084 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 1,522,535 yards; for the twelve months, 22,707,070 yards; for the twelve months 1873, 13,667,741 yards; for the twelve months 1872, 10,298,727 yards. Increase for 1874 against 1873, 9,039,329 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 1,108,317 yards; for the twelve months, 14,370,628 yards; for the twelve months 1873, 14,930,277 yards; for the twelve months 1872, 8,229,193 yards. Decrease for 1874 against 1873, 559,649 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 306,338 yards; for the twelve months, 3,613,306 yards; for the twelve months 1873, 1,816,934 yards; for the twelve months 1872, 318,426 yards. Increase for 1874 against 1873, 1,796,372 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 125,576 lbs.; for the twelve months, 959,634 lbs.; for the twelve months 1873, 560,100 lbs.; for the twelve months 1872, 483,641 lbs. Increase for 1874, against 1873, 399,534 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th July, 1874, 2,124,694 yards; for the twelve months, 36,112,008 yards; for the twelve months, 1873, 27,630,656 yards; for the twelve months 1872, 29,345,128 yards. Increase for 1874 against 1873, 8,481,352 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1874, 268,875 yards; for the twelve months, 3,141,349 yards; for the twelve months 1873, 1,613,174 yards; for the twelve months, 1872, 2,028,914 yards. Increase for 1874 against 1873, 1,528,175 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1874, 75,450 yards; for the twelve months, 2,649,104 yards; for the twelve months 1873, 3,979,422 yards; for the twelve months, 1872, 3,820,025 yards. Decrease for 1874 against 1873, 1,330,318 yards.

COTTON YARN.—Export for the month ended 16th July, 1874, 61,268 lbs.; for the twelve months, 361,700 lbs.; for the twelve months 1873, 314,894 lbs.; for the twelve months 1872, 174,312 lbs. Increase for 1874 against 1873, 146,806 lbs.

ARTICLES OF IMPORT.

TEA.

The new black leafs, per Glenartney, from Hankow, were partially offered on the 16th inst., and as the trade were bare of stock, there was a good demand for all grades, which was met by importers—the Agamemnon being reported off the coast. Opening sale, a useful to medium Oonam in half-chests at 1s. 9d., followed by a very preferable tarry Pekoe-flavoured Tea in chests at 1s. 10d.; subsequent sales ranged up to 2s. 4½d. for 510 half-chests, a rich and full malty burnt tea, buyer securing the counterpart of 600 half-chests "to arrive" at the same money. Later in the day business was done so low as 1s. 6½d., and several parcels desirable to fine quality from 1s. 10d. to 2s. 1½d. per lb., closing sales showing a decline. The day's business estimated at 7,000 to 8,000 packages. On the 17th several parcels extra fine Ningchow were on offer from 2s. 10d. to 3s. per lb., but it is a question whether such prices being paid for Home use, and failing business here, teas will be forwarded to the Continent. A quieter feeling was apparent later in the day; a catalogue of 818 half-chests and 753 boxes Congou, ex Glenartney, offered without reserve, realised 1s. 9d. to 1s. 9½d., and 1s. 11d. to 1s. 11½d. per lb. respectively, being full rates. The selling broker announced a similar sale per Agamemnon for to-day (Monday).

Messrs. James Goddard and Co.'s Circular says:—The market has shown no change for the week; little or no business has been doing privately. Canton made Congous have been dealt in without any improvement in value. Scented Teas, especially Capers, are heavy of sale, and still forced at auction. Green and Indian Teas are without any feature to report. Public sales were held on 13th and 14th inst., when 17,457 packages were offered, 15,143 without reserve. Newmake Congous obtained 1s. 1d. to 1s. 1½d.; Scented Caper again went easier, from 11¾d. to 1s. 5½d. Two breaks of fine Souchong, counterpart sold at 2s. 4d., realised 1s. 8½d. to 1s. 9d. Foochow siftings old import obtained 4¾d. to 5¾d. Deliveries from London, from 1st to 13th inst. inclusive, or eleven days, 5,400,000 lbs., against eleven days, 1873, 5,624,454 lbs. Imports, deliveries, and stocks in London, from Jan. 1 to June 30:—

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
56,107,602	44,551,359	81,478,011	80,275,576	64,128,722	53,573,346

The Board of Trade Returns for June show an increase in the imports of Tea of 778,235 lbs., as compared with the same month in 1873, while, on the other hand, for the six months ended 30th ultimo, there is a decrease of nearly 11,000,000 lbs. The deliveries for home consumption for the month have augumented to nearly 1,500,000 lbs., as also for the six months of 1,309,533 lbs. over that of the corresponding periods of last year. In the exports for the month there is an excess of 151,245 lbs., but a falling off of 2,748,173 lbs. for the six months. The bonded stock in the United Kingdom on the 30th ultimo was 60,480,711 lbs., as compared with 71,591,964 lbs.; and 80,063,748 lbs. on the same date of the years 1873 and 1872 respectively.

COFFEE.—There has been no alteration of any importance in the market for Ceylon, the parcels offered in public sale during the week—which have been moderate in quantity—having gone off at little or no variation from the rates quoted for last mail. The closing prices are—Plantation Ceylon, triage and ordinary, 87s. to 101s.; small to middling, 107s. to 118s.; good middling to bold, 118s. 6d. to 124s.; peaberry, 125s. to 128s.; native Ceylon, small, 83s. 6d.; bold, 99s.; peaberry, 102s. 6d.

CUTCH.—Small sales of fine Pegu have been effected at 23s. per cwt.

GAMBIER is steady without much business doing; prices show no alteration.

HEMP.—A fair business has been done in Manila during the week at £36 to £39 per ton.

ISINGLASS.—350 packages Penang have been sold at 1s. 2d. to 1s. 8d. per lb.

PEPPER.—*Black:* The public sales have evidenced a quiet tone, and the supplies brought forward have been chiefly bought in, but what sold brought private contract rates—viz., Penang, 6½d. to 6¾d., Singapore, 6¾d. *White:* Singapore has sold steadily at 8⅝d. to 8¾d. for good, and 8½d. to 8⅝d. per lb. for fair quality.

RICE.—The market exhibits a quiet tone. There is less demand for floating cargoes of soft grain, and prices are barely supported.

SPICES.—*Mace:* A moderate demand has prevailed, and small supplies have been partly sold, including 14 cases Penang at 3s. 3d. to 3s. 4d. for fair rather mixed pale. *Nutmegs* have not gone off so readily as last week, but prices are without alteration. Of 44 packages Penang offered 11 sold, brown 78's to 79's at 3s. 6d. to 3s. 7d., 82's at 3s. 4d., 88's at 3s. 1d., 180's at 1s. 4d.; 30 cases Java were bought in, 83's at 3s. 5d., 109's at 3s. 3d.

SUGAR.—The market has been quiet but steady during the week. Business has been exclusively in West Indian descriptions, and there are consequently no sales of East India to report.

SILK.—The market is very quiet, and without any new feature Deliveries are good, being from 1st to 18th inst.:—1,773 China; 352 Canton; 479 Japan; 241 Bengal; total, 2,845 bales.

STICLAC.—An offer of 370 boxes Siam was partly sold at £5 5s. to £5 7s. 6d. per cwt.

SAGO has brought steady prices, but has met only a moderate demand. Of 1,612 bags offered a small part sold at 17s. for good small; the remainder being bought in at 18s. for medium.

TAPIOCA.—Steady rates have been obtained at the sales; 688 bags flake sold, good small Singapore at 2½d. to 2⅝d., Penang, old import at 1⅝d. to 1¾d.; 117 bags Flour were with drawn. Pearl Tapioca has sold moderately, about half of 770 bags catalogued finding buyers, bullets at 21s.; fine large, 22s. 6d. to 23s.; medium, 21s. 6d. per cwt.

TIN.—Business has been very dull, and quotations show a decline of £2 to £4 per ton. The current rates are:—Straits on the spot £97, afloat £96, Banca £100, Billiton £97 per ton.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jdly10	Chinaman	Mackenzie	Hong Kong	London
7	Mio Padre	Balestrino	Galle	Newport
10	Navarino (s.)	Rutter	Colombo, &c.	London
9	Kinfauns Castle	Dodas	Hong Kong	Cardiff
11	Muriel (s.)	Hyde	Singapore, China, &c.	London
13	Yanikale	—	Batavia	Liverpool
11	Bali	—	Java	Newcastle
10	Uli	de Goitea	Manila	Hamburg
11	Diomed (s.)	—	Singapore, China, &c.	Liverpool
Jun. 5	Contest	—	Hong Kong	Monte Video
9	Hasardo	Karnteus	Batavia	Rio Janeiro
July14	Sultan (s.)	Owen	Colombo, &c.	London
18	Eastern Star	Lankester	Singapore	Troon
18	Monarch	Banner	Galle	Penarth
11	Prins van Orange (s.)	Ankes	Batavia	Texel
	Henry Buck	Field	Do.	New York

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ARRIVALS.

Date.	Ship.	Captain.	From	At
July 16	Agamemnon (s.)	—	Hankow	Deal
12	Thomasina McLellan	McCulloch	Rangoon	Liverpool
10	Thorwaldsen	Hansen	Do.	Falmouth
10	Palmas	—	Do.	Off the Lizard
8	Noach I.	Byl	Batavia	Brouwershaven
13	Messenger	Perkins	Bassein	London
13	Fontenaye	Taylor	China	Do.
11	Emma and Robert	Schroder	Akyab	Liverpool
11	Malleny	Davies	Do.	Do.
13	Oleander	Taylor	Colombo	London
14	Vanguard	McKenzie	Penang	Do.
13	Diana	Davies	Java	Falmouth
13	A. H. Willie	Knocker	Singapore	Liverpool
	Adelina	Mazzio	Samarang	Queenstown
	Tiber	Lewis	Rangoon	Do.
15	Nor' Wester	Burgess	Bassein	Liverpool
10	Aline	Mehlhose	Saigon	Hamburg
	Gryfe	Roberts	Do.	St. Nazaire
	St. Andrews Castle	Gilles	Shanghai	New York
	Brema	Schweitzer	Hong Kong	Do.
	Eleanor	Jobson	Singapore	Do.
	Idella Berry	Berry	Batavia	Do.
10	Palmas	Card	Rangoon	Falmouth
10	Titan	Berry	Akyab	Do.
10	Gilsland	Reid	Rangoon	Do.
11	Kelso	Dodds	Saigon	Do.
11	Nanny	Jansen	Akyab	Do.
11	Kilsyth	Watson	Java	Do.
	Loyola	de Castro	Maulmain	Queenstown
15	Jeanie Louttit	Murdock	Ilo Ilo	Liverpool
	Mount Royal	—	Maulmain	Queenstown
8	Varuna	Diedrich	Bangkok	Bremerhaven
14	Bayard	Heard	Rangoon	London
14	County of Stirling	Dalgarno	Java	Texel
14	Genii	Mackintyre	Bassein	Liverpool
15	Glenartney (s.)	Kay	Hankow	London
8	Conchita	Goyenechea	Manila	Cadiz
2	Argo	Humble	Singapore	Boston

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
July 8 ...	Hong Kong	... Hankow	... London
11 ...	Cawdor Castle	... Do.	... Do.
13 ...	Buenaventura	... Liverpool	... Manila
13 ...	Wyberton	... Holland, &c.	... Java
13 ...	Africa	... London	... Colombo
— ...	Hector	... Liverpool	... Singp., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenartney. For Penang, Singapore, Hong Kong, and Shanghai: Paris. For Colombo, &c.: Viceroy, Colombo.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Velocity, Omba, Agnes Muir. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Celaena. For Colombo: Letty Gales, Scawfell. For Batavia and Sourabaya: Eme.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Ulysses (str.). For Singapore: Nola. For Singapore and Manila: Emiliano (str.). For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Affezione Secundo, Ragnar.

At GLASGOW.—For Singapore: Sumerset (str.), Brisbane (str.). For Manila and Ilo Ilo: Saleta.

At GREENOCK.—For Singapore: Hope.

SPOKEN.

BRIDGETOWN (barq.), London to Chefoo, July 5, 48 N., 7 W.
H. M. P. F. (Whylo), London to Shanghai, June 4, 6 N., 26 W.
GESINA, Java to Rotterdam, June 9, 19 S., 3 W.
EUGENE, Java to Falmouth, June 2, 26 S., 53 E.
CLEOPATRA (Aust. ship), Cardiff to Galle, May 22, 3 S., 28 W.
C. C. LEARY, New York to Samarang, May 27, 16 S., 3 —
HARRY MORSE, Bassein to Falmouth, April 5, 5 N., 9 E.
WIMBLEDON, Bassein to Liverpool, April 19, 1 N., 87 E.
MARY (ship), Rotterdam to Samarang, June 7, 6 N., 25 W.
M. D. F. B. (Dutch ship), Cardiff to Singapore, July 9, 49 N., 11 W.
J. R. B. M. (Eng. ship), Colombo to London, June 8, 3 N., 23 W.
MATHILDE, Java to Hamburg, 30 miles W.N.W. of Heligoland.
J. M. K. R. (Suzerain), Liverpool to Galle, June 3, 4 S., 28 W.
Q. D. L. M. (Zuid Holland), Shields to Batavia, June 4, 1 S., 28 W.
BERTIE (barq.), for Singapore, June 4, 6 S., 29 W.
ROBERT KERR, Liverpool to Singapore, May 25, 6 N., 26 W.

FREIGHTS AND CHARTERS.

Outward freights are weak, both for ships and steamers. Homeward rates unaltered, but suitable vessels can be placed from the rice ports for next season.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 26s. To Galle: 23s. To Manila: 26s. To Batavia: 27s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s.

CASUALTIES.

PORT SAID [By tel. recd. in London 1st July].—The Lidia has grounded near this place, to-day. The master has abandoned her. [This vessel is bound from Cardiff and Genoa to Singapore; the information comes from the Italian Consul at Port Said.]

The John Kendall, from Ceylon to New York, which arrived at St. Helena June 22, reports having encountered a heavy gale, 24th May, eighty miles east of Natal, during which she lost jibboom and part of port bulwarks.

SUEZ, JULY 13.—The Wyberton (str.), from Holland and Southampton to Java, has been totally lost twenty-five miles south of this place, through collision with the Buena Ventura (Spanish str.), from Liverpool, &c., to Singapore and Manila; crew and passengers saved.

FOO-CHOW-FOO, JULY 11.—The Canton (str.), hence to London, with tea, was totally lost, July 7, on Min reef.

MISCELLANEOUS.

The Otto, Zwanenburg, from Rotterdam to Sourabaya, sailed from Cowes July 9, after repairing.

At St. HELENA.—June 15, Marie Celina, Jeancard, from Galle, &c., sailed, 16, for Marseilles; 21, Trait d'Unione, Derniaux, from Samarang, and sailed for Falmouth; 22, John Kendall, James, from Ceylon, and sailed for New York.

Off St. HELENA.—June 20, America (Span. barq.), from Manila, for Santander; 22, Harry Morse (Amer. ship), from Bassein, for Falmouth; 13, Queen, from Batavia, for the Channel.

The owners of the Buenaventura (str.) have received the following telegram:—"Buenaventura (str.), put back to Suez to land crew of Wyberton (str.), and note protest; has sustained no damage."

At SUEZ.—July 15, Gordon Castle (str.), from Hankow, for London; 16, Braemar Castle (str.), from Foochow, for London.

At PORT SAID.—July 15, Glenfinlas (str.), from London for China, &c. —, Charles Albert (str.), from London, for Singapore and Yokohama.

RUTTER'S TABLES.
Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
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(LATE OF SINGAPORE),
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PHOTOGRAPHERS,
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AND OINTMENT.—PREMATURE DECAY.—When from free living, excessive indulgence, or the enervating effects of hot climates, the nervous system becomes shaken, the muscles flabby, the heart's action irregular, and the bodily powers generally debilitated, Holloway's remedies may be used, with the certainty of their producing relief. For dyspepsia, liver complaint, sick headache, and loss of appetite, this Ointment should be very well rubbed twice a day over the pit of the stomach and right side, whilst Holloway's Pills are being taken in such doses as can conveniently be borne. This treatment will always restore strength and energy. Nervousness, flushings, and fainting fits may all be prevented by a timely recourse to, and diligent use of, these remedies.

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The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

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A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

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A nutritive melting Pomade, for preserving and improving the hair.

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For softening, strengthening, and refreshing the skin.

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(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

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(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

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For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

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15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

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Threadneedle-street, London, 1874.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

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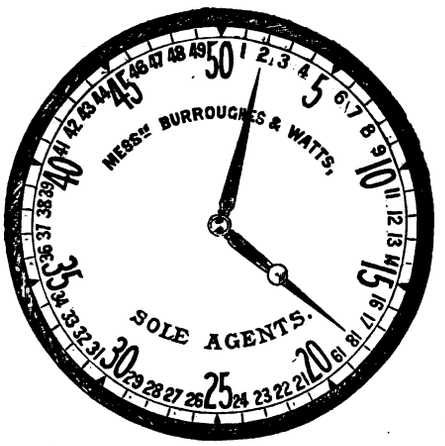

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ALEXANDRIA... ADEN ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
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AUSTRALIA ... NEW ZEALAND	Thursday, July 2 & 30, at 2 P.M., and every fourth Thursday.	Friday morning, July 10 & Aug. 7, and every fourth Friday.	Monday, July 13 & Aug. 10, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES.

MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M., calling at Naples for mails and passengers:—

Amazone ...	August 2	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	August 16		
Iraouaddy ...	August 30		
Hoogly ...	Sept. 13		
Peiho ...	Sept. 27		

The Steamers of the 2nd and 30th August and 27th Sept. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 19th July, 16th Aug., and 13th Sept. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

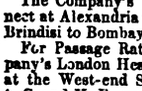
For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

With quick despatch.



FOR YOKOHAMA AND HIOGO,

the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

For Freight or Passage apply to the Owners, Messrs. BARING, BROS., and Co., 8, Bishopsgate-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, (corner of Cornhill), E.C.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL

STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

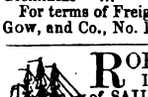
For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—

The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,106	330	July 25
Glenfalloch	100 A1	2,126	275	Aug. 15
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.



ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Shanghai ...	A Ship	A1 14 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—

For PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO.—The magnificent Clyde-built steamship CAWDOR CASTLE, 100 A1, 2,173 tons register, 300-horse power nominal, W. COWIE, Commander, will load in the South West India Dock, and have immediate despatch. This well-known steamer has accommodation for a few first-class passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—

The Company's steamers VANCOUVER, VASCO DE GAMA, and another at present building, will leave San Francisco on or about the 20th of every month for Yokohama and Hong Kong.

For through tickets and full information apply to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C.

SHAW, MAXTON, and CO.

will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong..	Invincible.	A1 13 yr.	657	S.W.I.	July 25
Shanghai ...	Velocity ...	A1 14 yr.	491	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA.

THE following SPLENDID

First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Tamesa	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

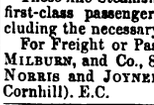
THE CHINA LINE OF STEAMERS,

via the SUEZ CANAL from LONDON to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates, at shippers' risk, for Java, Japan, Australia, &c. The following high-classed Steamships, which have been built especially for the China trade by the celebrated builders Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tons.	Docks.	H.-p.n	To sail.
Hankow	100 A1	3,594	S.W.I.	450	July 25
Hong Kong ...	100 A1	1,881	S.W.I.	200	To follow
Nankin	100 A1	2,423	S.W.I.	300	To follow

These fine Steamships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill). E.C.



FOR Tanjong Pagar, SINGAPORE.—

The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Hankow, s.s.... ...	2,332	Norris & Joyner...	July 23
Glenartney, s.s. ...	2,106	McGregor, Gow, & Co.	July 30
Celæno	702	Wright Bros. & Co.	July 30
Cawdor Castle, s.s. ...	2,182	Thos. Skinner&Co.	Aug. 5
Hong Kong, s.s. ...	1,215	Norris & Joyner...	Aug. 7
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Aug. 15
LIVERPOOL.			
Antenor, s.s. ...	1,601	Alfred Holt ...	July 25
Ulysses, s.s. ...	1,520	„ ...	Aug. 8
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Aug. 1
Brisbane, s.s. ...	1,500	„ „	Aug. 1

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 20, 1874.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 569.] LONDON, MONDAY, JULY 27, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received July 23.
JAPAN—Yokohama	April 17	June 2	June 5*
Yedo			
Osaka and Hiogo	„ 10	May 30	„ 1*
Hakodadi			
Nagasaki	„ 10	„ 29	„ 2
CHINA—Peking	—	—	May 27
Tien-tsin	—	—	„ 30
Chefoo	—	—	June 1
New-chwang			
Hankow	„ 3	„ 20	„ 3
Kiu-kiang	—	—	„ 4
Chin-kiang			
Shanghai	„ 24	June 6	„ 7
Ningpo	—	—	„ 5
Foochow	„ 24	„ 5	„ 7
Formosa	--	—	May 30
Amoy	—	—	June 8
Swatow	—	—	„ 9
Hong Kong	May 1	„ 5	„ 13
Canton	—	—	„ 11
Macao	—	—	„ 12
PHILIPPINES—			
Manila	April 24	May 30	„ 8
COCHIN-CHINA			
Saigon	May 8	June 10	„ 17
SIAM — Bangkok	--	--	„ 12
BORNEO —			
Labuan	—	—	„ 11
Sarawak	—	—	„ 10
JAVA — Batavia	May 8	„ 9	„ 18
Samarang	—	—	„ 17
Sourabaya	—	—	„ 11
MALACCA STRAITS—			
Singapore	„ 15	„ 14	„ 22
Penang			
CEYLON—			
Galle	„ 29	„ 17	„ 28
Colombo	—	—	„ 26

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The French mail, with advices dated as above, was delivered, *via* Marseilles, on the 23rd inst., four days early. The next inward (P. and O.) mail, with dates Yokohama, 10th; Shanghai, 14th; Hong Kong, 20th; Singapore, 28th June, which is due, *via* Brindisi, on Monday next, the 3rd proximo, left Galle on the 8th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived July 21.—From Yokohama: M. Grenet. From Shanghai: Mr. Brown, Mr. Stephenson and family, Mr. Griffiths, Mr. Billequin and family, Mr. Frieke. From Hong Kong: Mr. Badeker, Mr. Mendel. From Saigon: Mr. Maron, Mr. Pallas, Mr. Schroeder. From Batavia: Mr. Starkenberg, Mr. Girandeau, Mr. Blahi, Mr. and Mrs. Lagnier. From Singapore: Messrs. Frigg, Berends, Salas, Koch, Campramore, Presler, Sanivyck, Deserne, Gravitz, Logrel. From Galle: Mr. Baird, Mr. Bosanquet.

PASSENGERS OUTWARD.

Per P. and O. steamer *Hydaspes*, from Southampton, July 16.—To Yokohama Mr. T. Walton, jun. To Hong Kong: Major-General F. Colborne, C.B., and servant, Mrs. Richardson, three children, and servant. To Ceylon: The Right Hon. W. Gregory and servant, Mr. W. Keen, Mr. J. P. Plummer. To Batavia: Mr. A. de Brena. To Singapore: Mr. R. Cox, Mr. Gibb, Mr. Andcrson.

Per P. and O. steamer *Ceylon*, from Brindisi, July 27.—To Singapore: Mr. J. Gordon.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Hong Kong: Mr. J. Campbell, Mrs. Campbell. To Singapore: Mrs. M. C. Evans.

Per P. and O. steamer *Simla*, from Venice, Aug. 7.—To Shanghai: Mr. J. A. Spoor.

Per French steamer *Amazone*, Aug. 2 (booked from London).—To Shanghai: Mr. McLeod. To Singapore: Mr. Ringer, Mr. and Mrs. Genu and child. To Galle: Mr. Hessing, Mr. Forsyth, Mr. Delmege, Mr. Metcalfe.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw.

Per steamer *Hankow*, from London July 25.—For Singapore: Mr. Samuel Wallis, wife and child. For Penang: Mrs. E. S. Marshall and two children. For Hong Kong: Mrs. Ellen Morrison, Mr. Robert Fairman.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 20th inst., and published in our last issue.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 7th June; the French mail from London April 24 arrived out on the 6th June. The following summary of news are from the *North China Herald*:—

About 200 bales of silk having arrived, the market was opened to-day by the purchase of 50 bales market Tsatlee (about No. 5), for which the price reported is Tls. 255, about Tls. 115 below last year's opening rate, but 1s. above present London quotations. The first arrivals, as usual, are coarse and mixed in size and not well cleaned, but they are no guide to a judgment on the general quality of the crop.

Seven yachts, the "perfect number," presumably, for a fleet as well as for many other things, joined in the closing cruise of the S.Y.C. They were the *Nimrod*, *Phantom*, *Charm*, *Lillie*, *Fearless*, *Fairy*, and *Dolly Varden*. It was intended to rendezvous at the Tien-shan-hu, or Si-Tai-hu, as it is more generally called, but the wind was unfavourable, and the yachts had to restrict their movements to the river. Making the best of contrary winds, a sharp thunderstorm on Saturday night—in which the river was brilliantly lighted up by electricity for many seconds at a time—and of the tidal current, the yacht fleet and their houseboat friends worked up to near the Mao Pagoda by Sunday forenoon. Then, after a short stay, passed idly but not unpleasantly, they beat down river again, reaching Shanghai on Monday, at from 2 to 6 A.M.

A fatal accident happened in the powder manufactory at Loonghwa on Saturday. An explosion occurred, by which one man was killed and another so seriously injured that he has since died. We have not much confidence in Chinese manipulation of such dangerous material, and should not be at all surprised to hear some day that the Pagoda had been blown down.

A few months since we commented on a case in the Mixed Court, of Mr. J. H. Mackie against his compradore, Wang Shang-yuen. After a patient hearing of the case before Dr. Yates and Chen, it has been found that the account presented by Mr. Mackie was correct. Wang Shang-yuen had shares in the *Ping On*, but even if these were valuable, there would be a large balance unaccounted for, and which the compradore is unable to pay. At his own request Wang was allowed to go to Ningpo to sell his houses and lands, in order to meet the claims of his creditors; but it seems that the land had been mortgaged and could not be sold for more than the amount of the mortgage. In addition to the claims of Mr. Mackie, the compradore owes the Hoo-quong Bank over Tls. 10,000. Failing any assets, it remained for the Court to punish the delinquent debtor, and after reference to the Taoutai, Wang Shang-yuen is sentenced to two years' imprisonment at the Mixed Court, the term to begin on the 27th May, 1874. The Magistrate adds that, at the expiration

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of the sentence, Wang will be released both from prison and from his creditors.

Two important cases were heard on appeal from the Mixed Court, by H.B.M. Consul and the Taoutai; H.M. Vice-Consul, Mr. Stronach, and the magistrate of the Mixed Court, being also on the bench. The Court sat in the Supreme Court room, which was crowded by Chinese, even to the jury box and the passages alongside the doors. The first case was an action by Messrs. Carter and Co. against a silk broker named Chang-kee, to recover the amount of loss on a quantity of silk shipped home in May, 1872; Chang-kee having been guarantor for a man named Yuen-kee. The transaction was rather complicated. In the spring of 1872, Carter and Co. lent Yuen-kee, under Chang-kee's guarantee, Tls. 6,575, to be repaid in two months, either in money, or half in money and half in silk. It was repaid under the latter condition, and the silk shipped to England on Yuen-kee's account. The shipment resulted in loss, and Carter and Co. claimed to recover from the broker and guarantor, Chang-kee; pleading that they had known Yuen-kee's worthlessness from the beginning, and had relied on Chang-kee throughout the transaction, under the terms of the guarantee letter produced. But the latter contended that his responsibility ceased with the repayment of the loan, and did not extend to the shipment. The case was decided in Carter and Co.'s favour at the Mixed Court, and Chang-kee appealed.

The second case was purely one of shipment. Carter and Co. shipped a quantity of silk to England to Messrs. Broughall and Co., on behalf of one Dee-say. The silk lost Tls. 4,313, which Carter and Co. sought to recover from Dee-say. Judgment was given against the latter in the Mixed Court, but without specifying the amount, and the case was referred to the higher Court for decision. Dee-say contended that he had ordered the silk should be sold at once, and that it was through neglect of these instructions that the heavy loss resulted. Carter and Co. contended —first, denial of neglect; Dee-say had ordered the silk to be sold on arrival at market rate, and it had been impossible to sell at market rate; there was no market; a man would value silk at twenty shillings, but decline to give eighteen; silk had been simply unsaleable. Secondly—that if there had been neglect it was not theirs, but Messrs. Broughall's, and Dee-say's claim lay against the latter. The Court reserved judgment in both cases.

The *Shunpao* says, Ying Fantai has come down from Soochow to interview the Japanese Ambassador about the Formosa affair, and he and the Taoutai had an interview with his Excellency on the 31st ult. The Ambassador is reported to have said that the despatch of the army to Formosa is only with the view of their remaining a short time to overawe the aborigines, and it does not at all follow that there will be any fighting. But this has been the cue of the Japanese all along, to represent the expedition as a trifle.

The Viceroy of Fuhkien has written to the Japanese Consul at Shanghai, affirming the right of China to the whole island of Formosa, without distinction of inhabitants—whether civilised or savage. Any acts of violence against passengers along the coast can be settled by reference to the Chinese Government; only last year a Japanese shipwrecked crew was kindly treated by the aborigines, and handed over to Chinese officials, by whom they were sent up and returned to their own country. What right, then, has Japan to send an army to invade the place? The Consul is requested therefore to ask his Government to withdraw the troops.

A Peking correspondent calls attention to the efforts that are being made to fortify the Peiho. A large fort is now being constructed at Hsin-chêng, about fifteen miles above Taku. Considerable interest is felt in the Japanese proceedings in Formosa.

A Newchwang correspondent writes:—This province is quiet for the moment, but large bodies of banditti are reported to be on the northern frontier in—one may say—summer quarters. Our Tauotai is ordered to Peking, to be consulted with in person on the state of his district. He is a vigorous old man, and foreign officials will regret his departure. The Chinese gunvessel on the station has departed suddenly, for no one knows where, on receipt of unexpected orders. There has been much rain of late, and the crops are likely, after all, to be poor.

A Ningpo correspondent writes:—At our landrenters' meeting on the 27th, to elect a member of Committee in place of Mr. Beebe, Mr. Wadman presented a report showing that, when the Customs paid up their contribution, the funds would be about sufficient for the contemplated works. These are progressing satisfactorily, about half the main street being near completion. A vote of thanks to the Committee was passed for what they had done, and Mr. Dumaresq was elected a member. It was then determined to organise and maintain a corps of scavengers by a poll-tax of $0.50 per mensem; so you see the Municipality is advancing. In conclusion, the section of the bund constructed by the Taoutai, Mr. Beebe and Mr. Alabaster, was presented to the community, and with a vote of thanks to the Chairman, Dr. Lord, we went from labour to refreshment.

The departure of Mr. and Mrs. Hannen from Yokohama leaves a blank far more than usually felt. For three years Mr. Hannen has occupied the post of Acting Assistant Judge of H.M.'s Supreme Court in a manner which has been most creditable to himself and beneficial to the community, and none who have observed his painstaking impartiality, and the justice of his decisions, can fail to hope that a proper recognition of the qualities he has displayed as a judge may be shown at home. But not only as a judge has Mr. Hannen deserved all the commendation that can be awarded; in private life he has made himself equally popular. His house was ever open. The hospitality of Mr. and Mrs. Hannen was without stint; and no persons who ever came to this place will be more missed by so many young men, to whom home influences such as were there found are invaluable. On their departure they were rowed off to the stermer by six gentlemen of the Amateur Rowing Club, and many ladies and gentlemen went to see them off and take a last farewell.

An extraordinary general meeting of shareholders in the Union Steam Navigation Company was held on June 1st, at the offices of the agents, Messrs. Olyphant and Co. Present:—Messrs. R. Francis (chairman), J. G. Purdon, Talbot Olyphant, J. F. Seaman, E. Seligmann, R. E. Wainewright, J. Macgregor, E. McLoughlin, T. R. Wheelock, H. P. Hanssen, A. J. Vickers, F. A. Groom, W. Chrystall, J. O. Fuller, Poyuen King, Minghing, Sung-kee, &c., representing 1,310 shares. The Chairman proposed that the resolution passed at the meeting held on the 31st of March last, at which it was resolved to wind up the Company, be confirmed. This was seconded by Mr. Whelock, and passed unanimously.

In the Supreme Court, before Sir E. Hornby, the case of the Stewards of the Shanghai Race Club *v.* the Shanghai Cricket Club was heard. The action was brought to obtain a perpetual injunction on behalf of the Race Club against the Cricket Club, to restrain them from completing the roof they were putting on their pavilion. The case occupied a considerable time, the report of the proceedings occupying about fourteen columns of the *North China Herald*, and it was afterwards adjourned until the following week.

HONG KONG.

Our advices by the present mail extend to the 13th June; no later mail from London had arrived out.

The *Daily Press* has the following on the late riot at Shanghai:—

A very important question underlies the difficulty which has arisen on the French concession at Shanghai. The Consul claims complete jurisdiction over all the residents, and, as a natural corollary, he ought to be solely responsible for the maintenance of order. The question of cession or concession has long been agitated in Shanghai; and while the English and Americans have recognised the full territorial rights of the Chinese, and their full authority to govern and tax their own subjects as they think fit, the French have maintained that the right of governing in the French concession was ceded solely to the French Consul. In consequence of this there has been a split in the local jurisdiction in the foreign settlements in Shanghai. On the one hand, the English and Americans have joined their settlements under a common jurisdiction, and have recognised the right of residence on the part of other foreigners to be the same as their own, while the French have maintained their exclusive right to their concession, and hold that any others than French can live within its precincts only with the express permission of the French Consul. In consequence of this, there are in Shanghai two distinct municipalities, the one known as the Anglo-American Settlement—being the junction of the two settlements formerly known by these respective names—and the French Concession, separated from them by a small creek some twenty yards in width. It is upon the latter that the recent disturbance arose; and consequently the status of the so-called concession may have much to do with the ultimate settlement of the matter, and with its bearing upon the security of foreigners resident in it in the future.

The Secretary of State for the Colonies in London is just the proper person to take steps for preventing junks being wrongfully overhauled or fired at by Chinese cruisers at Hong Kong. This at least seems to be the view of the local Government, as we learn that they have expressed an intention of withholding the report of the recent commission on this subject, so as to enable the document to be forwarded home, and the views of the Colonial-Secretary to be obtained. This is somewhat surprising, as we are informed that in reply to an application made recently, it was stated that the report would in all probability be published shortly. It will certainly be of very little value in enabling the Secretary of State to come to a sound conclusion on the subject, if it be unaccompanied by the views of the Chamber of Commerce, and of others in the colony interested in the matter; and the delay which will be caused will render any practical measures a matter of difficulty.

We hear that H.E. the Governor, accompanied by the Surveyor-General, some other local officials, and two or three members of Council, went round the island, and visited the lighthouses in course of erection at Green Island and Cape d'Aguilar. Both these structures are now some seven or eight feet above ground. They are being built of massive granite, and give promise of being fine and durable structures. The one on Green Island will be twenty feet high, and that on Cape D'Aguilar the

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twenty-five feet. It is stated that after tiffin some speeches were made, and that a member of Council expressed his opinion that the trade of Hong Kong had never been in a more satisfactory state than at the present day. We make no doubt that a good many people on shore will be as delighted as surprised to hear of this fact.

Mr. R. Walker has been cited to appear before the Hon. Chief Justice, in the Supreme Court, to show cause why he did not attend as a special juror when summoned in the case of Fabregas *v.* Wong-lai-chan and another. Mr. Creagh (the sheriff) stated that it was entirely his fault. He had addressed the summons to "Mr. R. Walker, at Messrs. R. S. Walker and Co.'s." Mr. R. S. Walker, who lived in the same street as Mr. R. Walker, had, therefore, attended. His lordship said Mr. Creagh ought to have known better than address the summons in that way, but the thing had evidently been a mistake. Mr. R. Walker was not at all to blame in the matter, and the explanation given would be sufficient.

We have learned that the missionaries in Hangchow, who had built on the City Hill, and thus disturbed the Fing-shui of the place, have moved from the Hill into their new premises in the other end of the City, as arranged for between the United States Consul at Ningpo and the native authorities; the latter providing the new grounds and bearing the cost of erecting the requisite buildings on them, thus fulfilling to the letter the agreement into which they entered on the subject some months ago. The dwelling houses, schools, chapels, houses for the natives, &c., all in the same enclosure, are said to present quite an imposing and home-like appearance, surrounded as they are on all sides by Chinese structures. The dwelling-house on the Hill is to remain, to be used by the Chinese as a kind of theatre, or club-house; but they commenced to pull down the boys' school-building just as soon as they possibly could after it was vacated.

PHILIPPINES.

MANILA.

The Manila journals give the following items of news:—There have been planted in a village of the province of Pampanga fifty specimens of the *Eucalyptus globulus*, the celebrated tree which is enjoying such favour in Europe, and is as remarkable for its height, foliage, and quick growth as for its health-giving properties. We congratulate Mr. Petel for having imported into the archipelago these fifty Eucalypti, and we heartily wish to see the environs of Manila full of these trees, one of the peculiarities of which is to check the growth of the fevers usually felt in this city at this time of year.

A new kind of raw material has just been utilised for paper making. The material referred to is the megass, that is, what remains of the sugar-cane after it has been crushed completely to extract the juice. Until now the said megass has served merely for fuel and manure, but, from experiments made, it has come out that pulp made from the aforesaid megass might be produced with great cheapness, at less than a third part of the cost of the manufacture of the pulps now obtainable. It appears also that the process for converting the megass into pulp is a very simple one, owing to which there is no doubt that those who wish to increase to an enormous amount the usefulness and the benefits of the sugar-cane will adopt it. In the Philippines the value of the produce will be raised by many thousands of dollars yearly.

On Friday, the 15th, some piratical Moorish vessels were sighted rom the island of Batang, district of Bacon. The brave inhabitants of that place hastened immediately to receive the ferocious Sooloos, should they endeavour to land; these inhabitants repaired to the sea shore from a distance, on which patrols were stationed by order of the authorities, after 6 P. M. Fortunately, fresh alarms have not as yet been raised.

The nominal statement of the subscriptions obtained until this date, with the object of affording relief to the unfortunate sufferers of those provinces, particularly of Lagana and Tayebas, who, in consequence of the hurricane and inundations of the 25th October last, have been reduced in condition and to misery, is $9,656.55.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 22nd June; the P. and O. mail from London May 15 was received on the 14th June. The following summary of news is from the *Straits Times*:—

The *Government Gazette* contains a circular from the Colonial-office, notifying that, in accordance with an arrangement existing between the Colonial and India-offices, Chartered Joint-Stock Companies will not be empowered to establish agencies and branches in India until they shall first have conformed to the existing laws of that country. The *Gazette* also publishes the text of an extradition treaty concluded between Great Britain and Austria, which came into effect on the 30th of March last; also the convention of 24th January last, between Great Britain and France, supplementary to the treaty of commerce and navigation of 23rd July, 1873.

We have before had occasion to direct the attention of our commercial public to the growing importance of the trade between Australia and these Settlements, and the advisability of fostering and increasing that trade by every legitimate means. In our columns of yesterday we informed our readers that news had been received by telegram from Port Darwin, the northern Settlement of South Australia, that an assay of ten tons of quartz crushed there had resulted in a yield of 771 ounces of gold, or 77 ounces to the ton! We have no reason to doubt the correctness and authenticity of this despatch. The yield here indicated is very great, showing a money return of more than £250 per ton. The importance of this can best be realised by taking into account that Victorian Companies find it a payable matter to work reefs whose quartz when crushed yields only five pennyweights, or gold to the value of about twenty shillings per ton. The geographical position of Port Darwin, as well as that of the other Settlements in the north of Australia, is very favourable to its future trade with Singapore. The merchants there, provided they meet with encouragement, will find it greatly to their advantage to make this their *entrepot*, instead of having to adopt the long and circuitous route *via* Adelaide for the shipments and the transaction of their business. Again, a great deal of the trade consequent upon the extension of the lucrative pearl and pearl-shell fisheries at and near Port Walcott on the north-west coast of Australia is now done at Singapore, whither, with proper management, much more will eventually come. It is well worth the while of our mercantile community to direct a portion of their attention and enterprise towards fields of future profit which promise so well as do those of the Northern Settlements of Australia.

PENANG.

Mr. T. F. Ford (who is acting as temporary judge of Penang at present) opened his court recently, and as none of the members of the Bar were present he immediately adjourned till the following week. It is to be hoped that neither the Bench nor the Bar will for the future be wanting in punctuality—hitherto the latter has proved far more punctual than the former.

His Excellency has promised to hand over $10,000 out of the Beach-street fund to a committee, to be elected by the Chinese inhabitants of Penang, in order to build them a town hall.

His Excellency the Governor has been visiting the province, accompanied by the Lieutenant-Governor, Colonel Anson, the Surveyor-General, Mr. McNair, the Inspector-General of Police, Captain Dunlop. Sir Andrew left the jetty at 9.30, in the police launch *Mata Mata*, and proceeded to Batu Kawan estate. From thence his Excellency journeyed to Nebong Tebal, inspecting the police stations at Bukit Tamboon and Sunghy Bakup on the way. After receiving some deputations at Nebong Tebal, his Excellency remained at Caledonia Estate to sleep. Very early in the morning the estates of Caledonia, Victoria, and Kreean were visited by his Excellency. The works, the coolie lines, and the hospitals were all most carefully inspected. After breakfasting at Caledonia the Governor returned to Penang, calling at Golden Grove and Pry Sugar Estate during the journey. We believe his Excellency settled the site of the new hospital at Sunghy Bakup during his visit.

A meeting of the Executive Council has been held in Penang, and we hear that it was resolved at it that the provisions of the Peace Preservation Ordinance are to be put in force stringently throughout the island. The grounds for taking such extreme measures are not apparent to the public generally, and we can only surmise that the authorities, feeling that the police force is totally inadequate to the work of keeping order, owing to its smallness, have resolved to enforce the Act in order to assist or relieve it. We await some explanation as to the actual cause of this movement before commenting upon it.

The late Rajah of Rendong, Kaw Soo Cheang, who has abdicated in favour of his son, Kaw Sim Kong, is at present in Penang, and purposes proceeding to China in his yacht a few days hence. We learn that this distinguished chief retires from public life for good.

Mr. Swettenham left Penang in the s.s. *Queddah* for Laroot and Perak, on a diplomatic mission.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Cornabe, and Co. report as follows:—During the past month we have had a fair enquiry for Grey Shirtings and T-Cloths, but for Drills and Fancy Cottons there has been scarcely any demand. Woollens have been neglected. Metals: Iron continues in fair enquiry, but Lead is now in heavy stock, and is very dull of sale.

SHANGHAI.—The business of the week had been comparatively small, and demand had been confined chiefly to heavy Shirtings, heavy T-Cloths, and Black Velvets, all which had risen considerably in value.

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The two first-named articles had been wanted by consumers, but the improvement in Velvets was attributable to speculation in expectation of large orders from Hankow. As usual, at this season, money was dear amongst the natives.

FOOCHOW.—The following sales were reported, viz.: 1,000 pieces 6 lbs. T-Cloths, at $1.85 per piece; 500 pieces 7 lbs. T-Cloths, at $2.15 per piece; 150 pieces 8¼ lbs. Grey Shirtings, at $2.53 per piece; 1,000 pigs Lead, at $8 to 8¼ per picul.

MANILA.—The market for Plain Staples had undergone little change since last advices, and although a considerable amount of business had been transacted, prices in most cases remained the same. Coloured goods continued quiet.

SAIGON.—With the exception of 7 lb. Shirtings, which had been a little more sought after, and therefore commanded somewhat better prices, the market had not exhibited any noteworthy change. Quotations: Grey Shirtings, 8¼ lbs., $2.45 per piece; ditto, 7 lbs., $2.10 per piece. T-Cloths, 6 lbs., $1.60 per piece; ditto, 5 lbs., $1.25 to 1.27; ditto, 4lbs., $1.12. White Irishes, $1.60.

BATAVIA.—Messrs. Houghton and Co.'s Circular says:—During the past month we regret we cannot report a very satisfactory business having been done. At the beginning of it only new and suitable styles of Prints could be placed to advantage, but since then considerable arrivals of such goods having taken place the tone of the market is weaker, and dealers are not willing to operate now unless slight concessions are made them. This dulness will not, however, we expect, last, but, at the same time, considering the season of the year, it affects our future somewhat unfavourably. So small a business having been done we have naturally little change to report in prices.

EXPORTS.

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TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report, dated 2nd June, says:—Since our last, dated 26th ult., a large business has been done in Tea, settlements for the week amounting to 33,588 chests, 105,204 half-chests, and 5,998 boxes. Total settlements to date are:—1874: 41,671 chests, 191,107 half-chests, 14,960 boxes; 1873: 102,382 chests, 168,401 half-chests, 10,466 boxes. Particulars of the week's settlements are as follows, at ex. 6s. 3½d., and frt. £5 10s., adding Tls. 3 for duty:—

Chests.	Half-chests.	Boxes.	Per lb.
—	3,695	—	at 3s. 0½d. to 3s. 3½d.
—	4,702	—	at 2s. 9½d. to 3s. 0½d.
—	8,463	610	at 2s. 6d. to 2s. 9d.
3,767	22,755	902	at 2s. 3d. to 2s. 5⅝d.
11,046	29,432	2,371	at 1s. 11⅜d. to 2s. 2⅜d.
10,305	25,154	694	at 1s. 8½d. to 1s. 11½d.
8,288	9,620	1,421	at 1s. 6d. to 1s. 8½d.
182	1,383	—	at 1s. 4d. to 1s. 5⅝d.
33,588	105,204	5,998	

At the date of our last we reported only a moderate business, in consequence of high prices, and comparatively small supplies. At the beginning of the week, however, arrivals began to come forward much more freely, notwithstanding which prices were well maintained, and in some cases showed an advance. The market for Oonfar teas was opened on the 27th ult., at the extreme price of 37 Taels, and since that time a large but irregular business has been done in these kinds. Ningchow teas only have steadily declined, and though occasional chops are still taken at extreme rates, many have been settled eight to ten taels under prices current at the opening. Lye-ling teas have been bought at Tls. 24.50 to 25.50 against Tls. 22.50 to 23.50 last year. At the time of writing the market is weak for all classes, and we look for a heavy decline. The Agamemnon left on the 28th May, the Glenartney on the 29th May, the Hong Kong and Glenfalloch on the 31st May. Vessels in port are the Cawdor Castle s.s. (engaged full), the Gordon Castle s.s., and sailing vessels Ada and Cutty Sark. The Nankin s.s. is expected during the week. Freights, by steamer, £5 to £5 10s.; sailing vessel, £4 12s. 6d. to £5 per ton.

SHANGHAI.—During the week there had been a steady business in tea at Hankow. It was said that prices had largely fallen, and this no doubt was true as respects the Ningchows. Of the Oonfaas the accounts were not very favourable; though strong teas, they appeared to lack quality and were rather dusty, and it was said that they were mixed with Shontam leaf. Up to date settlements up the river amounted to 150,000 chests, but as there were almost daily departures from Woosung, and also arrivals of tea from day to day by the river steamers, of which the destination was not at once settled, it was hardly possible to fix very precisely what had been done so far. About 4,000 packages of tea had arrived, but so far only two musters had been placed on offer, and it was probable that the bulk of these arrivals consisted of tea for transhipment.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s report says:—In this market no purchases of country teas have as yet been made; Pehlings however have been in good demand, and prices have advanced considerably, many of the later purchases of good parcels costing Tls. 2 over last season. The quality of the crop on the whole must be considered inferior to last year. The low country teas, such as Yung How, Saryune, Suey Kut, Kien Tong, &c., seem poorly made. The Siew Miews are also not so good in make, but the liquors are fair. No Souchongs have yet arrived. The few Oolongs shown are of good colour and make, but are wanting in strength. Flowery Pekoes and Scented Teas: The musters at present on the market are too few for any definite opinion to be formed. Pehlings costing from Tls. 23 to Tls. 31½, freight £4 10s., Exchange 4s. 5½d., lay down in London at 1s. 7d. to 2s. 0¼d. In port awaiting new teas for London:—The steamers Glenearn, Braemar Castle, Crocus, Montgomeryshire, Cheops, Sirius, and Glaucus; the steamer Canton, and the sailing vessel Thermopylæ are expected. For the Colonies:—The Torres Strait mail steamer Legislator, and sailing vessels Mary Blair, Korsor, Fyen, J. H. Jessen, and Peri. Expected: Steamer Amoy, and sailing vessel Maugerton, and two or three others. Freights.—To London: Glenearn, £4 10s.; Braemar Castle, £5 per ton of 40 cubic feet. Both engaged full.

NEW SEASON'S TEAS.

We have no further sailings of new season's tea ships to report. The *Hong Kong* (str.), from Hankow, with 2,130,000 lbs., arrived on the 23rd inst. The *Braemar Castle*, from Foochow, and the *Gordon Castle*, from Hankow, have passed through the Suez Canal.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo—lbs.
June 6 ...	Cawdor Castle (str.) ...	Hankow ...	2,300,000
„ 11 ...	Gordon Castle (str.) ...	„ ...	2,200,000
„ 16 ...	Cutty Sark	„ ...	1,300,000
„ 26 ...	Japan (str.)	„ ...	2,500,000
May 31 ...	Nizam (P. and O. str.) ...	Shanghai ...	1,200,000
June 14 ...	Zambezi (P. and O. str.) ...	„ ...	1,450,000
July 17 ...	Thermopylae ...	„ ...	—
„ 14 ...	Glenearn (str.)	Foochow ...	2,200,000
„ 15 ...	Braemar Castle (str.) ...	„ ...	2,200,000
„ 19 ...	Mongol (str.)	„ ...	2,500,000
„ 19 ...	Glaucus (str.)	„ ...	1,500,000
„ 26 ...	Sirius (str.)	„ ...	2,000,000
„ 28 ...	Crocus (str.)	„ ...	2,000,000

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	143 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	111 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	67 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.350 ...	trien.
North China Steamer Company	100 ...	100 ...	30 ...	
Union S.N. Company	100 ...	100 ...	55 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	710 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.98½ ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$124 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	12 p.c
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 4⅛d.	4s. 4⅛d.	4s. 5d.
Shanghai „	6s. 0⅛d. to 6s. 1d.	6s. 1⅛d.	6s. 1⅛d.
Canton „ ...	4s. 4⅛d.	4s. 4⅛d. to 4s. 4⅝d.	4s. 4⅝d. to 4s. 4⅞d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 4⅛d.	4s. 4⅛d.	4s. 4⅛d.
Manila „	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 317	227½
„ Hong Kong	27½ to 28 dis.	—
Bar silver	Tls. 111.4.0	8½ prem.
Mexican dollars	„ 72.3.0	2 to 3 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 28 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 42 per cent. discount.
China Traders' Insurance Company, $750 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 13 per cent. premium.
Hong Kong Fire Insurance Company, $295 prem.
Union Insurance Society (new shares) $65 premium.
China and Japan Marine Insurance Company, Tls. 96 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $33 premium
Indo-Chinese Sugar Company, $94 dis.
Shanghai Steam Navigation Company, 8 per cent. prem.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8⅜d., at Hong Kong 4s. 2½d.

LATEST TELEGRAMS.

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TYPHOON AT FORMOSA.

HONG KONG, JULY 21.—A severe typhoon has occurred off the Island of Formosa.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, May 25, Vancouver (str.), from Boston, Samuel Read ; June 29, Mary Ann Wilson.

At SHANGHAI.—From London, May 29, Glenlyon (str.) ; 30, Nankin (str.) ; 31, Japan (str.) ; from Hamburg, June 4, Bellona (str.).

At MANILA.—From Cardiff, May 27, Freja ; from Liverpool, June 29, Irurac-Bat (str.) ; June 3, Trinidad.

At BATAVIA.—From France, May 30, Harrington (str.) ; from Holland, June 3, Warrior (str.) ; 5, Jan Pietersz-Koen ; from New York, May 28, Evening Star ; 30, Queen of the Seas.

At SINGAPORE.—From London, &c., July 16, Priam (str.), Eurus ; 12, Meteor ; 23, Kaisow, Joseph Dodds (str.), Glamis Castle (str.).

At PENANG.—From London, &c., July 22, Patroclus, Eastern Isles (str.).

DEPARTURES.

From HONG KONG and CANTON.—For London, June 13, Nestor (str.), cleared.

From MANILA.—For London, May 28, Rollo ; for Liverpool, 31, Aurrera (via Cadiz) ; June 6, Eliza ; for Cadiz, May 21, Vicenta ; for New York, 25, Wakefield ; 28, Springfield ; June 1, Harkaway ; 2, Adelia Carleton ; 3, Channel Queen ; for Boston, 6, Cromwell.

From SINGAPORE.—For New York, June 18, Min.

From BATAVIA.—For Holland, May 28, Dahlia ; 31, Nieuwe Waterweg ; June 1, County of Sutherland.

FREIGHTS AND CHARTERS.

(By telegram.)—Tea freights are quoted 50s. at Shanghai and Foochow, and 60s. at Canton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
May 19	Jörgen Bruhn	Newport	Singapore
„ —	Blair Athol	Plymouth	Do.
„ —	Beatrice	Newcastle, NSW	Do.
„ 20	Fiery Cross	Osaka	Falmouth
„ —	Evening Star	New York	Order
„ 21	Liguria	Buenos Ayres	Batavia
„ —	Pilgrim	Boston	Hong Kong
„ 22	Waltikka	Liverpool	Do.
„ —	Golden Spur	Cardiff	Do.
„ —	Grand Master	Liverpool	Manila
„ —	John R. Worcester	New York	Shanghai
„ —	Deogaum	Cardiff	Yokohama
„ —	Kortenaer	Rotterdam	Samarang
„ —	Adelaide	Sydney, N.S.W.	Singapore
„ —	Nevada	Cooktown	Batavia
„ —	Thor	Cardiff	Singapore
„ —	Adur	Port Walkert	Do.
„ 23	Ulva	Cardiff	Do.
„ —	Batavia	Cronstad	Amur River
„ —	Fearless	New York	Shanghai
„ —	Queen of the Seas	Do.	Batavia
„ 24	Elizabeth Dougall	Cardiff	Hong Kong
„ —	Jacoba Helena	Rotterdam	Singapore
„ —	M. A. Wilson	London	Yokohama
„ —	Lady Hincks	Algoa Bay	Singapore
„ —	Crest of the Wave	London	Do.
„ 25	Catharina	Singapore	New York
„ —	Jupiter	Cardiff	Singapore
„ 27	Sansone	Do.	Do.
„ 28	Dahlia	Batavia	Holland
„ 29	Fortune	Mauritius	Ilo Ilo
„ —	Kanagawa	Rotterdam	Batavia
„ 30	Nadeshda	Cronstad	Amur River
„ —	Truth	Sunderland	Order
„ 31	Mariner	Do.	Singapore
June 1	Nieuwe Waterweg	Batavia	Amsterdam
July 3	Osaka	Hong Kong	London

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADAMSON—On the 27nd July, at East Neuk, Blackheath, the wife of J. W. Adamson, of a son.

GRETTON—On the 28th May, at Ningpo, China, the wife of the Rev. Henry Gretton, C.M.S., of a son.

LOWCOCK—On the 31st May, at Glenealy, Hong Kong, the wife of Henry Lowcock, prematurely, of a son, who only survived his birth a few hours.

MOLLMANN—On the 31st May, at Shanghai, the wife of J. E. Mollmann, of a daughter.

WINN—On the 4th June, at Shanghai, the wife of Dr. H. H. Winn, of a daughter.

MARRIAGES.

BAYLEY—JOSEPH.—On the 26th May, at Nagasaki, by H.B.M. Consul, Marcus Flowers, and the Rev. Wilton Hack Robert John Bayley to Letitia Joseph.

MANGER—ALDER.—On the 18th July, at St. Paul's, Dalston, by the Rev. John S. Stone, M.A., John Alexander Manger, of Kingsland-road, to Julia, the only daughter of Charles Richard Amos Alder, of Grange-road, Dalston.

DEATHS.

KNIGHTS—On the 31st May, at Shanghai, after a long illness, Harriet, beloved wife of Arthur E. Knights.

MOLTINA—On the 26th May, at Kobe, of small-pox, Albert Moltina, a native of Sydney, aged 33 years.

MURRAY—On the 9th June, at Port of Spain, Trinidad, W.I., Edward Murray, of Woodbrook, aged 74, late Marshal of the Island, and for upwards of thirty-five years in the service of the colony.

POWER—On the 15th July, at Waveney Villa, Ventnor, Isle of Wight, Julius Charles Power, formerly of Hong Kong, of disease of the heart, aged 56 years.

STURZENEGGER—On the 5th June, at Deli, Sumatra, Adolf Sturzenegger, of Trogen, Canton Appenzell, Switzerland, and formerly of Singapore, aged 28 years.

HOUSE OF LORDS.

THE SAIGON CONSULATE.

(July 24th.) Lord STANLEY of ALDERLEY asked the Secretary of State for Foreign Affairs whether Her Majesty's Government intended to fill up the post of British Consul at Saigon, which was now vacant.

The Earl of DERBY said there was no information at the Foreign-office of the existence or even the probability of the vacancy assumed in the question of his noble friend. The Consul was absent on leave obtained in the early part of this year. In his absence the Consul left as his deputy a gentleman who was partner in a firm at Saigon. He was not aware whether that gentleman was a British subject, but he believed he was very well fitted to discharge the duties in the temporary absence of the Consul. He did not think there was any reason for avoiding a new appointment in the case of a vacancy.

HOUSE OT COMMONS.

THE CONSULAR SERVICE.

(July 21st.) Mr. B. COCHRANE asked the Under Secretary of State for Foreign Affairs whether, by a new regulation, Consuls serving in South America, China, or any trying climate, were permitted to count for every year of service two years towards a pension ; and, if so, why the same favour was not extended to the Diplomatic Service.

Mr. BOURKE : There is no new regulation to the effect suggested. A regulation was agreed upon between the late Secretary of State for Foreign Affairs and the Board of Treasury by which two years' service in unhealthy climates was to count as three in calculating the pensions for the Consular Service. This is in accordance with the recommendations of the Committee of the House of Commons on the Diplomatic and Consular Services. The regulation is intended to meet the case of Consular officers stationed for considerable periods at particularly unhealthy places. It was not recommended by the Committee for the Diplomatic Service, whose members are not as a rule stationed at places to which it would apply.

THE INDIA AND CHINA MAILS.

(21st.) Mr. D. JENKINS asked the Postmaster-General whether the statement in the daily press was correct as to a proposed alteration of the contract now existing between Her Majesty's Government and the P. and O. Company for the conveyance of the mails, and if so, when the conditions of such alteration would be laid upon the table of the house.

Lord J. MANNERS (the Postmaster-General) said some alterations had been made in the contract between Her Majesty's Government and the P. and O. Company, but, so far as he knew, the statements which had appeared in the daily press with regard to the nature of those alterations were altogether incorrect. The new contract was in the printer's hands, and would shortly be distributed.

(23rd.) Mr. WILLIAM HOLMS gave notice to ask the Postmaster-General if he has arranged to allow the P. and O. Company to run their steamers with the heavy portion of the Indian mails through the Suez Canal ; and, if so, to what extent the transmission of that portion of the Indian mails will be retarded : what deduction from the subsidy of £449,000 per annum is to be made on account of the permission thus granted : and, is he aware that his two predecessors in office recommended that a considerable deduction from that amount should be made in that contingency.

(24th.) In reply to the above question Lord J. MANNERS stated that by the new contract with the P. and O. Company it was arranged that the company might run their steamers with any portion of the mails through the Suez Canal. No part of the mails would be retarded in consequence ; on the contrary, there would be an acceleration for both the heavy and the light mails to the extent of twenty-fours. A deduction of £20,000 a year had been made from the subsidy on account of this change. An additional saving would be effected in consequence of no premium being paid in future, and there would be a further saving arising from the fact that payments by the company in respect of overtime would henceforth be compulsory. Altogether, the saving under the new contract would amount to about £24,000 a year.

Naval and Military.

The command of the China Squadron has been conferred upon Vice Admiral Alfred Phillips Ryder. Captain Philip H. Colomb (1870) will probably be appointed flag-captain, and Mr. Thomas H. L. Bowling, paymaster R.N. (1866), secretary. The Admiral will proceed in the Audacious, the new flag-ship, and is now at Chatham, superintending the fitting out of the vessel.—The paddle despatch-vessel Vigilant will, it is stated, be shortly commissioned for special service as tender to the Audacious.

Colonel A. Bassano, C.B., half-pay late 32nd Foot, will succeed Brevet Major W. C. O'Shaughnessy as assistant military secretary at Hong Kong, when the latter officer's staff service shall expire next month. Colonel Bassano has seen considerable service in India.

From a return, just issued, showing the whole of the dockyard transactions during the financial year 1872-73, it appears that in the Hong Kong yard the ships repaired, refitted, &c., were the Iron Duke (flag-ship), Adventure, Avon, Banterer, Barrosa, Cadmus, Curlew, Dove, Dwarf, Elk, Flamer, Hornet, Juno, Leven, Manilla, Melville, Midge, Nassau, Opossum, Orontes, Princess Charlotte, Rinaldo, Ringdove, Salamis, Sylvia, Teazer, Thalia, Thistle, and Zebra, and a number of launches, lighters, and barges. The value of the materials issued for

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these repairs was £29,593, and the wages amounted to £3,195, a total of £32,788; but the value of the materials returned was £12,564, leaving a net total of £20,224. To this, however, are to be added the incidental and establishment charges, £14,908, which brought the total for repairs, &c., in the Hong Kong yard to £35,132. Several of the above-named ships received supplies from the Shanghai yard during the year. The total cost, inclusive of incidental and establishment charges, was £468.

A scene of some interest was witnessed at the Kendal parish church on the evening of the 18th inst. being, the depositing of the Chinese imperial standard captured in the year 1841 by the 55th foot (Westmoreland regiment) from the Imperial army at the battle of Tinghae, Chusan, China, during the war of that year. Major-General Daubeney, late commanding the 55th, and other officers, were present. The Kendal rifle corps, headed by the band, preceded the standard, which was borne unfurled by Sergeant-Major Higginson, late sergeant of the 55th, and serving under the major-general in the war, and afterwards in the Crimea. The colours were affixed to the wall above a large monumental tablet to the memory of a number of officers and men of the 55th, who have fallen in action.

Lieut.-Colonel J. Sanderson, retired full pay 1st Foot, joins the Royal Foundation of the Military Knights of Windsor, vice Captain Desborough, deceased. Major P. Cahill, late 56th Regiment, has been appointed to the Lower Foundation, to fill an existing vacancy. Major Cahill served with the 49th Regiment throughout the whole of the operations in China (medal), commencing with the first taking of Chusan, and terminating with the demonstration before Nanking. He also served in the Eastern campaign of 1854, was present at the battle of the Alma and siege of Sebastopol, and was severely wounded.

The Distinguished Service Reward, vacant in consequence of Major-General Armstrong's death, has been awarded to Colonel S. F. C. Annesley, 10th Regiment. Colonel Annesley served with the 87th Foot in Ceylon during the rebellion in 1848, and with the 10th in the Indian campaign of 1857-58.

The following changes in the Medical department of the Army have been made :—Surgeon-Major A. P. Cahill, M.D., from Ceylon to England; Surgeon-Major R. M'Nab, M.D., from Hong Kong to Singapore; Surgeon-Major J. B. Baker, from Hong Kong to Singapore.

The Netherlands steam sloop Bandjermassing, three guns, Lieut.-Commandant Ehorle, from Helvoet bound for Atchin, put into Falmouth on the 20th inst. for the purpose of coaling, and proceeded the same evening via Malta and the Suez Canal.

The Victor Emmanuel, which sailed for Hong Kong on the 5th inst. arrived at St. Vincent, Cape de Verde, on the 20th inst. ; all well. It is expected she will reach the Cape of Good Hope by the 1st of September.

The Teazer, Commander H. A. Digby, from the China station, arrived at Malta on the 11th inst., ninety-eight days from Hong Kong, and twelve days from Port Said. She left on the 17th inst. for Devonport.

Brevet-Major W. C. O'Shaughnessy, who has been serving on the Staff in China, is to resume duty in the 1st battalion 12th Regiment, stationed at the Curragh.

The 57th Regiment, now stationed in Ceylon, will eventually, it is stated, be moved to India. The health of the men since their arrival out has been excellent.

Commander George Parsons, who commanded the Rinaldo, recently returned from China, has been promoted to the rank of Captain.

Miscellaneous.

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JAPAN MISSIONS.

The *Church Missionary Intelligencer* contains a Nagasaki letter from the Rev. H. Burnside, in which he gives an interesting account of the progress of his mission work. Application had been made to the Governor of Nagasaki for permission to open a mission school in the native town where, in addition to English, the Bible would be taught. His Excellency refused this permission, indicating that he did not object to the school itself, but he had decided against the religious influence which would be brought to bear on those who would attend. The project had to be abandoned for the present, but Mr. Burnside has not given up the idea. The mission premises are very much too far away from the town, and Mr. Burnside has decided, if he can raise the necessary funds, to build nearer the native town. The Rev. C. F. Warren writes from Osaka, "We in Osaka are without the protection of foreign guns, and Kobe is no better off, as the Russian gunboat *Sotol* has left for Nagasaki. The troops at present quartered here are dressed in French uniforms, but there is a sad want of discipline amongst them. I am thankful to say that we have no ground to fear that we shall need their protection."

MR. ROBERTSON'S REPORT ON YOKOHAMA TRADE.

The *Pall Mall Gazette*, in noticing Mr. Russell Robertson's report on the trade of Yokohama, says :—The sudden influx of European goods and the requirements of a foreign market some twenty years ago seems to have acted as a dissolvent element in the whole social and political constitution of Japan. Nothing, indeed, is more striking throughout the report than the evidence continually afforded of the wide reach of the influences set in motion by such commercial activity as foreigners develop wherever they found a trade in the East. The change in the cost of articles and the purchasing power of the precious metals is only among the earliest results; the first move in the great game of commerce which in this case ended in checkmating kings and arousing Eastern populations from a "sleep of a thousand years," as a Japanese Minister himself expressed it. When we read that tea—now as great a necessity to the Japanese as to the Chinese—was only introduced in 1605, and tobacco about the same time, we are disposed to ask how not only the Japanese, but all Western nations, contrived to bear the ills of life without such "necessaries" as they have since become to all the millions of the present day, to whom the deprivation of the one or the other would be almost a calamity. Wine and malt and spirituous liquors could very imperfectly supply the more gentle stimulus of tea or the soothing and sustaining influence of tobacco. Perhaps the wine and spirits and beery potations may have met the coarser wants of a less artificially nurtured body. But with our later experiences of the evil effects of the stronger potations of Northern races, we may well envy nations who find in the weakest infusion of the tea-leaf and the mildest form of tobacco all the comfort of this kind that their nature or constitution requires. And this appears to be true of by far the greatest part of the population occupying Eastern Asia, numbering probably a third of the whole of the human race. We are not debtors to the Chinese or Japanese for our tobacco, and there are many still left in Europe who think it a doubtful acquisition. But this cannot be said of tea or silk, or porcelain or lacquer ware, in all of which products these two nations are to this day unrivalled by the foremost and cleverest European workmen. We may well show some patience, therefore, if we find them slow to see all the merits of free trade and competition, and learn that, like some nearer and dearer friends, they require educating up to the higher conceptions of the Western intellect.

HONOURS TO THE LORD MAYOR AND THE SHERIFFS.—The Queen has conferred a baronetcy on the Right Hon. the Lord Mayor, Sir Andrew Lusk, and the dignity of knighthood on Messrs. Johnson and Whetham, the Sheriffs of London and Middlesex, in commemoration of the marriage of the Duke of Edinburgh and of the Czar's visit to the City. Sir Andrew Lusk, Bart., M.P., is a native of Barr, Ayrshire, where he was born in 1813. He is a merchant, shipowner, and provision dealer in the city of London, and is a director of the Imperial Bank and other companies. In 1865 he was returned to Parliament in the Liberal interest for the borough of Finsbury, which constituency he still represents. He is also a deputy-lieutenant and a justice of the peace for Middlesex. He became Lord Mayor of London in November last. Sir John Henry Johnson, one of the sheriffs of London and Middlesex, was born in 1827. He is the sole representative of the old established house of Messrs. John Johnson and Sons, of the Corn Exchange. Alderman Charles Whetham, alderman and sheriff, was born in 1812. He was elected alderman for Bridge Ward, in the city of London, in 1871, and is connected with many public companies in the City. By the honours just conferred titles are now borne by twelve out of the twenty-six members of the Court of Aldermen. In addition to Lord Mayor Lusk and Sheriff Whetham, there are Sir R. W. Carden, Sir W. A. Rose, Sir B. Phillips, Sir Thomas Gabriel, Sir J. C. Lawrence, Sir Thomas Dakin, Sir Sills Gibbons, Sir Sydney Waterlow, Sir Thomas White, and Sir Francis Truscott. This is the fourth year in succession in which the Lord Mayor has received a title, a knighthood having been conferred upon Alderman Dakin in 1871, and baronetcies upon his three successors, Aldermen Gibbons, Waterlow, and Lusk.

THE conversion of a young Japanese to Christianity is just reported from Frankfort-on-the-Maine, where he was sent by the Ambassador at Vienna to superintend and control the printing of paper money for his Government. Having already acquired a good knowledge of the German language, he became acquainted with Pastor K. von Gerlach, the garrison chaplain, and evinced such a strong desire to be initiated into the mysteries of the Christian religion that the clergyman good-naturedly offered to give him a regular course of instruction, which was gratefully accepted by the young Japanese—who is said to be the scion of a very wealthy and influential family in his native country—and which made such a deep impression on him that at his own special request he has now been publicly received into the bosom of the Germau Protestant Church. The ceremony of baptism was performed by the above-named clergyman on Sunday week at the parish church of Seckbach, a village about two miles distant from Frankfort, in the presence of the assembled parishioners, pastor Hartman and the missionary Strobel acting as his sponsors.

THE Board of Trade report on railway accidents during 1873 has been published. It appears that the total number of persons killed on railways during the year was 1,372, and the number of injured was 3,110. Of these, 160 persons killed, and 1,750 persons injured, were passengers; and the remainder, 1,212 killed, and 1,360 injured, were officers or servants of the railways companies, or trespassers, or others who met with accidents at level crossings, or from miscellaneous causes. Of the passengers, 40 were killed, and 1,522 were injured, from causes beyond their own control. The total number of passenger-journeys having been 455,272,000, it follows that the proportion of passengers killed was in round numbers 1 to 2,845,450, and of passengers injured 1 to 260,155. The report concludes with a series of suggestions for securing increased safety. They refer to the judicious selection and training of officers and servants, a thorough maintenance of permanent way, sufficient siding accommodation for goods traffic, and continuous breaks.

A RETURN relating to the Indian and Ceylon Telegraphs has just been published. It appears that the line from Ceylon coast (Talla Manaar) to Galle, is 311·75 miles in length, and that the total cost of the lines and buildings to the end of the financial year 1872-73 was Rs. 1,56,085. The line from Belgaum to Ceylon is 983·835 miles in length, and the total cost of the lines and buildings to the end of the year 1872-73 was Rs. 9,41,555. The line from Madras to Ceylon is 393·5 miles in length, and the total cost of the lines and buildings to the end of 1872-73 was Rs. 6,00,080. The line from Colombo to the Railway-station, a mile in length, cost to the end of 1872-73 £500. The receipts in India from the Ceylon Telegraph during the year ending March, 1873, were £9,370. The expenditure was: superintendence, £2,186; line maintenance, £1,486; signal offices, £3,791; repairs, £270; total, £7,733.

A REPORT on the census taken in Scotland in 1871, showing the occupations of the people, has been issued. Of the 3,360,018, which is the

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total population of Scotland, it appears that 1,468,585 followed occupations of some kind. The professional class during the ten years has increased by 2,567, and now numbers 54,198. The commercial class during the same period has increased by 31,773, its total number being 114,694. In the agricultural class, however, there was the marked decline of 102,289, the total number now being 270,008, instead of 372,247, as in 1861. This fact, says the report, "fully bears out the conclusion we arrived at, that the prosperity of our country is every year becoming more and more dependent on the prosperity of our commercial, manufacturing, and mining industries."

SHAFTESBURY PARK ESTATE, which is being formed into a township of cheap houses for the accommodation of the working classes, was publicly opened on the 18th inst. The proceedings included a meeting, at which the Earl of Shaftesbury presided, and Mr. Disraeli and Earl Granville spoke warmly in praise of the plan thus set on foot. The Premier remarked that the promoters of it have to a certain degree solved a question that has perplexed Parliament, viz., the improvement in the dwellings of the great body of the people. Shaftesbury Park is a township which in November next will contain 1,200 houses, capable of accommodating about 8,000 persons, and is situated in Battersea, near Clapham Junction Station. It is the work of the Artisans, Labourers, and General Dwellings Company, which also has estates in Liverpool, Manchester, and Birmingham.

TWO more of the City churches will shortly disappear. Workmen are now engaged in the demolition of St. Antholm Church, Watling-street. The foundation is very ancient, being the gift of the canons of St. Paul's in 1181. The church was restored under the direction of Sir Christopher Wren in 1682. Another church, the demolition of which will be commenced as soon as the necessary arrangements are completed, is that of All-Hallows, Bread-street. In this church Milton was baptised, and the register still preserves the entry of the event as follows :—The xxth daye of December, 1608, was baptised John, the sonne of John Milton, Scrivener." The font which was then used is still in the church. There is also in the church a beautifully-carved altar-piece of ancient foundation.

PROPOSED AQUARIUM AND WINTER GARDEN FOR LONDON.—A prospectus has been issued of the Royal Aquarium and Summer and Winter Garden Society, with a capital of £200,000, in shares of £5, to provide an aquarium and summer and winter garden on a freehold site facing the Houses of Parliament and Westminster Abbey. The building is to be principally of glass, forming a large conservatory and promenade surrounded by galleries, and the aquarium is intended to be the most complete yet constructed. Rooms for private concerts, lectures, &c., are also to be included, and likewise a picture and fine art gallery.

BY his will the late Lord Dalhousie has directed that all political correspondence and confidential public papers connected with his official life shall be selected and placed in a locked box by themselves. It is to be sealed up and deposited in the family charter-room at Panmure, and is not to be opened for more than one hundred years—namely, 1990. The present generation will therefore never learn all the particulars connected with the "Take care of Dowb" despatch which Lord Dalhousie, then Lord Panmure, while Secretary of War, during the Crimean war, sent out to Lord Raglan, and the existence of which document was first mentioned by Sir de Lacy Evans in the House of Commons in an after-dinner speech.

A GRAND banquet has been given by the Lord Mayor of London to a large number of gentlemen and ladies concerned in the pursuit of literature, art, music, and the drama, and the occasion brought together a picturesque assembly of English and foreign celebrities. The first special toast, "Literature and Art," was responded to by Lord Houghton, Sir Francis Grant, and M. Halanzier. "Music," represented by the prime donne of both operas, was acknowledged by the Marquis de Caux and Sir Julius Benedict. Messrs. Sala, Hynam, and Saner, of the *New York Herald*, severally responded for "English and Foreign Journalism," and Mr. Alfred Wigan for the "Drama."

THE Lord Mayor, accompanied by the Lady Mayoress and several members of the Corporation, visited Stratford in state on the 20th inst., for the purpose of opening West Ham Park as a public recreation ground. The park was purchased of Mr. John Gurney for £25,000, that gentleman and the Corporation of London each contributing £10,000 towards that amount, the remainder being made up by local subscriptions. The title-deeds having been handed to the Lord Mayor, he in turn gave them over to the managing committee, at the same time declaring, amid loud applause, that the park was open for ever.

THE Secretary of the British and Foreign Anti-Slavery Society has received a letter from a correspondent in Jeddah, which tends to confirm the representations made as to the increased briskness of the slave trade on the Red Sea. This communication says :—"All the ports on this side of the Red Sea bristle with slaves for sale, particularly Jeddah; this town supplies hundreds of homeward-bound pilgrims with (to them) the necessary article of human flesh. Abyssinians are always in demand, and the Arabs seem well able to meet it, judging from what I saw during the last pilgrim season."

DR. HERBERT VAUGHAN, the Roman Catholic Bishop of Salford, has protested against the conduct of those who have, without proof, asserted that the recent attempt to assassinate Prince Bismark was the work of his Church. Alluding to the telegrams announcing the event, Dr. Vaughan said that the whole of the telegraphic system of Europe was manipulated by Jews, "the hereditary opponents not only of the Catholic Church, but of all Christianity." They and the Freemasons, he asserted as a serious fact, were leagued together to destroy Christianity in Germany.

THE steamship *Albion*, of Leith, Captain Howling, has sailed from Aberdeen, having on board the American Expedition to Iceland. The gentlemen composing the Expedition are Mr. Cyrus W. Field, Mr. H. N. Gladstone, a younger son of the ex-Premier, Mr. Bayard Taylor, Dr. Hayes, Dr. Kneeland, Mr. M. Halstead, and Mr. Eirikr Magnusson. The cruise round Iceland and the Faroe Islands will occupy about two months, and it is intended to take part in the rejoicings on the occasion of the Danish King's visit to Iceland on the 2nd proximo.

A PROPOSAL TO TUNNEL MONT BLANC.—During the past year M. Ernest Stamm, an Alsatian engineer, devoted much time and care to the study of the question of a connection between France and Italy independently of Swiss territory. With this object the idea of tunneling Mont Blanc is advocated by him in a paper which has been read by M. Stamm before the Société Industrielle de Mulhouse. A survey proves that while Chamounix is 3,445 feet above the sea level, and Entrèves, on the south, 4,216 feet, a tunnel between the two points would not be longer, nor its gradients more difficult, than the Mont Cenis tunnel.

IT appears from a Parliamentary return that there were at the end of last year 16,820 miles of railway open in the United Kingdom. The total authorised capital amounted to £676,686,586, of which £588,320,308 was paid up. The number of passengers, exclusive of season ticket-holders, was 455,320,188. The total receipts from all sources amounted to £57,742,000, of which 55 per cent. was from goods traffic, and 41 per cent. from passenger traffic.

SEVERAL houses in the parish of St. Martin, London, having been found in a dangerous condition, the surveyor applied to the Marlborough-street Police Magistrate for an order to evict the occupiers. Some of the inhabitants, who were poor people, pleaded that they could not find lodgings elsewhere on such short notice as had been given them, but Mr. Knox said he had no power to allow them to remain in their houses, and granted the order.

THE Messageries Maritimes Company's steamer *Ara*, with the present inward mail, arrived at Marseilles on the 21st inst., at eleven A.M. She brings seventy-one passengers and a general cargo, including one hundred and fifty bales of silk, 6,440 packages of tea, and 8,000 sundries for London, which part of her cargo will be forwarded to its destination per company's steamer *Labourdonnais*, due in London on or about the 2nd proximo.

THE Eastern Telegraph Company have announced that their Vigo-Lisbon Cable has been broken by the Pacific Company's screw steamer *Chimborazo*, near Lisbon, in thirteen fathoms of water. It is anticipated that the line will be speedily re-established, and during the interruption messages for Egypt and the East will be forwarded *vid* Marseilles.

THE National Debt, it appears from an official return—funded, unfunded, and terminable annuities included—stands at the sum of £779,283,245. For the year 1857-8 the amount was £839,519,326. During the intervening period £21,026,489 has been added to the Debt, and £81,262,570 paid off, leaving a balance in our favour of £60,236,081.

A FLAX MILL at Lockinnock, in Renfrewshire, has been totally destroyed by fire. The premises were occupied by Messrs. Crawford Brothers, spinners, and were five storeys in height. About two hundred and fifty persons will be thrown out of employment. The damage is estimated at £20,000.

IT appears from the annual report for 1873 of the Scotch Fishery Board, that the number of fishing-boats in Scotland was 15,095, and of fishermen and boys, 45,594 ; and that the estimated value of the boats, nets, and lines employed in the herring and cod and ling fisheries was £1,020,828.

HER MAJESTY'S SHIPS ON THE CHINA STATION.

The following are the vessels which constitute the China squadron, according to the last issued "Navy List :"—

Ship.	Guns.	H.-power.	Captain.
Avon	4 ...	120 ...	Com. A. T. Powlett.
*Cadmus	17 ...	400 ...	Capt. W. H. Whyte.
Charybdis	17 ..	400 ...	Capt. T. E. Smith.
Curlew...	3 ...	160 ...	Com. E. J. Church.
Dwarf	4 ...	120 ...	Com. the Hon. E. S. Dawson
Elk	4 ...	120 ...	Com. R. H. Harris.
Frolic	4 ...	100 ...	Com. C. E. Buckle.
Growler	4 ...	120 ...	Com. W. Stewart.
Hart	4 ...	120 ...	Com. T. H. Royse.
Hornet	4 ...	120 ...	Com. O. S. Cameron.
Iron Duke (flag ship)...	14 ...	800 ...	Capt. W. Arthur.
Kestrel...	4 ...	100 ...	Com. C. B. Theobald.
Midge	4 ...	120 ...	Com. J. F. G. Grant.
Modeste	14 ...	350 ...	Capt. F. T. Thomson.
Mosquito	4 ...	60 ...	Lieut. R. H. Paul.
Ringdove	3 ...	160 ...	Com. U. C. Singleton.
Swinger	4 ...	60 ...	Lieut. E. A. Bolitho.
Sylvia	3 ...	150 ...	Capt. H. C. St. John.
*Teazer	4 ...	120 ...	Com. H. A. Digby.
Thalia	6 ...	400 ...	Capt. H. B. Woollcombe.
Thistle...	4 ..	120 ...	Com. F. Stirling.
Victor Emmanuel ...	2 ...	600 ...	Capt. G. H. Parkin.

* Ordered home.

The *Oriental* for July refers almost exclusively to Indian matters, as the papers, "Forty-three Years in India," "Benevolent India," "The Government of India Traffic in Spirits," and "The Capuan Fever," testify. There is a brief sketch of the labours of Mr. Trubner in the field of Oriental literature, and the usual editorial notes, which are always interesting.

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The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, JULY 27, 1874.

BARON VON RICHTHOFEN'S PROPOSED RAILWAY.

IN the *London and China Telegraph* of June 1st we placed before our readers this scheme, as propounded by its author at a meeting of the Berlin Geographical Society, but it appears to us to be set forth with greater clearness in the paper which the Baron has contributed to the July number of the *Geographical Magazine*, and we therefore take this opportunity of again calling attention to this very important matter.

"The completion of the railroad across North America," observes Baron VON RICHTHOFEN, "first suggested the "idea of direct communication between Europe and "China, the chief consuming and producing countries of "the world. In considering the question in detail, the "object is, of course, the utilisation of existing trade-"routes in combination with existing lines of railway, and "two projects have thus grown up." These are denominated the Russian and the English projects, the former uniting Nijni-Novgorod with Peking by a line past Ormsk, Tomsk, Irkutsk to Kiachta, and then across the Mongolian desert; and the latter joining the valleys of the Indus and the Ganges on the one side with Europe, and on the other with China. For various good and valid reasons Baron VON RICHTHOFEN looks upon both these projects as impracticable, and, as he remarks, neither of them would by any possibility occur to any one looking at the question *from a Chinese standpoint*. The great goal of railway enterprise is not Peking (for that city and the districts immediately surrounding it have no great commercial importance), but "that densely-populated and fertile alluvial "plain which lies beyond the eastern prolongation of the "Kuen Lun range and the lower courses of the Yang-tsze "and the Hwang-ho. . . . To the north, where the Hwang-"ho breaks out from its mountain cradle, lies the true gate "towards Central Asia," and the real key to communication with it is Si-ngan-fu. From this town there is a wide natural route leading straight into Central Asia, and this route undoubtedly offers the "best line of approach, whe-"ther for caravans or armies, as well as the best, if not the "only, site for a line of communication." This narrow tract or belt of country, "in which the towns Lan-chow-fu, Kan-chow, and Su-chow successively occur," is found to be level and fertile, and "hard by Su-chow it widens out, and "a little beyond the last great gate (Kia-yu-kwan) the "Great Wall is reached." The extreme importance of this route is clearly shown by various events in Chinese history in both ancient and modern times, and Baron VON RICHTHOFEN briefly draws attention to them. Beyond the Great Wall the road is tolerably level to the oasis of Hami, a distance of 1,560 *li*, and after that it lies through steppes. At Hami the Tien Shan range is reached, and here the road divides, the southern portion running from one oasis to another past Kashgar and Yarkand, and the northern one leading along a steppe-like country studded with wells, past Barkul to Kuldja, which was annexed by Russia in 1872. This road, which we have thus hurriedly sketched, is, we are told, "*the best natural line for a railway from* "*China to Europe*; . . . the best proof of the goodness of "the road, and the absence of any important physical diffi-"culties, is that up to the time of the recent political dis-"turbances, camels were rarely used by travellers, but "waggons were almost exclusively adhered to." The worst part of the road lies between Si-ngan-fu and Lan-chow-fu, where a lofty mountain has to be crossed, but the gradients are easy: beyond this the road is level, and there is no lack of water. The distance from Si-ngan-fu to Kuldja is 2,245 miles, and as native carts travel from point to point in eighty days, it is clear that there can be no great difficulties to be overcome, for that is their usual rate everywhere in the plains of Northern China. The road from Hami to Yarkand is shorter than that to Kuldja, "but Yarkand is situated in a regular *cul-de-sac*, and a railway line would inevitably be brought to a stand-still at that point.

Baron VON RICHTHOFEN thus sums up the advantages of the route which he advocates:—It is the most direct line of communication between China and Europe, and it enters China proper at the only point where a good road exists from the westward. Such difficulties as arise from broken and mountainous country are (as unanimous accounts tell us) conspicuous by their absence. The approach from the plains of China to Si-ngan-fu, and the road thence for a part of the way towards Lan-chow-fu, are not unaccompanied by difficulties, as the yielding *löss* soil is there met with; but, immediately on entering the thickly populated districts of China, one may look for a most profitable return for one's capital. Without wishing to be captious, we cannot but think that our writer rather underrates the difficulties presented by the Yellow River—"China's sorrow"—but we must hope that European engineers would be able to deal satisfactorily with them. One feature, we are reminded, lends supreme importance to this route, and that is the ease with which coal can be procured. In Shansi and Kansu it is found in great abundance, and on the road to Hami and from Barkul along the northern slopes of the Tien Shan it is fairly plentiful, being used as fuel at every station. All things considered, Baron VON RICHTHOFEN is of opinion that "the line is not only one favoured by nature and one of "which the importance is borne out by history, but its "direction is exactly that best suited for the object sought, "while the ease with which it can be laid down and main-"tained will render the cost of transporting goods very "moderate." He does not pretend to decide on the best route after leaving Kuldja, for there, he says, there is no knotty geographical problem to solve, and he thinks that "the direction finally chosen will probably be determined on from political considerations." Whether the line eventually joins the Russian system by either of the two routes, or "whether efforts will be made to effect a junc-"tion with M. de LESSEPS' proposed line to India, ... "these questions have but a slight importance as regards "the portion of the trans-continental line which will cross "the plateau of Central Asia, inasmuch as at the most "they can but affect its extreme western end."

THE daily papers lately published a statement referring to a proposed alteration in the P. and O. Company's contract for the conveyance of the mails. This paragraph was copied by our overland contemporaries, and our readers may have been surprised that so important an item of intelligence should have been omitted from our own columns. The reply made to Mr. D. JENKINS in the House of Commons by the Postmaster-General, at once places the rumour referred to in its proper light, and shows that the reports on the subject were incorrect. The practice we have adopted of ignoring statements which are not well founded we consider the wisest. Exceptions to this rule of course occur occasionally.

THE Parliamentary return of the number and names of the ships employed in conveying coolies from India and China to the British West Indies since the 1st of January, 1872, to the present time, has just been issued. There were fifty-nine vessels from India, with a total embarked of 27,086 coolies, out of which number 1,162 deaths occurred and 176 births. The mortality on board the ships *Humber*, *Woodburn*, *Golden Fleece*, *Hereford*, and *Kate Kellock* was heavier than that on the other ships, amounting in one case to sixty-eight deaths. The only vessel from China is the *Corona*, which took 388 immigrants to British Guiana. The *Indus* was lost on her passage.

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THE amendments to the Straits Courts Bill have been passed, but the Bill is not yet reprinted, and we therefore reserve any comments on it, and Lord STANLEY'S remarks.

THE *Gazette* notifies that Mr. R. F. MORGAN, Queen's Advocate in Ceylon, has received the honour of knighthood.

THE COINAGE OF HONG KONG AND THE STRAITS SETTLEMENTS.

From the Fourth Annual Report of the Deputy Master of the Mint, which has just been issued, we learn that among the colonial coinages executed during the past year were a coinage of the nominal value of £6,250, in silver pieces of 20c., 10c., and 5c., for the Straits Settlements, and a coinage of the nominal value of £12,000, in pieces of the same denominations, for Hong Kong. Two coinages, which the pressure of the demand for Imperial coinage has rendered it impossible for the Mint to undertake, have been placed in other hands, namely, a silver coinage of the nominal value of £8,000, in 20c., 10c., and 5c. pieces, executed by Messrs. Heaton and Sons, of Birmingham, for the Government of Hong Kong; and a copper coinage of fifty tons, in 1c., ½c., and ¼c. pieces, for the Government of the Straits Settlements, entrusted in the month of May to the Calcutta Mint. Part of the latter coinage was afterwards transferred to the colony of Labuan.

The following table exhibits the number and value of coins struck in the Royal Mint, as mentioned above :—

Denomination.		Number.		Value, nominal or real.
Straits Settlements.—Silver—20c.		33,514	...	£1,396 8 4
„ „ 10c.		216,184	...	4,503 16 8
„ „ 5c.		61,296	...	638 10 0
Hong Kong ... Silver—20c.		96,436	...	4,018 3 4
„ „ 10c.		196,987	...	4,103 17 11
„ „ 5c.		387,458	...	4,036 0 5
Total		991,875		£18,696 16 8

ASSAY OF JAPANESE COINS.

In his Report, above alluded to, Mr. C. W. Fremantle also states that in September last portions of "pyx" coins of gold and silver, and pieces from "test ingots," taken from the coinage of the Japan Mint during the year, were, by direction of the Japanese Government, forwarded to the Treasury, with a request that their Lordships would be pleased to permit test assays of them to be made by the Mint in London, and would cause a report of the results to be transmitted to Osaka. In accordance with this request, the assays were made in the Royal Mint in the month of November, and the result, which in each case gave proof of the accuracy of the work performed, was in due course communicated to Major Kinder.

THE ORDEAN STABLE.

(To the Editor of the *London and China Telegraph*,)

SIR,—On reperusal of my letter to you of the 8th inst. I must say I am surprised at the warmth of "A.B.'s" rejoinder. No person can be more grateful than I am to Lord Stanley of Alderley for the interest he takes in Straits affairs, only I should like to see his energies employed in a more useful manner to public interests. This is a matter of opinion. Had his lordship backed up the Straits Association when from 1868 to 1872 they clamoured at the doors of the Colonial-office, and obtained from Lord Kimberley then the inquiry he asks for now, Sir Harry Ord, on the spot, would have had necessary papers and witnesses round him, and the result might have tended to public justice and general advantage. Now that he is removed from the Straits, that documentary and personal evidence can be with difficulty procured, that a principal witness in his favour, probably, has been calamitously removed, the inquiry would savour less of fair play, and, upon such grounds, is, I think, objectionable.

But in writing I did not intend to create ill feeling and dissent, but rather concord, if possible. My wish was to show how all those interested in the Straits Settlements might best unite to promote the present and future prosperity of that flourishing colony, being strongly of opinion, with Archbishop Whately, that it is "useless to shiver for last year's snow."—Yours obediently,

Δ

July 22, 1874.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JULY 21.

Numerous instances having been adduced to show how the unlimited use of private signals in the merchant service interferes with those of vessels in distress or requiring the aid of a pilot, affecting the lives of the crew and safety of the ship, it seemed expedient to issue some general regulations on the subject, if possible by international agreement; but owing to the great pressure of business it has hitherto been postponed from one session to the other. It seems now, however, that the authorities are taking up the matter in earnest, and it is to be hoped it will be brought to a satisfactory solution without any further delay. The Chancery of the Empire recently sent a copy of the English Merchant Shipping Act of 1873 to the Governments of all the maritime States of Germany, with a request for their opinion if it was advisable to introduce the same code of signals as that contained in the Act, or whether it would be better to draw up a separate one for the use of the German mercantile marine. With the exception of Oldenburg, who suggested the expediency of several alterations, all the other Governments were unhesitatingly in favour of the former alternative and the adoption of the English code. In consequence of this almost unanimous expression of opinion, in which the Chancellor cordially agreed, the draft of a decree embodying the contents of the above cited Act of Parliament has now been drawn up and submitted to the Bundesrath for their approval and promulgation.

A conference of delegates from all the commercial seaport towns of Germany is convened to meet at Danzig in the beginning of next month to take into consideration the expediency of memorialising the Chancellor with regard to the introduction of a general code of maritime law, and have already sent a circular to the various Chambers of Commerce in such ports requesting them to consider the subject and send a representative prepared to give their decisive opinion. The Hamburg Chamber of Commerce has already returned an answer declining to take part in the conference, on the ground that the present is not an opportune time for pressing the Government on so important a subject. On the other hand, the majority have replied in the affirmative, and signified their intention of sending a delegate duly instructed to support the proposal.

Since I last wrote to you on the subject of the introduction of the new currency, great progress has been made, and there is now no doubt that it will become an accomplished fact on New Year's-day. During the few days that Prince Bismark spent at Berlin on his journey from Varzin to Kissengen, he insisted on the necessity of putting an end to the dreadful state of uncertainty and suspense as soon as possible, and so it was settled that the date fixed for the Prussian dominions should be the 1st of January next. This has been officially announced, though the decree has not yet been published, but there is plenty of time for that, as the law requires only three months' preliminary notice to be given, and long before the end of September the summer holidays will have come to an end, and the Emperor, Prince Bismark, and all the great officers of State, will have returned to Berlin from their travels and visits to the bathing-places, and have resumed their usual official avocations. The King of Saxony and the Duke of Brunswick have published decrees—both dated July 1—ordaining the introduction of the new currency in their respective territories on the 1st of January. Hamburg has received 50,000 marks worth of the new currency and put it in circulation, which is a great relief to the retail trade, where the scarcity of small coins for change was so severely felt that the tradesmen were put to all sorts of shifts to content their customers. In bringing this to the notice of the public the Finance Department declared their readiness to part with the new coins to the public on application as far as the amount at their disposal went, in sums of six, twelve, eighteen, and twenty-four reichsmarks for the equivalent in the old currency, and in coins of ten, five, two, and one pfennigs respectively. They further point out that the new currency is already a legal tender, but that no one is bound to receive in payment a larger amount than one mark (100 pf.) in the above-named four denominations of coin. And finally they give notice that the legal value of the coins is 7½ pfennigs for a schilling Hamburg currency, but that sums ending in half a schilling are to be reckoned at 4 pf. and one schilling are 8 pf. The whole amount at the disposal of the Finance Department was totally absorbed the first day, and ten times as much was vainly applied for.

In a former letter I informed your readers that the gold coins of the separate States of Germany lost their legal and nominal value on the 1st inst., being called in, put out of circulation, and the new gold currency given in exchange. The largest number of these were found to be the Prussian Friedericks d'Or, which always passed current at the fixed value of 5 thalers 20 silbergroschens, but now that they are shelved as money and have only value as gold the banks and dealers will not give more than 5 thalers 5 groschens for them. And here an unforeseen and peculiar difficulty has been brought to light, and will probably give rise to an Act of special legislation to redress the oversight. In some of the older provinces—especially East and West Prussia—it has been the custom from time immemorial to make out the value of landed property, houses, mortgages, and other objects either in "thalers gold" or in a certain number of "Friedricks d'or.". The latter had no fixed value till 1832, when they became a legal tender and worth 5⅓ thalers, or 17 marks of the new currency. It therefore remains to be settled at what rate the older deeds of mortgage, rent, interest, &c., of a date anterior to 1832 are to be calculated on reduction to new currency. It was formerly the custom to give and take an agio of 4 groschens for the "thaler gold," but custom and usances are not binding in law. Still, however, in fairness and equity the persons interested have some claim to be heard, as it would be very hard on them to make them suffer such a serious loss, which was certainly not contemplated by the German Parliament when they passed the new currency law, as not a word was said about it in the debates by any speaker who took part in them.

It is further officially notified that the South-German two-florin pieces cease to be a legal tender after the end of September, and will be exchanged for their equivalent in new currency till the end of the year, after which period they will only have value as raw silver at the market price of the day. The Austrian quarter-florin pieces are no longer allowed to pass current in Germany. Sixteen hundred bags of these coins, collected at the public offices at Berlin and elsewhere, have been sent hither to be melted down by the Refining Company in this city.

COMMERCIAL.

The dealings in Tea have been on a very limited scale, but the prices are steady; the only sale by importers was 625/8 chests of Congou. Rice finds an easy sale at full rates, a cargo of 21,245 bags Saigon per Aline was sold afloat before arrival. There is a brisk demand for Cassia, and a good many transactions are reported at 61 to 62 marks. Flores is also

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firmer. Pepper rules firm, with a fair amount of business; Singapore is not to be had under 68 to 69 marks, and Penang stands at 63 to 64.

SHIPPING.

ARRIVALS.—Aline, from Saigon; Anna, from Singapore.

SAILED.—Uli, to Manila; Atalanta (str.), to Singapore and China; Henriette Behn, to Hong Kong.

LOADING.—Sylvia (str.), to Singapore and China; Pallas and Varuna, for Hong Kong; Seenymphe, for Manila.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, JULY 22.

When the Cabinet of Mr. Van de Putte resigned, its organ, the *Nieuwe Rotterdamsche Courant*, advised that a Ministry should be formed by Mr. Heemskerk. This suggestion created much surprise, because it is not long since this statesman was declared by the same paper to be utterly ineligible for any ministerial post. But what was hinted is now an accomplished fact. The manager of the King's Cabinet returned from Montreux, where he met our Sovereign, and some hours later all the papers published the announcement that Mr. Heemskerk had undertaken to form a Cabinet. This quite agrees with the adventurous character of that gentleman, who most undoubtedly possesses great talent, but who does not enjoy a good political reputation. There is a suspicion that he is prepared to sacrifice anything in order to retain office. The worst, however, is that he has no majority in the Chamber. Of the whole eighty members only nine are with him through thick and thin. It needs not to be demonstrated therefore that he must seek support from other parties, and it thus is quite problematical what political colour his colleagues will be. It seems pretty certain that Mr. Weitzel, the late Minister of War, and Mr. Taalman Kip, who recently accepted the portfolio of the naval department, will retain their offices. But who will fill the other vacant seats? There are plenty of rumours, but it is of no use to repeat them. It seems very probable that Mr. Heemskerk will endeavour to engage the old Liberals to back him, and that he will not seek the support of the Clericals, either Protestants or Roman Catholics. This suggestion is based on an article of the *Nieuwe Arnhemsche Courant*, which includes upon its staff a son of the new Premier. *Tempora mutantur et nos mutamur in illes.* It is almost incredible that Mr. Heemskerk should appeal to the Liberal party, or rather to a fraction of that party. I think it is almost impossible that he can do without the aid of the Clericals, and to obtain such aid he will have to make concessions to which no Liberal will agree. But as I stated before, our political situation is thoroughly rotten, and the most improbable things may happen. It seems to me very doubtful whether Mr. Heemskerk is the right man to put matters straight.

Last week the Provincial States occupied themselves with the election of members to the First Chamber, and all the resigning members were re-elected, with the exception of one member, who went from the Lords to the Commons, and was replaced by Mr. Van Voorthuyzen, a very able man.

At Rotterdam a general meeting has been held of the members of the Society for the Welfare of the Javanese. Mr. A. Moens was in the chair, and in his opening speech said much in praise of the late Dr. H. Bosch, who has left his library to the society. You will remember that the vitality of this society has been for some time very doubtful, and the general opinion was, that this meeting would be the last. It was, however, decided that another endeavour should be made to gain the sympathy of the public. A report was read upon the education of the natives, and it was urged that further efforts should be made in this direction. The meeting approved, but the question remained how to cover the expenses, since the Government will not co-operate? Nevertheless a resolution in the sense of the report was put and carried, and in the meanwhile endeavours will be made to find the funds. The budget was approved of. There is an unfavourable balance, but the members flatter themselves that this may be covered. The Rev. J. H. Maronier and Mr. J. Van Gennep were re-elected managers of the society.

The reports from the Bourse are unimportant. There is plenty of money, but no demand for speculation. Transactions in Colonial Produce are not worth reporting, the intense heat of the weather interfering with business.

SHIPPING.

ARRIVALS.—July 14, at Texel, from Probolingo, County of Stirling; from Passaroeang, Gesina; at Flushing, from Java, Baron van Pallandt van Roosenburg; from Akyab, Ystavat; 15, at Hellevoet, from Rangoon, Gilsland; 18, at Brouwershaven, from Sourabaya, Nestor; from Rangoon, Palmas; 20, at Brouwershaven, from Batavia, County of Sutherland.

DEPARTURES.—July 15, from Texel, for Batavia, Hydrograaf, Java Packet, Cornelia; 16, from Texel, for Batavia, *via* Suez, Pontianak; for Atchin, H.M. str. Bandjermassing.

Monetary and Commercial.

The practice of signing and delivering bills of lading for cargo not actually on board of steamers, is one to be condemned as calculated to afford undue facilities to reckless trading, and the encouragement of persons of no means or responsibility to carry on a shipping business under advances. The India and China trade already has enough of this class of traders. The competition amongst brokers is no doubt keen, but to adopt such tactics is very questionable.

The suit instituted against the directors of the International Bank of Hamburg by Mr. Strack, a shareholder, for the bonus charged by them on both the London and Hamburg establishments, has been decided by the Tribunal of Commerce against the directors. Some interest was felt in the decision, and the shares fell two per cent. The quotation is now 97½ per cent.

At the meeting of the Telegraph Construction and Maintenance Company, the Chairman, Sir Daniel Gooch, M.P., congratulated the proprietors on the completion of the two large contracts for the Brazilian Submarine and the Black Sea Telegraph Company, and announced that all liability on these important works would cease after this week. He also stated that he was in favour of the formation of a trust for distributing to the proprietors the profit shares on the above contracts by means of certificates as before, and also that the *Great Eastern* would sail on the 27th inst. to lay the new cable for the Anglo-American Company.

The directors of the Globe Telegraph and Trust Company have issued their report for the year ending the 18th inst. It states that the total revenue accruing from dividends on securities, and from interest on loans, &c., amounts to £141,481 for the year, out of which £101,271 has been already distributed in interim dividends. The working expenses amount to £1,267, leaving a balance of £38,943 10s. 11d., out of which the directors now propose a distribution of 1½ per cent., or 3s. per share upon both preference and ordinary shares, making with the previous interim payments a total dividend for the year of 6 per cent. on the preference, and of 5½ per cent. on the ordinary shares, carrying forward £1,614.

The half yearly general meeting of the East and West India Dock Company has been held. The report stated that during the past six months there had been an increase of 94,771 tons in the vessels discharged, and of 54,793 tons in vessels loaded outwards. The increase extended to the shipping from all parts of the world, with the exception of the China and Ceylon trades, in which there had been a slight falling off generally. A dividend of 3 per cent., free of income tax, for the past half year was declared.

The monthly statistics issued by the Silk Association of America show the imports of manufactures of silk at the port of New York for the month of June and in the fiscal years ending June 30 to be as follows:—1867, pkgs. 17,354, value $18,343,434; 1868, pkgs. 18,793, value $17,037,749; 1869, pkgs. 22,565, value $21,335,667; 1870, pkgs. 26,034, value $23,087,129; 1871, pkgs. 33,638, value $31,629,906; 1872, pkgs. 37,724, value $34,978,026; 1873, pkgs. 32,394, value $28,401,407; 1874, pkgs. 27,887, value $22,669,653. The imports of raw silk of New York and San Francisco were:—1867, pkgs. 2,252, value $1,224,081; 1868, pkgs. 4,938, value $2,263,142; 1869, pkgs. 5,946, value $3,135,273; 1870, pkgs. 5,263, value $2,528,953; 1871, pkgs. 8,164, value $4,942,447; 1872, pkgs. 9,203, value $5,993,828; 1873, pkgs. 11,129, value $7,032,711; 1874, pkgs. 7,862, value $4,374,556.

Existing orders having been filled, the price of Bar Silver has again declined to 58⅜d. per oz., and the tendency of the market appears to be downwards. Mexican Dollars have experienced a further fall, and those lately arrived have been disposed of at 56¾d. per oz.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

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F Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

* *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8 to 8¼
25	Bank of Egypt	All	48 to 50
20	Chartered of India, Aust., and China	All	14¾ to 15¼
25	Chartered Merc. of India and China ...	All	25½ to 26½
20	City	10	14 to 15
100	Colonial	30	54 to 56
500fr.	Comptoir D'Escompte de Paris	All	560 fr.
Th.160	Deutsche	All	Th.160
£38½	Hong Kong and Shanghai	All	33 to 35
—	International Bank of Hamburg ...	—	— —
50	Imperial	15	17⅛ to 18⅛
50	London and County	20	60 to 61
50	London Joint-Stock	15	49 to 50
100	London and Westminster	20	72 to 73
25	Oriental	All	45⅛ to 46⅛
60	Union of London	15	44 to 45
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅛ to 7⅜
10	Eastern Telegraph	All	7⅛ to 8⅛
10	Great Northern	All	10⅜ to 11
25	Indo-European	All	15⅜ to 16⅛
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	27½ to 28
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 20
8	Reuter's	All	10½ to 10⅝
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4⅛ to 5
20	Globe Marine	4	1⅛ to 1 dis.
50	Home and Colonial Marine	5	2⅛ to 1⅛ dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅛ to 1⅛ pm.
10	Merchants' Marine	2	1⅛ to 1 dis.
50	North British and Mercantile	6½	27½ to 27⅞
25	Ocean Marine	5	6½ to 7 pm.
20	Thames and Mersey	2	3 to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4⅛ to 5⅛
	TEA COMPANIES.		
40	Assam	20	39 to 41
20	British Indian	All	7 to 8
10	Darjeeling	All	17 to 19
10	Eastern Assam	All	2½ to 3½
20	Lorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 14
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2⅛ dis.
50	Colonial	20	15 to 12 dis.
5	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount	7½	¼ to ⅛ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2½ to 1⅞ dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	567.50 fr.
£50	P. and O. Steam	All	55 to 57
20	Do. Do. 1867... ...	10	⅛ dis. to ⅛ pm
100	Royal Mail Steam...	60	79 to 81
400fr.	Suez Canal	—	418.75 fr.
£98	Japan Loan, 9 per cent.	All	108 to 110
98½	Do. 7 per cent....	All	96 to 98

ARTICLES OF IMPORT.

No decided alteration is observable in the Produce Markets most of the principal articles still wanting relief from the continued dull monotony, and the downward course in the value of several remains unchecked.

TEA.

There has been some excitement during the week amongst importers, who show great anxiety to sell, but buyers, seeing the weight of Tea available, play a waiting game, and have, so far, the best of it, as prices from the first sales, ex Glenartney, show a drop of 2d. to 3d. per lb. on all but finest quality, which is in small supply, and sells at comparatively good prices. Further inspection of the yield leads us to conclude that the crop is not quite equal to that of last season, and the Ningchows have been too extravagantly estimated. The first supplies of Pakling have been offered, and are disappointing in quality, but the few parcels sold, owing to the scarcity, realised very high prices, ranging from 2s. to 2s. 3d. per lb. The new make Congous, ex late arrivals, are selling at a shade better prices. Capers are selling at ruinously low rates, owing to the high cost.

Messrs. Capel and Co.'s Circular says :—In our last we alluded briefly to the arrival of the Glenartney and partial sale of her cargo at full prices for first samples on offer, especially for good medium kinds. Since then the Agamemnon and Glenfalloch have arrived, and the whole of their cargoes have been put on the market, the quantity being in excess of the requirements of the buyers, exporters operating very sparingly, whilst the trade have bought less freely than usual. The result has been a decline of fully 2d. to 3d. per lb. on the opening rates of 1s. 9d. to 1s. 10d. for good medium kinds, such now being obtainable at 1s. 6d. to 1s. 8d., fine kinds of which first sold from 1s. 11d. to 2s., are not now worth more than 1s. 9d. to 1s. 10½d. per lb., whilst finest have fairly maintained opening rates, say from 2s. 2d. to 2s. 5d. per lb., with some few superfine chops from 2s. 7d. to 2s. 10½d. per lb., the latter being chop Poh Chun. The quality of the crop we consider about equal to that of the last season, whilst the few Ning Chows, which have been seen, prove to be finer than last. Pak Lins :—A few thousand boxes arrived by Euphrates steamer from Marseilles, and were placed on the market yesterday, and sales were made of some portion of them from 2s. to 2s. 2d. per lb., the quality being inferior to first arrivals of last year. In old season's teas business has been too limited to afford subject of remark under separate heads, the chief sales being made at public auction without reserve at about previous prices. In Green Teas but little has been done, prices showing no material change. Scented Teas : Canton Capers of new import continue very dull of sale, and chiefly find buyers at public auction at low prices, leaving very heavy losses to importers. Orange Pekoes are also selling very irregularly, and at unsatisfactory prices. The market is bare of Foochow kinds, both of Caper and Orange Pekoe. Public sales of new season's Congous and Scented Teas took place on the 17th, 20th, 22nd, and 23rd inst., comprising 6,685 packages without reserve, and selling at the decline noted above in the body of the circular. The deliveries for the week as compared with last year are a follows :—

	1874. lbs.		1873. lbs.
Duty paid	2,047,000	...	2,010,000
Coastwise	562,000	...	561,000
Exports	495,000	...	389,000
	3,104,000	...	2,960,000

Messrs. James Goddard and Co.'s Circular says :—Three steamers, with new season's Moning, have arrived, and have placed on the market about 7,000,000 lbs. of Tea. The market opened with a few sales from 1s. 9d. to 1s. 11d., and one parcel at 2s. 4½d., but at the former prices particularly the dealers only bought sparingly, and a considerable drop in value immediately occurred. Since all the Teas have been seen a slightly more steady market has been apparent (with a good deal of irregularity in value), considering the quantity here and immediately to arrive. The trade throughout the country have not responded, or bought with anything like confidence. Importers have occasionally given some support by the refusal of offers, but small without reserve sales are held every day. The quality appears to be a good average one, and better than last year ; and prices, quality considered, are under last year, whilst cost price would seem to be considerably over. The quantity sold bears only a small proportion to the arrivals. Imports, deliveries, and stocks in London, from Jan. 1 to June 30 :—

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
56,107,602	44,551,359	81,478,011	80,275,576	64,128,722	53,573,346

SILK.

The market continues very quiet ; manufacturers buy for the requirements of the moment, but beyond that there is little doing. Prices are a shade easier since the public sales last month. Deliveries are satisfactory. The figures of settlements and stocks advised from China are large, and tend to unsettle things here.

The deliveries of Silk, from 1st to 22nd inclusive, have been :—China, 2,453 bales ; Canton, 508 bales ; Japan, 602 bales. Total, 3,563 bales.

COFFEE.

The market has again fluctuated, and prices have been very irregular, but with a generally improved demand at the close the intermediate reduction in Plantation Ceylon has not only been fully recovered but an advance of 2s. per cwt. is established. All ordinary and foreign descriptions have, however, been slow of sale at a further reduction of 4s. for Native Ceylon and 2s. for foreign, but a recovery of 1s. per cwt. has take place at the close. Closing prices are : Plantation Ceylon, triage 93s. to 102s., small grey to coloury 107s. to 115s., low middling grey 113s. 6d. to 117s., middling coloury 117s. 6d. to 120s., good middling to good bold 120s. 6d. to 124s., pea-berry 128s. to 130s. 6d. ; 50 tons ships and marks declared have been sold for arrival at 117s. Native Ceylon closes as follows : Brown garblings 43s. 6d. to 47s., good ditto 52s. 6d. to 54s. 6d., small 83s. 6d., good ordinary to fine ordinary 90s. to 92s., fine bold 99s., pea-berry 102s. 6d. The only sale of other East India reported consists of 500 bags good ordinary Indian Manila at 92s. per cwt.

SUGAR.

The market has remained inactive, the demand from the trade being below the supply. Towards the close, however, an improved state of the market for unstoved manufactured has induced the trade to purchase more freely, which has given a steadier tone to the market, and led to the recovery of the slight decline which has occurred during the past fortnight. For *Penang* there has been only a limited demand, and sales have been small, prices being steady. Manila has attracted little attention, and only a small business has been done at previous rates. Fine Java has been sold at a slight improvement. The sales have been as follows :—2,100 bags middling to good brown Penang at 17s. 6d. to 18s. 6d., 5,000 bags good clayed Manila at 18s. 6d., 3,500 bags low ditto at 17s., and 850 baskets fine white grainy Java at 27s. An offer of 510 bags date China was bought in at 16s. per cwt.

COIR GOODS.—The public sales on the 17th, although less extensive than the previous auctions, offered a good supply, viz., 2,229 bales 54 tons Yarn, 186 bales 2 tons Fibre, and 50 tons Rope. The bulk of the supply of Yarn consisted of good and well made qualities, which sold at full rates ; common and coarse met only a moderate demand, but former rates were realised. Good Fibre sold at firm rates. Rope was only partially disposed of. 34 tons Ceylon Yarn chiefly sold, low and ordinary at £23 5s. to £27, low modium £27 15s. to £28 5s., good to

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fine at £33 to £36 10s. Of 128 bundles Ceylon brush Fibre only a few sold at £23 10s.

COCOANUT OIL.—The demand has been limited, except for really fine Cochin, for which, being scarce, £41 has been paid; 40 tons good sold at £39 10s. Of Ceylon there have been sellers at £34 15s. to £35; at the latter price 30 tons have been sold. None has been offered by public sale.

CUTCH.—Prices are nominally steady, but there are no transactions to report.

CAMPHOR.—The demand is inactive, but stocks are very firmly held; small sales of China effected at 72s. 6d. per cwt.

COPRA.—Penang continues in short supply and in good request at £18 to £19 per ton.

COLOMBO ROOT.—Fine quality scarce and in demand.

CUBEBS AND DRAGON'S-BLOOD.—Market quiet but steady.

EBONY.—Market quiet; of 70 tons Ceylon at auction a small part only was sold at £12 15s. per ton.

ESSENTIAL OILS.—*Anniseed* has been firmer and higher, and there have been disposed of 100 cases afloat at up to 8s. 4½d., and about 40 cases on the spot at 8s. 3d. to 8s. 6d., closing at 8s. 6d. *Cassia* quiet, but firmly held. *Nutmeg* quiet; of 4 cases offered, 2 sold at 8d. *Cinnamon* scarce; 15 cases leaf offered and retired. *Citronelle* firmer; of 36 cases offered two-thirds sold at 1⅞d., and private sales at same figure. *Lemon Grass:* Very dull; nothing of consequence done.

GUMS.—*Benjamin:* Siam steady. Sumatra steady; of 173 cases offered, about two-thirds sold at £7 to £7 10s. for fair seconds, and 60s. to 62s. for good Palembang thirds. *Copal* quiet; small sales at previous value, 25 cases at auction retired. *Damar* very dull, but fairly held, rather large stocks. *Gamboge* quiet; 13 cases offered and retired.

GAMBIER, although quiet, has been steady, and business has been effected in block at 25s. to 25s. 6d. on the spot, the latter for whole bales. For arrival 400 tons have been sold, viz., 100 tons April sailing at 24s. 9d., and 300 tons June shipment at 24s. 3d. to 24s. 6d. all ex ship. In auction 275 mats fine pale free cubes have been sold at 40s. per cwt.

GALLS show a further slight improvement in price, 250 cases China having been sold at auction at 51s. 6d. to 52s. 6d. for good quality.

GALANGAL ROOT has been firm at the previous value, 20 bales having been sold at 24s. 6d. per cwt.

GUTTA-PERCHA continues dull; no business done.

HEMP.—The market for Manila has been steady, good qualities selling freely, but commoner kinds are rather slow of sale; the private sales are about 3,500 bales, including mixed quality below fair at £33 5s., fair at £34, fine Zebu at £39. At the auctions good qualities of Manila have again sold at full rates, but fair and lower kinds were dull of sale. Of 1,900 bales offered about 700 bales sold, rather mixed below fair at £33 5s., good fair at £35 15s., good at £37, fine Zebu at £39 per ton.

JAPAN WAX is in large stock, but holders are not pressing sales, and the few transactions effected have been at the previous value. Supplies in the public sales have been for the most part retired.

PEPPER.—*Black* has been firm and advancing, and about 5,000 bags have changed hands on the spot up to 7⅛d. for Singapore, and 6¾d. Penang. Afloat, holders are very firm, and about 300 tons have been sold, Singapore at 6 15-16d. to 7d.; more recently 6⅞d.; Penang at 6½d. At auction, of 1,713 bags one-third sold. *White* has also been firm and active; of 1,483 bags at auction, barely one-third sold last week at 8½d. to 8¾d. for fair to fine bright Singapore, and yesterday, at 9½d. to 9¾d., making a total advance of nearly 1d. per lb. in the week, between which prices about 1,000 bags changed hands; and 100 tons to arrive at 8¾d. up to 9¾d.; both closing dull.

PRESERVES.—In auction 34 casks China were bought in, Ginger at 6d. to 8d., Cumquats at 5d. per lb.

PLUMBAGO.—The market is still overstocked with Ceylon, but a much better demand prevails; of 1,056 barrels at public sale half sold, lump at 12s. to 18s. for middling to very good, fine bold at 21s. privately. Chips at 8s. to 11s. for middling to very good, and Dust at 7s. 6d. to 8s. 6d. good to fine.

RHUBARB.—China is firmly held at high prices. Of 119 cases offered, only a very few sold, fine at 4s., good 2s. 9d., common 6d. to 9d. per lb.

RATTANS continue very dull.

RICE.—The market has remained in a weak state, owing to the great abundance, and prices have further given way, floating cargoes being 6d. lower. On the spot old soft grain is unaltered, but new is lower. In auction 689 bags new Rangoon sold at 8s. 9d. Privately white Bengal has been sold at 9s. 9d. to 10s. 3d., Ballam at 9s. 6d. to 10s., Askoolie at 9s. 3d. to 9s. 7½d., Rangoon at 8s. 3d. to 8s. 6d., ordinary new ditto at 8s. 9d., 13,000 bags new ditto, per Irawaddy, at 8s. 10½d., Bassein at 8s. 3d. For arrival twelve floating cargoes as follows:—The Thorwaldsen, 950 tons Rangoon, March sailing, at 9s. 4½d., for Holland; the Uranos, 1,270 tons Rangoon, late March sailing, at 9s. 4½d., for the Continent; the G. B. Repetto, 750 tons Rangoon, March sailing, at 9s. 4½d., Continental terms; the Java, 1,300 tons Rangoon, late April sailing, at 9s. 9d., for London; the St. Elena, 860 tons Rangoon, due, at 9s., for the Continent; the Nanny, 600 tons Necransie, due, at 9s. 3d., for Bremen; the Axel, 525 tons Necransie, off coast, at 9s. 3d., Continental terms; the Phineas Pendleton, 1,840 tons Necransie, off coast, at 8 s. 9d., for Antwerp; the Carlisle, 1,540 tons Moulmein, off coast, at 9s. 3d.; the Hartfell, 1,740 tons Moulmein, April sailing, at 9s. 1½d., for the Continent; the Anne Bragington, 680 tons Saigon, now due, at 8s. 9d.; and the Kelso, 900 tons Saigon, off coast, at 8s. 9d., for the Continent.

SHELLS.—The monthly sales were held on the 17th inst. *Mother-o'-Pearl:* The sales embraced 22 cases Macassar retired, and 50 cases Manila, of which a small proportion sold at £10 5s. to £10 7s. 6d. for chicken and small thin but large beards; £6 2s. 6d. to £6 7s. 6d. pickings, and £4 7s. 6d. dead. *Tortoise:* Of 10 cases offered 2 only sold; fine middling and bold bright mottle sorts on the string at 24s. 6d., mixed with rather dull small 18s., being cheaper. *Ear Shells:* 205 cases, 28 bags, 13 tons loose Japan silver were all bought in, chiefly at £30 to £60 per ton. *Green Snail Shells* were dull of sale, and of 660 baskets, &c., and 11,000 loose (together 82,850 shells) about 150 baskets and 3,000 loose sold at rather low prices, good bold at 8½d. to 9d., medium 6½d. to 7½d., small 4½d. to 5d., the remainder bought in, bold at 10d. to 10½d., small to medium at 6d. to 8d. each.

SPICES.—*Cinnamon* has continued quiet. *Cassia Lignea* dull and further declined; of 450 cases at auction over half sold at 57s. to 58s. last week, and 55s. this week for good unworked. *Buds* steady. *Cloves:* Penang are scarce and firmly held; 8 cases retired. *Amboyna* firm and scarce; of 20 packages offered a few sold at 1s. 4⅝d. for fine. *Nutmegs:* Of 42 cases Penang offered 6 cases fresh sold at steady rates, 78 and 79 nuts to the lb. at 3s. 6d., 82's at 3s. 4d., the remainder 79's, import 1867, bought in above the value at 3s. 8d. Of 45 cases 4 boxes 5 casks Java 6 cases 4 boxes sold, 88's at 3s. 1d. to 3s. 2d., 130's at 3s., the remainder bought in. *Mace:* Of 25 cases Penang 17 cases sold at firmer rates, fair bold red at 3s. 3d. to 3s. 4d., ordinary at 2s. 11d., low dark and broken at 1s. 10d., the remainder good bought in at 3s. 8d., 20 boxes ordinary Java bought in at 2s. 2d.

STICKLAC.—An active demand has prevailed for Siam, and large sales have been effected, closing at an advance of 7s. 6d. per cwt., commencing at £5 5s. for fair, and rising to £5 15s. for good, the total sales reaching about 1,000 boxes, and in auction 200 boxes good free at £5 5s., block £4 12s. 6d. to £4 15s. per cwt.

SAPANWOOD.—Continues scarce and in request; of 14 tons Batavian offered 6 tons sold at £10 10s.

STAR ANNISEEDS.—There have been large arrivals, but no business is reported.

SOY.—No transactions.

SAGO.—Small is firm and saleable at 16s. to 17s. per cwt.; large steady but quiet; of 3,198 bags at public sale, 500 sold at 17s. for fine small, and 18s. for medium. *Flour* is firmly held; there are buyers of Singapore at 15s.; 446 bags Borneo retired; 25 bags Singapore, common, sold at 14s. 6d. per cwt.

STRAW BRAID.—At auction of 325 bales China offered 60 bales sold, No. 3 quality (mottle) at £6 10s.

TOBACCO.—1,008 bales Japan Leaf chiefly sold at 5d. to 8d., 525 bales Japan damaged at 3d. to 7½d., 224 bales China 3¾d. to 7½d., 24 bales China damaged 6½d. to 6¾d.

TAPIOCA has been quiet, and is slightly easier; 1,045 bags flake sold at 1⅝d. to 1⅞d. per lb. for middling Penang, and 2⅛d. to 2⅜d. good bright Singapore; also 707 bags Pearl mostly sold, Bullets at 21s., being 1s. cheaper; large medium 22s. 6d.; small medium 21s. 6d., being steady. *Flour* steady: 200 bags retired.

TIN.—Business continues very dull, and prices show a further decline. Quotations are, Straits on the spot and afloat £95, Banca £100, Billiton £96 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Business in this market since the 17th inst. has again been of almost a retail character, but there has been little variation in prices, producers in most cases having steadily maintained their quotations. At the close quietness is still the prevailing feature in the market, buyers offering very sparingly. For the better descriptions of Goods and Yarns sellers maintain their full demands, but in the lower qualities a pressure to sell is apparent, and in these quotations may be considered almost nominal.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	12	14	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	5s. 7½d. 5s. 9d.	6s. 0d. 6s. 4½d.	6s. 7½d. 6s. 9d.	6s. 10½d. 7s. 0d.	7s. 9d. --	8s. 1½d. —	8s. 3d. 8s. 7½d.	8s. 1½d. —

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	23	28	31	34
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 4½d. 9s. 6d.	9s. 7½d. —	11s. 3d. —	11s. 4½d. —	10s. 1½d. —	11s. 7½d. —	6s. 4½d. 6s. 6d.	7s. 4½d. 7s. 6d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	13 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 4½d. 7s. 6d.	8s. 4½d. 8s. 10½d.	9s. 9d. 11s. 0d.	12s. 3d. 12s. 6d.	10s. 0d. 10s. 3d.	11s. 3d. 12s. 3d.	12s. 7½d. 13s. 6d.	14s. 0d. 14s. 6d.

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	18×18
Price	5s. 3d. 5s. 6d.	5s. 4½d. 5s. 7½d.	6s. 1½d. 6s. 4½d.	6s. 3d. 6s. 10½d.	6s. 9d. 7s. 7½d.	7s. 9d. 8s. 7½d.	8s. 0d. 8s. 10½d.	

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	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 4½	—
Maddapollams	3 3	—
Long Cloths	9 1½	—
White Spot Shirtings (nominal)	10 6	—
,, Brocade do.	10 7½	—
,, Damasks do.	18 9	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½ to 1 1	
,, do. Nos. 28-32	1 0½ to 1 2	
,, do. No. 40 (mock)	1 0½ to 1 2½	
,, (Mule Twist), No. 40	1 0½ to 1 2½	
,, do. No. 30	0 11 to 1 0½	

METALS.

IRON.—Welsh: Rails, £7 10s. to £8. Bars, £9 to £10. Staffordshire Best: Bars, £9 15s. to £10 5s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 5s. to £5 10s.; wedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and §in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 8d. to 8½d.; Sheathing and Rods, 8d. to 8¼. per lb.

TIN.—English Refined, £100. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 28s. 6d. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £21 5s. to £21 7s. 6d. Spanish soft, ex ship, £20 5s. to £21; Sheet, £22 10s.; Shot (kegs extra), £26; White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £21 10s. to £22.

QUICKSILVER.—In bottles of 75 lbs. each, £19 15s. to £20.

Messrs. French and Smith report:—Business continues inactive; Iron unchanged, Copper firmer, Lead steady, Quicksilver, higher prices are asked.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 13	Carlisle	—	Rangoon, for Bremen.	Off Hastings
19	Furness Abbey	Hall	Akyab	Liverpool
15	Ystavat	Blom	Do.	Antwerp
	Anna Dorothea	Schutt	Hong Kong	New York
21	Bedfordshire	Williams	Rangoon	Liverpool
	Memnon	Baker	Zebu	San Francisco
17	Phineas Pendleton	Nicol	Akyab	Falmouth
17	Axel	Bergshom	Do.	Do.
23	Northumbria	Elliott	Rangoon	London
14	Gesina	Mulder	Pasaroeang	Texel
15	Gilsland	Read	Rangoon	Helvoet
23	City of Foochow	Tai	Java	Clyde
	August	Rus	Hong Kong	New York
18	Glenfalloch (s.)	McBain	Nagasaki & Hankow	London
18	Francisco Calderon (s.)	Burch	Hong Kong	Do.
	G. R. Repetto	Carbone	Rangoon	Queenstown
16	Carl Ritter	Larsen	Do.	Bremerhaven
16	Kale	Geerken	Do.	Do.
20	Felixtowe	Black	Saigon	Falmouth
20	Lightning	Cameron	Rangoon	Do.
20	Libertas	Lucovich	Do.	Do.
19	Kilsyth	Watson	Java	Liverpool
18	Palamos	Card	Rangoon	Brouwershaven
Jun. 28	Malay	Cleugh	Hong Kong	San Francisco
July 2	Harwich	Dickson	Singapore	Boston
	Miako	Anderson	Manila	New York
21	Stavanger	Towning	Akyab	London
21	Shand	Sangster	Rangoon	Do.
23	Titan	Berry	Akyab	Do.
22	Glenaros	Matthews	Philippines	Do.
21	Oceano	Miller	Akyab	Falmouth
16	Anna	Eisenmenger	Singapore	Hamburg
18	Amaranth	—	Rangoon	Cuxhaven
	Jonge Cornelis	von Lindern	Padang	New York
22	Adelina	Mazzarino	Samarang	London
22	Shakespeare	Jorgensen	Rangoon, for Hamburg	Off Deal
23	Hong Kong (s.)	Symington	Hong Kong	London
20	Cnty. of Sutherland (s.)	—	Batavia	Brouwershaven
23	Langstone	Mitchelle	Ceylon	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 17	Eme	Sproule	Batavia and Sourabaya	London
16	Bombay	Work	Singapore	Cardiff
17	Cutwater	—	Do.	Liverpool
18	Paris (s.)	Barclay	Singapore, China, &c.	London
16	Gold Hunter	—	Singapore	Penarth
17	Excel	Thomas	Galle	Swansea
15	Uli	de Goitia	Manila	Cuxhaven
	Bali	—	Sourabaya	Shields
	Palembang (s.)	—	Batavia	Rotterdam
18	Lochleven Castle	Barlow	Singapore	Cardiff
18	Stanley	Littlehailes	Do.	Sunderland
20	India	—	Batavia	Shields
19	Johan Smidt	Rokah	Singapore	Sunderland
17	Henriette Behn	Wupper	Hong Kong	Hamburg
17	Somerset (s.)	Morris	Singapore	Glasgow
18	Hope	Cromar	Do.	Greenock
21	GerardPieterServatius	—	Sourabaya	Newcastle

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
July 17 ...	Braemar Castle	... China & Singapore.	... London
6 ...	Sumatra	... Java	... Liverpool
9 ...	Aurora	... Philippines	... —
17 ...	Glenfinlas	... Glasgow	... Singp., China, &c.
17 ...	Charles Albert	... London	... Singapore & Japan
17 ...	Gordon Castle	... Hankow	... London
21 ...	Mazeppa	... Galle, &c.	... Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenartney. For Penang, Singapore, Hong Kong, and Shanghai: Hankow, Hong Kong. For Colombo, &c.: Viceroy, Colombo, Navarino.

SAILING VESSELS.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Velocity, Omba, Agnes Muir. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Celaena. For Colombo: Letty Gales, Scawfell, Lisle.

At LIVERPOOL.—For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Ulysses (str.). For Singapore and Manila: Emiliano (str.). For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Ragnar.

At GLASGOW.—For Singapore: Brisbane (str.). For Manila and Ilo Ilo: Saleta.

SPOKEN.

P. N. G. H. (Dutch), Flushing to Batavia, June 9, 2 N., 29 W.
SUSAN A. BLAISDELL (barq.), New York to Java, June 2, 3 S., 26 W.
W. V. J. N. (barq.), Greenock to Singapore, July 12, 55 N., 11 W.
SALATIGA, Cardiff to Singapore, June 8, 8 N., 26 W.
EVERHARD, Newcastle to Hong Kong, in the China seas.
P. M. N. Q. (Dutch ship), Bali Straits to Amsterdam, June 13, 23 W.
JAVA PACKET, Amsterdam to Batavia, July 20, 48 N., 7 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are without material alteration since our last report, and rates rule as quoted below. There are orders in the markets for homeward charters from Manila and the rice ports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s meast. To Hiogo: 75s. weight, 70s. meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore and Penang: 50s. weight, 45s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Java Ports: 85s. weight, 80s. meast. No direct steamer on the berth.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Hong Kong: 35s. weight, 22s. 6d. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £32, f.c. To Penang: £31, f.c. To Batavia, per ton: 27s. 6d.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 26s. To Galle: 23s. To Manila: 26s. To Batavia: 27s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s.

CASUALTIES.

ADEN, JULY 18, 5.25 P.M.—The Glenearn (str.), from China to London, with tea, put in here, to-day, in tow of Mongue (?) (British trading steamer), having lost four blades of her propeller; damage can be repaired here.

[ANOTHER TELEGRAM].—The Glenearn (str.), has arrived with propeller blades broken; probable detention four days.

FOOCHOW-FOO, JULY — [Hong Kong, July 18, 4.30 P.M.].—Very little cargo has been saved ex Canton (str.), from this port to London, which was lost, July 7, on Min reef. The vessel has been sold as she lies, with her cargo in her, for $1,950.

NAGASAKI, JULY 18, 3.20 P.M.—The Estepona (str.), of London, from Hiogo to this port, struck at Yokohama; cargo not damaged. The vessel must dock for repairs, but they cannot be effected here. She has been surveyed, and it was recommended that she should proceed to Shanghai.

SHIELDS, JULY 20.—The Stanley (barque), Littlehailes, of and from Sunderland, for Penang, with coal, got aground on Filey Brigg, yesterday, but soon got off; the vessel, which was found to be making about twelve inches of water per hour, the water gaining on the pumps, was taken in tow by the Jubilee (str.), of London, which assisted her in here.

MISCELLANEOUS.

At TABLE BAY.—June 19, Trident, Henricks, and sailed for Batavia.

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—July 23, at London, from Colombo, Lile; 22, at Falmouth from Rangoon, Estrella; 23, from Akyab, Castlemaine; off Falmouth, from Saigon, for Schiedam, August Frederik;—at Queenstown, from Akyab, Marianna Carlotta; 21, at Texel, from Rangoon, Thorwaldsen; 24, off the Wight, from China, Cawdor Castle (str.); at London, from Colombo, &c., Othello (str.); 21, at Texel, from Saigon, Kelso; at San Francisco, from Hong Kong, Oracle.

DEPARTURES.—July 22, from Sunderland, for Singapore, Campsie Glen.

SPOKEN.—John Milton, London to Japan, June 6, 7 N., 24 W., 24 days out; Californie (Dutch barq.), Amsterdam to Sourabaya, June 7, 7 N., 24 W.; Lady Louisa (barque), Cardiff to Shanghai, May 27, 14 S.; 31 W.; Telenak (ship of Amsterdam), for Batavia, July 18, 49 N., 8 W.; Oceaan, Amsterdam to Batavia, June 9, 2 N., 29 W.

MISCELLANEOUS.—At Mauritius, May 30, Ferdinand and Louis, Otto; from Batavia, Utrecht, Moller; from Batavia, June 8, Diane, Mahe; from Singapore, 11, Hope, Robson; from Colombo, 15, Fenelon (str.), Le Boucher; from Singapore, May 30, Scotia, Steer, and sailed same day for Galle; St. Luce, Odin, and sailed for Anjer June 20; Fleetwood, Bogle, and sailed for Batavia. At Aden, John Bramhall (str.), from Java, and sailed July 18, for Rotterdam. At Port Said, July 23, John Tennant (str.), from London, for Colombo.

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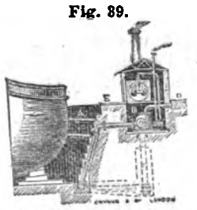
GWYNNE and Co., Hydraulic and Mechanical Engineers,

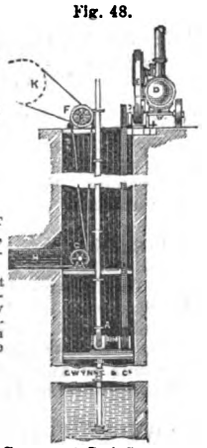
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



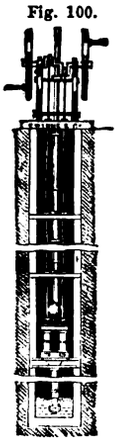
WYNNE & Co.'s PATENT PUMPING MACHINERY, S APPLIED TO EMPTYING DOCKS.
he whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



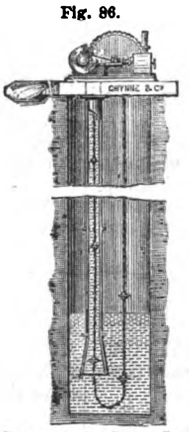
GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



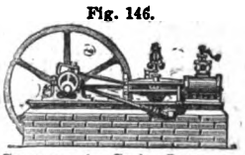
GWYNNE & Co.'s IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved systems.

Fig. 86.



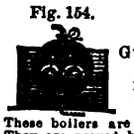
GWYNNE & Co.'s IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & Co.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.

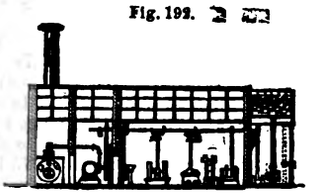


GWYNNE & Co.' IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

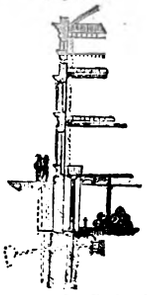
GWYNNE & Co.'s IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



GWYNNE & Co.'s IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.

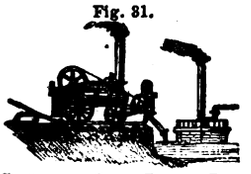


GWYNNE & Co.'s IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.

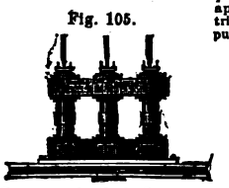
GWYNNE & Co.'s BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & Co.'s PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & Co.'s IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & Co.'s IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

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Reserve Fund, $1,000,000.
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BANKERS—London and County Bank.
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	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	,, ,,	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, July 2, 16, & 30, at 2 P.M., and every alternate Thursday.	Friday morning, July 10, 24, & Aug. 7, and every alternate Friday.	Monday, July 13, 27, & Aug. 10, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, July 2 & 30, at 2 P.M., and every fourth Thursday.	Friday morning, July 10 & Aug. 7, and every fourth Friday.	Monday, July 13 & Aug. 10, at 5 A.M., and every fourth Monday.

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

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Amazone ...	August 2	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	August 16		
Iracuaddy ...	August 30		
Hoogly ...	Sept. 13		
Peiho ...	Sept. 27		

The Steamers of the 2nd and 30th August and 27th Sept. connect at Aden with the Steamers for Reunion and Mauritius.

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For Alexandria and Naples ... Every Thursday (noon).
,, Constantinople ... ... ,, Saturday, 5 P.M.
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The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,106	330	July 29
Glenfalloch	100 A1	2,126	275	Aug. 25
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glencagles	100 A1	2,130	330	New boat
Glenfinlas	100 A1	2,120	330	To follow

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Yokohama & Hiogo	Evelyn	A1 13 yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

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Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong..	Invincible.	A1 13 yr.	657	S.W.I.	Aug. 5
Shanghai ...	Velocity ...	A1 14 yr.	491	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Tamesa	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; last shipping day, 10th August; the favourite full-powered screw steamer HONG KONG, 100 A1, 1,321 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

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All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Glenartney, s.s. ...	2,106	McGregor, Gow & Co.	July 30
Celæno	702	Wright Bros. & Co.	July 30
Cawdor Castle, s.s. ...	2,182	Thos. Skinner & Co.	Aug. 5
Hong Kong, s.s. ...	1 315	Norris & Joyner...	Aug. 7
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Aug. 15
LIVERPOOL.			
Ulysses, s.s. ...	1,520	Alfred Holt ...	Aug. 8
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Aug. —
Brisbane, s.s. ...	1,500	,, ,,	Aug. —

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COMMISSION MERCHANT & GENERAL AGENT

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JAPAN.

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Special Agents for the *LONDON AND CHINA EXPRESS.*

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 570.] LONDON, TUESDAY, AUGUST 4, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 3.
JAPAN—Yokohama	May 1	June 13	June 19*
Yedo			
Osaka and Hiogo	April 24	„ 12	„ 16*
Hakodadi			
Nagasaki	„ 17	„ 4	„ 12*
CHINA—Peking	—	—	„ 3
Tien-tsin	—	—	„ 5
Chefoo	—	—	„ 7
New-chwang			
Hankow	„ 17	„ 3	„ 10
Kiu-kiang	—	—	„ 10
Chin-kiang			
Shanghai	May 1	„ 10	„ 14
Ningpo	—	—	„ 12
Foochow	„ 1	„ 9	„ 14
Formosa	—	—	„ 15
Amoy	—	—	„ 16
Swatow	—	—	„ 17
Hong Kong	„ 8	„ 14	„ 20
Canton	—	—	„ 18
Macao	—	—	„ 19
PHILIPPINES—			
Manila	April 24	May 30	„ 8
COCHIN-CHINA			
Saigon	May 8	June 10	„ 22
SIAM — Bangkok	„ 8	„ 18	„ 21
BORNEO—			
Labuan	—	—	„ 20
Sarawak	—	—	„ 23
JAVA — Batavia	„ 15	„ 17	„ 22
Samarang	—	—	„ 17
Sourabaya	—	—	„ 22
MALACCA STRAITS—			
Singapore	„ 29	„ 27	„ 28
Penang	„ 29	„ 25	„ 30
CEYLON—			
Galle	June 12	July 5	July 8
Colombo	—	—	„ 16

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.,

The P. and O. and Pacific mails, with advices dated as above, were delivered, *via* Brindisi and San Francisco respectively, yesterday, their due date. The next inward (French) mail, with dates Yokohama, 17th; Shanghai, 21st; Hong Kong, 27th June; Singapore, 6th July, which is due, *via* Marseilles, on Monday next, the 10th inst., left Suez on the 30th ult., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail per P. and O. steamers *Simla*, to Brindisi and Venice, and *Zambesi*, to Southampton.—Lists not to hand.

PASSENGERS OUTWARD.

Per French steamer *Amazone*, Aug. 2 (booked from London).—To Yokohama: Mr. Raynoli, Mr. Bresciani, Mrs. Elena Perrey, Mr. Chener, Mr. Chibert. To Shanghai: Mr. and Mrs. Hall, Mr. McLeod. To Hong Kong: Mr. Ringer. To Galle: Mr. Herring, Mr. Forsyth, Mr. Delmege, Mr. Metcalfe, Mr. Y. Plorach. To Batavia: Mr. Derre.

Per French steamer *Ava*, Aug. 16 (booked from London).—To Singapore: Mr. and Mrs. Genu and child, Mr. Pedro Torra, Mr. Marsh.

Per French steamer *Irawaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh. To Galle: Mr. Ridley.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Hong Kong: Mr. J. Campbell, Mrs. Campbell. To Singapore: Mrs. M. C. Evans.

Per P. and O. steamer *Simla*, from Venice, Aug. 7.—To Shanghai: Mr. J. A. Spoor.

Per P. and O. steamer *Mongolia*, from Southampton, Aug. 13.—To Singapore: Mr. J. Y. Kenneday.

Per P. and O. steamer *Nizam*, from Southampton, Aug. 20.—To Shanghai: Six gentlemen.

Per P. and O. steamer *Khira*, from Southampton, Aug. 27.—To Ceylon: Mr. C. J. D. A. Cole.

Per P. and O. steamer from Southampton, Sept. 10.—To Singapore: Mr. J. W. Withan. To Ceylon: Mr. R. W. D. Moir.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 10th June; and by the Pacific mail we have nine days later news, viz., to the 19th June; the French mail from London April 24 arrived out on the 8th June, and the following P. and O. mail of May 1 was received on the 13th June. The *Japan Herald* supplies the following items of intelligence:—

News of the Formosan expedition reaches here in a fitful and fragmentary manner, and we have been disappointed by the non-receipt of reliable intelligence from our correspondent on the spot. One thing, however, is certain, that the Japanese Government have either been deceived itself, or else has wilfully deceived the public, when it asserted that the Chinese Government were favourable to the expedition, as it now appears that so far from such being the case that the Chinese have demanded the evacuation of the island by the Japanese, thus verifying our own predictions. The Chinese are said to have 11,000 troops in Formosa. The Japanese Government have brought a suit against the P.M.S.S. Company, claiming $10,250 damages, in consequence of the withdrawal of the *New York* from the Formosan expedition.

We regret to have to announce the deaths of Mrs. Pennock, wife of Admiral Pennock, U.S.N., and of Mr. Albert de Groote, the eldest son of the Belgian Minister to this country, who was killed by the accidental discharge of his pistol. It appears that the unfortunate young gentleman was in his bedroom going to change his attire, and for that purpose proceeded to open a drawer containing a loaded revolver. By some unlucky mischance, the act of opening the drawer caused the hammer of the revolver to discharge the weapen, the muzzle of which was pointed towards M. De Groote, who received the bullet in his heart. He appears to have fallen back, and expired instantly.

It is understood that negotiations have so far progressed favourably that the Japanese are about to permit of foreigners travelling in the interior under a system of passports and sureties.

The annual meeting of the Swiss Rifle Club has taken place with the usual *éclat*. Several cricket matches have also been held.

An inquiry into the late outrage at the British Legation has taken place, but no decision has as yet been arrived at.

In the rifle match betwixt Hong Kong, Yokohama, and Shanghai, the results were as follows:—Hong Kong, 996; Yokohama, 974; Shanghai, 894 points.

As a mark of the march of intellect in Japan, we note that a Japanese *Punch* has been started in Tokio.

The import markets continue in a perfectly stagnant state. In silk little is doing, but an unusually large business had been transacted in tea.

The following summary of news is from the *Japan Mail*:—

The Formosan Expedition is the great subject of discussion

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and speculation. What seems abundantly clear is that the Japanese have shown great spirit over their work, and have found the Chinese settlers and half-castes, and even many of the savage tribes in Formosa, entirely on their side and desirous that the Bootan tribe should be punished if not exterminated. All accounts unite to prove that these savages are brutal and ferocious in a high degree. It was they who have murdered English, American and Japanese shipwrecked crews whenever ill fortune has cast them on their shores; they are a terror to all the other tribes, and appear to be the common enemies of mankind. It is not easy to see why, if punishment is to be dealt out to them for an actual offence, it should not be of a nature to prevent any possible repetition of it. The right to life is forfeited when that life is employed on every possible occasion to deprive others of a like possession, and on these grounds no one can blame the Japanese, or wish the expedition otherwise than well. Nor can the position of the Chinese extort any sympathy. They have invariably replied to any remonstrances made by the European Powers on the occasion of these shipwrecks and subsequent outrages, that they could not control these savages, claiming that though in their dominions they were not subject to their jurisdiction. But surely some responsibility attaches to the Peking Cabinet in respect of the existence of such a tribe within its dominions and on its shores, of which this tribe is the terror. A supine government may feel itself infinitely annoyed by the existence of such a horde of wretches within its gates, and may claim that all its efforts to reduce or exterminate them have been in vain. But it may be replied that what the Japanese can do the Chinese can and ought themselves to do, and the failure on the one side to undertake the duty throws the obligation of doing it on to the other side. Life must be paid for with life, and if the rightful officer refuses to demand and extort it, society steps in, sweeps away excuses, and itself executes justice. But the Chinese at present refuse to see the matter in this light. They say that no reparation for past outrages was demanded at Peking, that no intimation of the intention of the Japanese Government was made to the Chinese Cabinet, that they claim every foot of ground in Formosa, and entirely dispute the right of the Japanese to chastise offenders within their dominions. They quote Vattel against the Japanese, and repudiate all knowledge of any negotiations at Peking which would justify the expedition, and thus the matter stands at this moment.

The Japanese, unfortunately, are so far weak in the legality of their acts that they did not frankly represent their views at Peking at the time of Soyejima's embassy. The question was indeed asked whether the Chinese claimed jurisdiction over the whole of Formosa, and whether they held themselves responsible for the acts of the aborigines, and this was answered in the negative—the latter part of the question at all events. The question and answer, however, did not pass between the Ministers on either side, but casually between the interpreter on the one side and the secretary on the other. No record was made of them, and the Chinese refuse altogether to acknowledge the validity of so informal a proceeding. Nor can it be doubted that the act of the Japanese is both a violation of international law—which it is somewhat amusing to find the Chinese and Japanese referring to—and of the treaty recently concluded between the two Empires. It may also be remarked that the moral grounds on which the act of the Japanese might be justified, were they well founded, disappear before the fact that but for the Saga insurrection we should have had no Formosa Expedition, and no pretensions on the part of the Japanese to act as the police of the world in this quarter. The Japanese must learn that international law has its basis in principle, and is not to be made the justification of acts of mere expediency; and it is expected that they will have to pay dearly for the lesson.

The Chinese have demanded the intervention of the American Consul in order to prevent any further assistance being given by Americans to the Japanese, and the Consul has ordered United States citizens to withdraw from the Expedition, though it may be greatly doubted whether this order will be obeyed, although forfeiture of the protection of the American Government is the penalty of disobedience.

The negotiations for the admission of foreigners into the interior have advanced considerably during the past month, and there is reason to hope that arrangements to this effect will shortly be arrived at with the representatives of the Treaty Powers upon a satisfactory basis.

An entertainment was given on the 3rd June by Hatakeyama, chief director of the Kai-sei-gakko, or Imperial College, to the foreigners connected with the educational department.

The quantity of tea shipped hitherto this season and now awaiting shipment, largely exceeds the production of any former season to the same date. The promise of the crop, both in regard to quantity and quality, is reported to be excellent.

A return cricket match between the "Services" and the "Civilians" was played on the 11th inst. The "Services" won in the first innings by four runs.

NAGASAKI.

Our advices extend to the 12th June. The P. and O. mail from London April 17 arrived out on the 4th June. The following summary of news is from the *Rising Sun*, under which title the *Nagasaki Express* will appear for the future:—

The expedition sent by the Japanese has commenced work in downright earnest. The troops have been landed, and some fighting has taken place. Captain Smith, who navigated the steamer *Meiku-maru* to Formosa, has returned, and he says that the natives commenced the fighting by shooting a Japanese soldier. From his account it appears that a number of the Japanese were strolling inland a short distance, when they observed three men whom they took to be Chinese. The men beckoned to them, so three left their comrades, and went for the purpose of ascertaining what the presumed Chinamen wanted. On arriving close the natives picked up some old matchlocks, and fired at them, shooting one man through the body, killing him on the spot. The ear of another was shot off by a square bullet or slug, so he had a very narrow escape of his life. The other made the best use of his legs and joined his countrymen, who were but a very short distance off. As soon as the Japanese soldier fell the Formosans rushed forward and severed his head from his body in an instant, and then retreated with it. The whole affair was executed so suddenly and took the Japanese so by surprise that the natives got away without the least difficulty. A day or so afterwards the Japanese attacked a village about two or three miles from the shore and killed all the male natives they came across, but spared the women and children, which is a piece of humanity that deserves to be recognised, for the horrors of war are enhanced a hundred fold by the slaughter of helpless women and children. The lamentations of the women for the loss of their husbands, fathers, and brothers are represented to have been pitiable in the extreme. Capt. Smith states that when he left there were two Japanese men-of-war in the bay and the British gun-vessel *Hornet*, and also a Chinese man-of-war. The Chinese Admiral has left word with the representatives of his country to assist the Japanese as much as possible; and the Japanese themselves are arming the Chinese with weapons taken from the natives, such as old matchlocks, bows and arrows, spears, long knives fixed on the end of long poles, &c.

The Formosans are described as being slim built men, resembling the Chinese in appearance, and their heads are adorned with long tails. They are reported to have very extensive cities in the interior, some walled in; and Captain Smith thinks that the Japanese will proceed inland and destroy all the towns and cities they come across. With regard to the Chinese he says they seem to be principally bent upon making dollars, as they charge most extortionate prices for the use of their boats—Chinamen all over.

The following letter has been sent to us by a correspondent:—

According to promise I send you a few lines relative to the state of affairs here. I left Nagasaki on the 17th of May in the s.s. *Takasago-maru* (late *Delta*), which vessel also conveyed General Saigo. On the morning of the 22nd the *Takasago-maru* arrived at Sailio, which is situated on the southern part of Formosa, after a pleasant and safe passage of four-and-a-half days. When we arrived at Sailio Bay we found there H.I.J.M.'s corvette *Nissin-kan*, steamers *Meiko-maru*, *Yuko-maru*, *Nikuni-maru*, and also an English gunboat. About 8 A.M. on the same day the Japanese gunboat *Mo-sun-kan* arrived from Amoy; and at ten o'clock a Chinese frigate and gunboat came in from Taiwan-fu, and half-an-hour afterwards the steamer *Sailo-maru* (late *Shaftesbury*) put in an appearance. The country appears to be fertile and of rather a sandy nature; very little is cultivated. The villages close to the shore consist of some 400 or 500 houses, and the natives do not appear to be so very savage and fierce; in fact, they are perfectly willing to work for us for payment. The day before we arrived, 21st, the wild tribes from the mountains, who are very fierce and savage, fired upon and killed one of our spies. This was the beginning of hostilities. On the 22nd our troops marched over the mountains a distance of about two Japanese miles, and attacked the savages, killing a large number and burning their houses, after which they retired, taking with them as trophies a quantity of fire-arms, bows and arrows, spears, &c. The killed and wounded on our side were seven.

The *Cadmus* has arrived here from Shanghai in a very leaky condition, one of the pumps having to be kept going continually. The reason of the leak was on account of the wood round the brine pipe being decayed. Upon her arrival salutes were exchanged with the Government Fort. She is bound for Yokohama, and will proceed home from that port. The Admiral, Sir F. A. Shadwell, will transfer himself and suite on board of the *Iron Duke*.

Sir F. A. Shadwell, the British Admiral, has paid the Seamen's Club a visit, and expressed his satisfaction of the arrangements. He remarked that such institutions should be supported, and as soon as he returned in the *Iron Duke* he would not only subscribe but would also get up a subscription list, which he was prevented from doing at once on account of his early departure. He made minute enquiries as to the state of the funds, and the principles upon which the Club is to be conducted. And while approving of the latter expressed a hope that the funds would soon be increased.

A steam tug has been launched from the yard of Messrs. J. F. Mitchell and Co., at Namenohira. She is called the *Border Chief*.

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CHINA.

SHANGHAI.

The present mail brings advices from this port to the 14th June; the P. and O. mail from London May 1 arrived out on the 10th June. The following summary of news is from the *North China Herald*:—

A special meeting of ratepayers has been held, to discuss certain proposals that could not be conveniently brought up at the annual meeting held last month. In the first place, the desirability of revising the Land Regulations was admitted; and Messrs. Iveson, Keswick, Little, Kingsmill, Paterson, Seligmann, Webb, Forbes, and Heyden were appointed by the Chairman a committee for the purpose. The two resolutions brought forward by Mr. Carter against proxy voting were carried, the first without division, the second by a majority of two to one. The two were indeed nearly alternative; the second completely meets the case, but the first was necessary in case the second had been rejected, though the acceptance of the second was a natural consequence of the first. As it is, the ratepayers have now expressed a clear opinion adverse to the admission at public meetings of proxies of ratepayers present in Shanghai, and have asked the insertion of a short phrase in the Land Regulations defining this principle. Most people hold that these already express the intention; but the confusion of arrangement and indistinctness of expression in the regulations caused doubt and led to a reference to the Treaty Consuls, who, in face of a doubt, preferred adhering to the rule in the Old Regulations which allowed proxies. We are glad to think that the vote will terminate the practice. The evil of proxy voting is, we think, generally admitted. Ratepayers absent from Shanghai, whether householders or property-owners, have a right to be represented. Men are often called away on business to England, to an outport, or to Hong Kong, while their interest in the place remains; but that meetings should be liable to be swayed by a few individuals holding a mass of proxies for ratepayers who are present in the Settlement but will not strain a point to attend is an undoubted evil. The new Regulation may be hard on a few who take an interest and really cannot attend; but their case is more than counterbalanced by that of the many who could attend but will not. However, the point has been too often argued in our columns to need repetition.

A vote in favour of the amalgamation of the Settlements was carried without discussion; it being felt that the matter was one which must be eventually decided by diplomacy, and that the function of the meeting was only to raise the question.—The proposed tax on ponies, carriages, and dogs was rejected—chiefly through the vote of one ratepayer holding sixty proxies. We regret that ponies and carriages should remain exempt for another term, as we think the tax on them is a most fair one; but the dog tax is better omitted; it would have involved a degree of annoyance and trouble incommensurate with the small financial results.—The last resolution brought forward required a long array of statistical information regarding the relative expenditure on various parts of the Settlement. The object is to show that the Chinese quarters have contributed a proportion of revenue fair in relation to the outlay upon them. We doubt whether the desired end will be very clearly attained, for figures can be made to prove nearly anything if cleverly manipulated. The statistics will however be interesting, and will probably furnish rich food for debate hereafter.

The report of the French Municipal Council for the year 1873-4 does not record much useful work. What could be expected, when we remember that there have been six changes of Council within that time? Despite, however, and in some degree owing to, these changes, the financial result of the year is most satisfactory. The changes of Government did not disturb the routine of administration; while they did prevent attention to public works, and thereby check expenditure. The revenue has yielded Tls. 84,383, besides Tls. 16,148 in hand at the beginning of the year. The expenditure has only amounted to Tls. 68,904, leaving in hand a surplus of Tls. 34,627.—The revenue for 1874-5 is estimated at Tls. 81,600, which will be further swollen by the above balance. A heavy outlay on public works will raise the expenditure to Tls. 113,205, which will still leave a surplus on the 31st March, 1875, of Tls 3,022.

A heavy storm swept over Shanghai on the 7th June. Beginning from the north it travelled round the compass, the greatest strength of the gale being from the south. The rain fell in a perfect deluge, with large hailstones, the whole driven with such force by the wind as to constitute a blinding sheet of spray, through which objects could not be seen at twenty yards distance. The squall was attended with fatal consequences on the river, where a yacht was upset and two men drowned. The streets were half-flooded; and in the country a good many young cotton plants were washed bodily out of the ground, and deposited in the furrows. Some trees were blown down, and leaves and sprigs were torn off and whirled frantically into space. In a couple of hours the air was clear again, and much cooler than before the outburst, but the weather did not at once become settled, as occasional peals of thunder, threats of further rain, and gusts of wind testified. About ten P.M. the thunder resumed, and very heavy rain again fell. The weather cleared next morning, but very heavy rain again fell in the evening. It has since been cooler.

We are informed that the subscription to the Chinese reading room project, from foreigners alone, has reached Tls. 950.

The A.D.C. have given their last performance for the season. The evening was fortunately cool for the time of the year, and there was a good house. The last piece, the burlesque of "Villikins and his Dinah," bristled with local hits, which kept the audience in a roar of laughter.

The *Leven* returned on the 8th June from the *Sedan* wreck, having failed in the salvage expedition she was sent on. We are told that she brings as the result of her trip only a sheet or two of iron, weighing altogether, perhaps, 100lbs. She sailed, as it will be remembered, on the 22nd April, arriving at Sand Island, in lat. 25.19 N. and long. 119.42 E., on the 5th. The diver, Mr. Roberts, took advantage of every opportunity to go below, but an almost unceasing heavy sea appears to have proved too great an impediment to the diving operations. The *Leven* accordingly left the island on the 3rd June for Pagoda Anchorage, and, after coaling, started for Shanghai, arriving at Woosung on the 7th. She reports having experienced a severe squall outside. The *Sedan* was found to be in from sixteen to twenty fathoms of water, and the want of success on this occasion will likely lead to the abandoning of the enterprise for the recovery of the treasure and opium she contains.

Some time since we noticed the loss of a barque near the Lamocks, off the Boat Rocks, which was supposed to be the *Scotland*, bound from Shanghai to Swatow. An attempt was made by the United States Consul at Swatow to ascertain beyond doubt the identity of the vessel, but the depth of the water in which she had sunk, and the prevalence of bad weather, rendered this extremely difficult, if not impossible. We understand, however, that while a junk was making a trip lately to the Lamocks Lighthouse with stores, the weather being fine, Mr. Hammond, the Commissioner of Customs at Swatow, directed that it should visit the wreck, and endeavour to get some information about it. It was found to be that of a large barque, sunk in twelve fathoms of water, about 1¾ miles to the S.W. of the Boat Rocks. The foretopsail was set, and sheeted home. The foretopmast was found to be new, the crosstrees painted white and the iron bands red. These particulars lead to the belief that the unfortunate vessel is certainly the *Scotland*, which had just been overhauled before she left Shanghai by Messrs. Farnham and Co. Chinese were commencing to wreck when the Customs boat left, the weather being favourable. The *Scotland* was an American barque of 441 tons, commanded by Capt. Glidden, and manned by a crew shipped at Puget Sound. As nothing has been heard of her officers or crew, it is only too probable that they went down with the ship.

Rear-Admiral Pennock, U.S. Navy, who has been transferred from the North Pacific to the Asiatic Station, arrived at Yokohama by last mail, to take up his command. Rear-Admiral John G. Almy has been ordered to the North Pacific.

We hear that Mr. Joseph Haas, of the Austrian Consulate, has received the decoration of the Imperial Gold Cross of Germany, in recognition of services rendered to the German Consulate at Shanghai last year, during the absence, through illness, of Mr. K. Himly.

The trial of the Chemeh rioters was brought to a conclusion at Chefoo on the 3rd June, when six of the rioters and the Tipaos of Kwo-poo and Hwa-yen were sentenced to various degrees of flogging; the latter also to be degraded from office. Those who had possession of Mr. Corbett's property to be imprisoned until the amount (Tls. 375) is made good, the Taoutai guaranteeing payment. All the accused are further to enter into a bond for Mr. Corbett's safety while he remains in Chemeh. The Taoutai delivered a sharp and good lecture to the accused in passing sentence, and has drawn up a proclamation on the whole question. The punishments were inflicted at noon on the 4th June. The whole affair is considered to have been satisfactorily adjusted.

We have received the first number of a publication just revived, and which we are glad to welcome. *The Chinese Recorder and Missionary Journal*, when published at Foochow, used to contain much interesting matter. It has been in abeyance for a long time, and is now revived and re-issued from the Mission Press, Shanghai, and we doubt not will sustain its old position.

The Taoutai paid a visit to the Japanese Consul on the 6th June, with the object of formally introducing the Mandarin who has gone to Foochow as Imperial Commissioner in connection with the Formosan difficulty.

The C.M.S.N. Company have just added the *Hochung* and *Aden* to their Yangtsze fleet, which includes, besides, the *Yung-ning*, *Tungting*, and *Hanyang*. The company are said to have made a very favourable contract with Shensi tea-merchants for the conveyance of their purchases to the north.

The American schooner *Almatia*, which has recently changed owners, at the price of $12,000, has sailed for Newchwang, under command of Captain Lowell, late of the steamer *Manchu*.

A Newchwang correspondent writes on the 6th June:—

A Southern piratical junk, mounting two brass guns, has been captured in the Gulf and brought in here by the steam gunboat *Mei-yuen*, one of the Foochow vessels. She has been taking the treasure and

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valuables out of a large number of native craft, and her being caught is a matter of great congratulation here. Eleven of the crew were executed on the river side three days ago. The troops have had a successful action with a large band of banditti not more than thirty miles from the port. It was a surprise, brought about by the free use of money on the part of the authorities. Some twenty or more prisoners were taken, and have been beheaded at various towns around. Seven heads now decorate our east gate, one being that of the son of a leader amongst the Mahomedans.

The weather is dreadful, very heavy storms of rain and wind daily. The new buildings going up for several of our residents will, I fear, suffer severely.

We take the following from the *Shanghai Courier*:—

Inspector Grimes, of the Hong Kong police force, arrived on the 6th June, to demand the rendition of Walter Jackson, the man recently taken out of the steamship *Nanking*, on the charge of piracy. At the time the inspector left Hong Kong it was not known that the prisoner had claimed the protection of the United States Consul, and had consequently been handed over to Mr. Seward, the United States Consul-General, under whose control he now remains. Inspector Grimes not having the requisite papers to enable him to deal with these altered circumstances, the matter will have to stand over until their receipt from Hong Kong. They have, we understand, been telegraphed for.

A new Chinese newspaper, which is, we believe, to represent the views of the Cantonese in Shanghai, is to be published on the 16th June. They have secured very commodious and centrally situated premises, their office being at the west corner of the Kiangse-road, at its junction with the Nanking-road. It is understood they have engaged the services of many eminent persons among the literati, to provide its leading articles, and in all probability will put the *Shun-pau* on its mettle. Whatever we may think of the circumstances to which this new scheme owes its origin, there are, we think, few facts that look so promising for China as the existence in Shanghai of two Chinese newspapers, opposed to each other, and yet both having every appearance and promise of being ably conducted and well supported.

On the 7th June we were visited with a remarkable storm, which suddenly overcasting a bright and hot day lowered the temperature rapidly. The wind began to blow from the north, but rapidly veered round the whole range of the compass, till in less than an hour it came back to north again, when it subsided as rapidly as it had risen. Meanwhile, thunder, lightning, rain in torrents, and hail, made the elements of a terrible storm, the effects of which have been most disastrous in the gardens and fields. During the cyclone, short as it was, a number of casualties occurred. The saddest is that of the cutter-rigged yacht *Annie*, which was just starting on a sail down river with Mr. Penning (ship-keeper of the tug *Fairy*) and the carpenter of the *Thermopylæ* on board, who were in the act of hoisting the sail, when the blast struck her, throwing her on her beam ends; on which she filled and sank immediately. Mr. Braysher, Deputy Harbour Master, saw the occurrence, and hastened to the spot, not more than two hundred yards from his hulk, but he could see nothing of the ill-fated men. The end of the long boom of the *Annie* was visible at the surface, to which a Chinese boat was launched to serve as a beacon, and to show a light during the night. Next morning the professional diver from the *Leven* went down and searched for an hour, but could find no trace of the bodies. The *Annie* was towed to Lindsay's Wharf, and beached on the mud; she belongs to Mr. Gilbert, engineer. Mr. Penning's body was recovered on the 11th June, but that of the carpenter has not yet been found. A Chinese boat was capsized near the Pagoda, and one Chinaman drowned. A yacht between this and Woosung was capsized and the two foreigners who were in swum to the shore in safety. A Chinese house in Hongkew had its roof torn off by lightning, but no one was hurt. A cabstand, stables, &c., near the Sailors' Home, were blown bodily away.

HONG KONG.

Our advices by the present mail extend to the 20th June; the French mail from London May 8 was received on the 14th June.

We take the following items of news from the *China Mail*:—

There seems to be some chance at last of a measure we have in past times very strongly advocated being carried out. This is the prolongation of the Praya from its present terminus at the military landing place till it meets the Praya East, just beyond the Ordnance Wharf. The scheme has, if we are rightly informed, already passed the stage of "consideration," and bids fair before long to be placed in the efficient hands of Mr. Price for practical fulfilment. We believe that the sea wall at the back of the military hospital is to be retained and utilised, the new road being constructed inside it. We need not say a word in favour of a project which has for years been advocated by the local government, the public, and the press, and which official obstruction at home has alone prevented from being carried out. If, as we believe, the intelligence we give be true, we may heartily congratulate the colony upon at last getting a chance of seeing the worst portion of Queen's-road on the drive eastward disused. Apropos of this matter, we understand that it is proposed to fill in Causeway Bay just beyond the distillery, the present ancle-endangering, and at high water impassable, causeway being replaced by a good substantial road. This matter is apropos of the other, inasmuch as rumours assert that in return for the departmental concessions regarding the new piece of Praya a *quid pro quo* will be given from the new ground to be made at Causeway Bay. If this be the case nobody will have any reason to grumble, and the public, whether residing in the centre or the east-end of the town, will be decided gainers. H.E. the Governor could scarcely initiate, and Mr. Price could hardly undertake, any work more thoroughly popular than that which it is said is about to be commenced.

The Hong Kong Chamber of Commerce have applied to the local Government for the report sent in by the recent commission, with reference to the effect of the Chinese cruisers upon the trade of the port. The application has, however, been refused, but the Government offer to forward to the Colonial-office any memorial which the Chamber may send in.

The colony has sustained a severe loss in the death of Mr. Douglas, who has been for over twelve years Governor of the gaol. Mr. Douglas was generally respected as an able and energetic public servant, and was about two years ago made a justice of the peace, in consideration of the valuable aid he had at times rendered to the Government.

A good deal of talk has very naturally been caused by the extraordinary report of the Indo-Chinese Sugar Company, and the debate thereon at the meeting held on the 15th. Opinion outside the company seems to be that it had better wind up. Shareholders, on the other hand, cling to the slightest hope of retrieving their position, and the only question before them at this moment is whether under the conditions disclosed by the balance sheet there is what an ordinary business man would call "reasonable hope" of manufacturing sugar in future at remunerative rates, and in such quantities as to convert past loss into future profit. This being the issue, its settlement would seem to us a tolerably easy matter.

We have received from Mr. James Porter,* formerly Commissioner of Chinese Customs at Amoy, but now a "a resident of Albemarle Country in the State of Virginia, United States," a copy of a pamphlet which he has addressed to the Senate Committee of that State on the subject of immigration—not the immigration which attracts most notice from journals published in China. On the contrary, Mr. Porter is apparently anxious only to see a stream of "retiring officers of Her Majesty's military and civil services in England, Scotland, France, Germany, Calcutta, Madras, and Bombay," induced to flow towards the teeming plains (or mountains,—we are not quite sure which, as the pamphlet contains no geographical information) of "Ole Virginny." Regarding this subject, however, we cannot expect readers in China to feel a very deep interest.

FORMOSA EXPEDITION.

We learn from semi-official native sources that the Chinese Government has finally decided to give the Japanese "notice to quit" Formosa, Shum-pao Ching the Superintendent of the Foochow Arsenal having been appointed high commissioner to settle the question with the Japanese. We understand that his instructions are to first of all adopt peaceful negotiations to get them to leave, and those failing to threaten a resort to arms. In view of such a contingency being possible, Shum is appointed Commander-in-Chief also. The Chinese officials appear to feel very strongly on the subject. They highly object to the action taken by Japan, and—to use a well-known expression—are "spoiling for a fight." Large purchases of guns and ammunition are being made in this colony, and holders of "warlike" stock ought to be doing a good business. The Chinese, by the way, assert that the Japanese before starting for Formosa were warned to desist.

The correspondent of the *China Mail* writes:—

Hitherto, whenever a foreigner has desired to pay a visit to the savages, he has found it an exceedingly difficult and troublesome matter to accomplish. First of all, guides have had to be secured from amongst the Chinese who can speak their dialect. Then, at various points in the savage territory halts had to be called, and signals had to be exchanged before the party were allowed to proceed. Then, finally, a large party having taken them under their protection, escorted them to the particular village to which they belonged. Now it is hardly conceivable that knowing what a large force had been landed for the express purpose of destroying them, the savages should allow small isolated parties to go about, and actually to penetrate into their villages, before they were stopped. It seems to me, then, that the village must have been a Chinese one, and the heads that were taken off must have once belonged to the liege subjects of the Emperor. That this may be so is quite possible, if we take into consideration the position of affairs in the neighbourhood of the camp. For reasons that are best known to the Chinese in authority there, the Japanese seem to have been entrusted with discretionary powers to exercise their discipline upon all that in any way trouble them. It is said that complaints were made some time ago by the Japanese that the Chinese in the neighbourhood were molesting then, in some way or other, and requested that the authorities should come and forbid them. They were told, in

* We regret to hear that Mr. Porter is suffering from derangement of the brain.

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reply, that they were quite at liberty to take the fellows in hand themselves, and punish them as they liked.

While, however, measures are being taken at Canton to check the expedition, news comes from Formosa that serious fighting has taken place between the Japanese and the Aboriginal tribes. So far the Chinese troops have not appeared upon the scene of action, and, as the *Foochow Herald* observes, the attitude of the Chinese Government hitherto has certainly not been calculated to inspire foreign nations with any great degree of respect for the empire. The momentary calm will, however, be succeeded by vigorous action if there be any truth in Chinese gossip. As a confirmation of the fact that the Chinese intend to wake up shortly, we may note that the Peking authorities are said to have formally notified Mr. Wade that the Formosa expedition was undertaken without their knowledge or consent.

The following notification dated June 6th, 1874, has been issued by the U.S. Consul at Amoy :—

Whereas, the Chinese authorities of the Foh-kien Province have informed me that a Japanese armed force has invaded the Island of Formosa ; that that island is a part of the Chinese Empire, and have requested me to prevent American citizens from taking part in the enterprise ; also, that they have demanded of the Japanese forces its immediate evacuation ; and

Whereas, citizens of the United States in China are under the protection, and subject to the jurisdiction and laws of their own country,

Now, therefore, I, the undersigned Consul, charged with the care of American interests and the execution of the laws of the United States and treaty obligations with China in the Island of Formosa, hereby notify and command all citizens of the United States to at once withdraw and hereafter abstain from all enterprises unfriendly to the Chinese Government, and to avoid all acts which are inconsistent with the said laws and treaty obligations.

Any citizen of the United States who shall refuse to comply with, or offend against the provisions of this notification, shall forfeit the protection of the American Government.

J. J. HENDERSON, United States Consul.

A gloom has been cast over Macao by the unexpected death of Captain A. Tassara, the Governor of Taipa and Colovan. He has been buried, and many sorrowing friends, among whom we remarked the principal Chinese of Taipa, accompanied his remains to their last abode. Unfortunately it is not in the spirit of Portuguese colonial administration that many of the stamp of this highly-esteemed officer be sent to these far away places, and it is doubtful if the villages of Taipa and Colovan will for a long time be as contented and happy as before.

In the case of Espantoso *v.* Ehlers, $5,000 claim for commission on the sale of the steamer *Fatchoi*, tried before Mr. Justice Snowden and a special jury, in the Supreme Court, the following is the result :—

Mr. Hayllar, in opening, stated that plaintiff was a commission broker, doing business in the Colony, and defendant was a merchant here also. The facts of the case were simple, and he did not think it would be necessary to dispute that the steamer was sold by the plaintiff, the dispute was on the brokerage due. A statement of the transactions between the plaintiff and defendant, as he understood it, was then made, and the plaintiff called.

Plaintiff sworn : I have known defendant since 1872. The first thing I did for him was to charter the steamer *Fatchoi*. I chartered her for a Spaniard ; the charter party was signed ; I received a commission of five per cent. from Mr. Ehlers for the same ; I never bought anything for him, and I generally allowed him five per cent. Mr. Denegri is a merchant in Lima, Peru. The defendant requested me to sell the steamer for him. He said she was mortgaged to a bank here for $90,000 and he had to pay heavy interest on her. I spoke to my friend and offered her for sale to him. The limits were fixed by Mr. Ehlers at $129,600. He agreed to purchase her on condition of receiving her credits first to enable him to pay for her. Mr. Denegri was introduced by me to Mr. Ehlers in the latter's office. He waited some time for his credits, when Mr. Ehlers set a certain number of days in which she should be turned over, on a penalty of $30,000. A contract to that effect was signed. There was another conditional agreement signed at the Spanish Consulate in Macao. The agreement was signed in Hong Kong. The defendant promised verbally to pay me five per cent. commission as usual. Nothing was said about a penalty. Defendant left the colony about the middle of the year 1873. I did not send him any notes, it not being my custom to send notes. I considered that he owed me money. I did not owe him any money ; I had a coal contract at the time. It was concerning the purchase of some coals ; I lost $6,000 or more by the same. I paid Ehler 2½ or 5 per cent. at the time. I do not recollect which. Defendant brought an action against me for the amount $4,000, which I paid. When the defendant left he gave me to understand that he was coming back. I have never been paid any commission on the present transaction.

By Mr. Kingsmill : The *Fatchoi* was twice chartered. The first time she went to England and returned, but the second fell through. I do not know her owners. The contract was drawn up by Mr. Ehlers. I think he read it over. I firmly believe that I have paid Mr. Ehlers 5 per cent. on transactions he has done for me, not always. I paid him 2½ per cent. commission on the purchase of the coals. The account produced shows that I paid him 2½ per cent. In May last Mr. Ehlers negotiated two loans for me and charged me 5 per cent. commission and 1 per cent. interest. I am sure it was not 3½ per cent. altogether, but more. I do not remember his negotiating a loan for me in September, 1872. Mr. Ehlers first spoke to me about the sale of the steamer in the early part of the year 1873. It may have been in April. When the second charter fell through I made no proposition to Ehlers to charter the steamer with him and another to carry coolies to Peru. There was no mention as far as I can remember concerning a charter of the steamer to carry coolies. There may and may not have been such a suggestion. The introduction of Mr. Denegri to Mr. Ehlers by me was made for the purpose of bringing the proposed buyer and defendant together.

After the examination of other witnesses the case was given to the jury, who returned a unanimous verdict in favour of the plaintiff.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 28th June ; the French mail from London May 22 was received on the 22nd June, and the following P. and O. mail of May 29 on the 27th June. The following summary of news is from the *Straits Times* :—

His Excellency the Governor is still absent on his visit to Penang, but will probably leave on his way back to Singapore about the middle of next week. We presume after his return the Legislative Council will again resume its sittings. Among the subjects to be brought before it, is a Bill for regulating the immigration of, and affording protection to, native labourers from British India. This Bill is a result of complaints made by the Madras Emigration agents, and of the Province Wellesley coolie scandals brought to light some months ago. No doubt some measure is necessary for the protection of the coolies from fraud and oppression after their arrival in the colony ; we have not yet had an opportunity of carefully examining the Bill, but it is drawn up with a view to protect both labourers and employers, and on this ground ought to prove a just and useful law.

The E. and A. Mail Steamship Company are somewhat unfortunate. First, their steamship *Sunfoo* was totally lost near Hong Kong ; and we now learn that their chartered steamer *Flintshire* has grounded in entering Townsville, Northern Queensland. The first telegram led to the inference that the steamer was wrecked, but later advices (26th June) state that she had been beached for temporary repairs, and would probably be despatched within her contract time. A serious shipping disaster has also occurred here, in the Tanjong Pagar Dock, the ship *England* having gone over on her side in the dock. The accident was due to a leak in the vessel during the temporary flooding of the dock, and her ballast being trimmed to one side, the water in the hold rushed to that side, causing her to heel over and fill. During the efforts made to right her, the tackles secured to the masts parted, and the vessel fell over on her broadside ; it is impossible as yet to ascertain the extent of damage done to the ship, but it is feared it will be very serious.

The arrivals *via* the Suez Canal have been the *Amboto*, from London, and *Olympia* from Hamburg on the 17th, *Avenir* from London on the 21st, and *Glenroy* from London, and *Ajax* from Liverpool, on the 24th. The only departures have been the steamers *Cawdor Castle* on the 16th, and the *Gordon Castle* on the 21st, for London, and *Russia* on the 23rd for Odessa, from Hankow ; and the *Glenearn* on the 22nd, and *Braemar Castle* on the 24th, from Foochow, for London—all with tea cargoes.

Advices have been received by the Colonial Secretary from Penang stating that the Attorney-General, accompanied by Mr. Swettenham, had returned from an official visit to Perak, where they were well received, all the chiefs looking forward with satisfaction to the inauguration of the new arrangements.

The Messageries Maritimes steamer *Tanais*, Capt. Reyners, which arrived from Marseilles, left for Hong Kong. This vessel has been sent out to fill the place of the ill-fated *Nil* on the Hong Kong and Yokohama route. We understand that the Messageries Company's steamer *Peluse* is also expected here, to take the place of the *Neva* on the Batavia line ; the latter vessel, which is about twenty-one years old, going to Saigon, to the Company's lifting dock there, for general repair and to get in new boilers.

Commenting on the speech of Lord Stanley, on Perak and Laroot, the *Straits Times* has the following :—In accusing this Colony of a desire to annex the territories of the native chiefs, he has cast upon us a most undeserved imputation.. All that has been done with respect to Perak [and Laroot has been to endeavour to effect a reconciliation between contending parties, whose quarrels had thrown those countries into anarchy, seriously crippled the trade and endangered the peace of Penang, and encouraged aggravated piratical depredations in the immediate neighbourhood of that settlement, which even the presence of Her Majesty's ships failed to prevent.

As pointed out by Earls Carnarvon and Kimberley, the new treaty with Perak was strictly in accordance with the desires of the chiefs themselves ; it is, in fact, but an authoritative confirmation of the views of previous rulers of the country. The assurance given by the noble Earls is emphatically corroborated by the results of the visit of the Hon. the Attorney-General (Mr. Braddell), with Mr. Swettenham, who have just returned to Penang from Perak, where they were favourably received, and found the chiefs looking forward with satisfaction to the inauguration of the new state of affairs. In reply to the statements of Lord Stanley, regarding the dealings with Salangore, we have only to say that all that was done was in strict accordance with the existing treaty ; and considering that the Sultan's

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own sons were believed to have been implicated in the crime of the prisoners who were delivered up to the Sultan by this Government for trial, it will be apparent that Sir Andrew Clarke could not have done less than to demand the fulfilment by him of a treaty which has been faithfully observed on our part.

PENANG.

The present mail's advices extend to the 30th June; the P. and O. mail from London 29th May arrived out on the 25th June. The following is from the *Penang Gazette*:—

As the Puisne Judges of Singapore and Penang objected to being burdened with the trial of cases up to $10, as required by the Courts Bill Amendment Ordinance, the Colonial Government have settled their objection by increasing their salaries by £300 and £160 per annum respectively.

The necessity for the appointment of a Public Prosecutor for Penang is becoming daily more apparent, and it is to be hoped that Sir Andrew Clarke will not be misled into sanctioning the amalgamation of that office with the Solicitor Generalship.

It is rumoured that Mr. Braddell, the Attorney General, is to undertake the duties of Secretary to Government in the Political Department, in addition to those performed by him at present.

We regret to have to announce the death of Mr. Koh Teng Choon, who for upwards of thirty-eight years was Chinese interpreter in the Supreme Court here.

The Government have received official information that cholera has ceased its ravages in Batavia. Clean bills of health are now granted to all vessels leaving that port.

A rifle match took on the 25th June between six officers of Her Majesty's ship *Charybdis* and six members of the Penang Rifle Club, the latter winning by forty-six points.

Commercial Report.

(For dates see first page.)

IMPORTS.

Yokohama.—As usual at the season of this year the market had continued very quiet. In Cotton Yarn the business done had been small, and rates had further declined: the relative quantity of 28 to 32 sold had, however, been rather larger than usual. There had been more doing in Grey Shirtings, chiefly 9 lbs., at the low rates ruling. Velvets had attracted some attention, but the demand for Turkey Reds appeared to have been satisfied. In Woollens and Mixtures generally the stagnation continued. No improvement is reported in the market for Metals.

Hiogo-Osaka.—The import trade was still in an unsatisfactory position, and although at closing some articles were enquired for, a decline in value had generally been established. Cottons.—Yarns: The demand for good chops had improved, although no sensible advance was quoted. Grey Shirtings were entirely neglected for some days, and a decline took place, which, although at the close a better feeling existed, had not yet been recovered. The demand for Turkey Red Cambrics had fallen off, and rates were lower. Victoria Lawns were still saleable at a slight concession. T-Cloths had found buyers to a small extent. Worsteds and Woollens.—Black Orleans continued saleable at somewhat weaker rates. The demand for Mousselines was less active, and former quotations were with difficulty maintained. Lastings were in moderate demand. Nail Rods were saleable at former rates.

Hankow.—During the first half of the fortnight under notice, there continued to be a fairly active demand for Cotton Piece Goods, especially Grey Shirtings, but towards the close it had somewhat subsided, and in some instances a decline had taken place. There had not been much of interest passing in other goods.

Shanghai.—There had been little or no improvement in the general position of Piece Goods. Advices from the interior and outports, coupled with dear money among the natives, had not encouraged the dealers to operate beyond their immediate orders, consequently the demand had been very limited. A few Plain Cottons had been in request at better rates, but as a rule the market had been quiet in the extreme.

Foochow.—The following sales had been made, viz.:—650 pieces 8¼lbs. Grey Shirtings, $2.53 to 2.72½ per piece; 800 pieces 7lbs. T-Cloth, $1.85 per piece; 500 pieces 6lbs. T-Cloth, $1.65 per piece 1,800 pigs Lead, $8 to 8.25 per picul.

Hong Kong.—The market for Piece Goods and Yarn remained in much the same position as last reported, viz., quiet, with weakening prices for most articles.

Canton.—Lead was being sold in retail parcels at last quoted rates. Common brands were quoted $7.70, and W. B. $7.75 to 7.80 per picul. Quicksilver was quoted $189 to 190 per picul.

Batavia.—The market for Cotton manufactures had been extremely quiet. There had been rather large arrivals of Dutch staples, and requirements appeared to be almost satisfied; late unseasonable rains had retarded a revival of general demand, and values had a drooping tendency, though there was little material change in quotations.

Singapore.—There had been a downward tendency in rates for most descriptions of Grey Goods; the lower prices accepted by holders had caused dealers to buy more freely; a moderate business had been done; the market closed quiet and weak. There had been no change in dyed or printed Cottons, Woollens, or Metals.

Penang.—There had continued to be a moderate enquiry during the fortnight, and a fair business had been done at previous quotations.

EXPORTS.

TEA.

Yokohama.—Business had continued on an extensive scale, and the easier tendency recently reported had entirely disappeared. Arrivals were coming forward in quantity, and began to show a marked falling off. Settlements since June 4 had amounted to 9,500 piculs, consisting chiefly of medium to fine grades, the former of which were relatively dearer than the better classes. Total settlements from May 1 to date estimated about 21,000 piculs. Heavy supplies of the lower grades were looked for towards the close of July, and prospects of a large second crop were considered as very favourable. The P. M. steamer Alaska on June 6 took for New York 201,938 lbs., for San Francisco 31,322 lbs., and for other ports 49,723 lbs.

Hiogo-Osaka.—After the departure of the Pacific Mail steamer on May 18, arrivals began to come forward more fully, and there was a slight reduction in price while buying for the China Trans-Pacific steamer Vancouver was going on. Purchases for that steamer being over, a sudden drop in prices of fully $5 per picul took place, and the market had since gradually but surely grown weaker. The Teas on offer were much better in quality than at first, though the finest grades had been very scarce. Settlements estimated at 9,500 piculs, and Stocks at 700 piculs. Shipments to Yokohama 1,674 boxes for the month.

Hankow.—Messrs. Evans Pugh and Co.'s Circular, dated June 9, says:—During the fortnight that has elapsed since we issued our report on the 26th ultimo a large business has been transacted, settlements of about 122,000 chests of Oopack and Oonahm teas, and 68,000 half-chests of Ningchows having been reported. Large as these operations may appear they are somewhat less than usual of late years at this period. Since the date of our last report a considerable amount of business has been done from day to day, at prices which have in most cases shown a decline. Ningchows, for which most extreme rates were paid at the opening of the market, have declined since then Tls. 6 to 8 per picul. Oopacks, especially the lower qualities, are Tls. 3 to 4 lower, so are Oonahms. The first settlements of Oonfas were made at Tls. 36½ per picul, for by no means choice chops. Since equally good teas have been bought at Tls. 30, and the lower classes are relatively cheaper. These teas are not of very good quality, being mixed in leaf; they are however strong and useful. Prices may now be considered on the whole to be about the same as they were at this date last season, while the average quality of the crop is better than it then was. From the figures given below it will be noticed that the total Export to date is much on a par with what it was last year, the deficit from the Oopack and Oonahm districts being made up for by the excess of Kew-kiang Teas Total shipment to London 14,664,140 lbs., against 11,523,813 lbs. last year; per steamer Russia for Odessa 2,200,682 lbs., against 2,012,757 lbs. last year; shipments to Shanghai 3,463,868 lbs., against 6,983,254 lbs. last year. Making total export to date 20,328,690 lbs., against 20,518,824 lbs. last year. The total export includes re-export of 4,969,438 lbs. of Kew-kiang teas, against 3,340,330 lbs. last season.

Kiukiang.—Black Teas: About 1,800 half-chests had been settled here at Tls. 38 for Ningchows and Tls. 34 for Kiukiang packed. Total arrivals, 75,269 chests. Stock, 3,000 chests.

Shanghai.—Messrs. Drysdale, Ringer and Co.'s Report says:—Black Tea: The business of the season was opened on the 7th instant by the settlement of two chops Hohows at Tls. 25.2.5. Oonams have realised Tls. 18.0.0 to 23.0.0, Hohows Tls. 22.5.0 to 26.5.0, Oanfas Tls. 25.2.5 to 28.5.0, and Ningchows Tls. 31.0.0 to 37.0.0, one parcel of very choice bringing Tls. 47.0.0 per picul. Since the opening of the market to time of writing but little has been done. Buyers show great disinclination to operate at rates asked by teamen, total settlements to date being only 950 chests and 10,100 half-chests, against 3,500 chests and 18,360 half-chests for the same number of days last year. The Oonam Oopack, and Oanfar Teas offering here are of common to medium quality, all the fine chops from these provinces having been secured in Hankow. Of Ningchows there are a few fine parcels on offer, but the bulk of the fine and all the finest of this class have also gone forward direct from the up river ports. We make rates current here for Oonams, Oopacks, Oonfas and Hohows about Tls. 1.0.0 to 2.0.0 over last year's opening rates and Tls. 1.0.0 to 2.00 under latest Hankow quotations, whilst Ningchows, if we can quote from the few settlements made, are Tls. 1.0.0 to 2.0.0 dearer here than at Hankow or Kiukiang. In regard to the quality of the crop we make the Ningchows very much superior to the yield of last year, which we then characterised as the worst in our recollection; the fine and finest chops from this district are really first class Teas. Oonfas are very inferior, being largely mixed with leaf from inferior districts. Of the Oonams and Oopacks, the only districts we rate up to last year's growth, are the Cheong-sow-kyes, Soong-yong and Tong-shau, and this rating merely applies to the early packed chops. Taken as a crop, excluding the Ningchows and perhaps the Hohows, we make it decidedly inferior to average. Stock is estimated at 11,500 chests and 30,000 half-chests, against 16,000 chests and 20,000 half-chests same time last year. Settlements 950 chests and 10,100 half-chests, against 3,500 chests and 18,360 half-chests. Reshipments 13,500 half-chests, against 3,494 chests and 11,670 half-chests. Export to date 14½ million, against 13½ million pounds same time last year. Green: A few chops of Shanghai packed will most probably be offered in ten days. Musters of the first Ping Suey are expected at about the same date. The only steamer on the berth is the Deucalion; but the Canton and Glenroy are expected. There are one or two sailing vessels waiting for tea, up to the present buyers have preferred steamers in order to place their teas on the London market before large supplies from this port or Foochow.

Foochow.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—The first purchases of Country Teas were made on this market on the 9th June; since that date a good business has been passing, and settlements for the week aggregate 75,000 chests, of which nearly 20,000 are for Australia. Opening rates for low Country Teas are 2 to 3 taels above last season, Suey Kuts especially being in good request for the

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Colonies. The Ching Wos and Fock Oans, although costing about 4 taels per picul more than the past year, are relatively of good value when compared with the bulk of the crop. The opinion expressed in the last impression about the Siew Miew can be confirmed, the appearance is not good, but the liquor fine. Common and low grades are bringing extreme rates for Australia. Buying has been general, but the market closes easier for medium and fine grades. Souchong: A few chops have been shown, the quality seems poor; one parcel has been taken, but no price reported. Oolongs: The last opinion can be confirmed, the leaf being fair, but the water poor: a fair demand has existed, and prices are about 3 taels over last year. Flowery Pekoes: The colour and make of the Teas at present on show are poor, but the liquors fair. Scented Teas: A few parcels have changed hands for the first steamers at very full rates; an advance of 4 taels over last season's opening rates is noticeable; present supplies are very much wanting in scent.

AMOY.—Oolongs: Arrivals had come in rather freely, 120 chops in all being now represented; about 20 chops from the Ning Yong district had been shown, and so far were reported very favourably upon. Teamen stated that the crop this year would be upon the whole better than last. Congou: Buying commenced on the 10th June, when about 1,500 half-chests were settled for the Australian market; rates were about $2 to $3 per picul over the opening of last year. A further quantity of about 4,000 half-chests had since been settled at same rates; these Teas had been principally bought for the s.s. Legislator, now in port, and after her departure prices were expected to decline. The later arrivals in some cases showed an improvement, a few chops turning out a very fair liquor. Formosa Oolongs: Upwards of 8,200 half-chests were to go forward from Hong Kong for New York by the steamer Vasco de Gama, and by other steamers 2,000 to 3,000 half-chests had already been shipped.

CANTON.—Messrs. Deacon and Co.'s Circular says: With home advices by telegram announcing the unsaleability of Canton Teas, and continued reports of drooping priced, buyers here have naturally become reluctant to continue operations. The business since last mail has been moderate, and mostly transacted in the early part of the fortnight, the market at the close being decidedly quiet. Congous: Settlements reported have been nearly all for special packing, and not for shipment to London. In Macao there has been some business at lower prices. Scented Teas: Of Capers, though occasional parcels have been picked up at cheap prices, the purchases have been chiefly on a basis of Tl. 1 per picul under last mail's rates; quotations are, Tls. 18½ to 22 for fair to medium, Tls. 24 to 27 for good medium to fine, and as high as Tls. 31 for finest fancy lots. In Orange Pekoes no material change in value is noticeable, Tls. 16 to 17 have been paid for clean fairly scented "new-makes," and for medium to good medium long-leaf Tls. 20 to 27 continue the current figures; small fancy parcels of approved merit have fetched Tls. 30 to 31 per picul. In Canton Greens there are no settlements. The following is a summary of the fortnight's business:—Congou, 1,200 packages at Tls. 16 to 23 per picul; Scented Orange Pekoe, 6,000 boxes at Tls. 16 to 31 per picul; Scented Caper, 15,000 boxes at Tls. 18½ to 31 per picul.

SILK.

YOKOHAMA.—The actual settlements of the fortnight had not exceeded 50 bales, and allowing for about that quantity short shipped at the date of last advices the figures of the total were left unchanged. Quotations were considered more or less nominal; dealers were offering their remaining parcels, mixed Hanks and Medium Oshus, at from $425 to $475 per picul, but met with little notice. Some coarse parcels had been returned to the interior, which helped to further reduce stocks. First arrivals of new Silk were expected shortly.

SHANGHAI.—Previous to the departure of the French mail of the 6th June only 150 to 200 bales of new Silk had been received; but on the 5th June the first purchasers of about 100 bales were made, comprising No. 5 Tsatlee at Tls 255 to 260; No. 3 Gold Lion at Tls. 315 to 320; No. 4 at Tls. 295 to 300, and Blue Elephant at Tls. 320. Since that date about 1,000 bales had arrived; but owing to the very discouraging reports from the markets of consumption, and the larg increase in the crops both here and in Europe, buyers had been unwilling to continue purchases on the same basis, while on the other hand the Chinese had been unwilling to give way more than Tls. 10 to 20, and until two days before the close business remained quite at a standstill. Towards the close, however, a small business of 100 to 200 bales was reported, consisting of a few bales each of various descriptions, not admitting of any quotations, but marking a decline of about Tls. 20 on previous prices. Settlements for the fortnight, Chinas, 300 bales. Total settlements since 1st June, 300 bales; against 1873-74, 1,500 bales; 1872-73, 7,000 bales. Comparative unsold Stock on this market on the 12th June, 1874, 1,000 bales; 1873, 3,500 bales; 1872, 4,000 bales.

CANTON.—Messrs. Deacon's Report says:—London advices regarding this article continue to be of an unsatisfactory and disheartening nature. It would seem that the fact of the more than abundant European crop is likely to prove inimical to the market value of "Cantons," and even a lower range of prices than those now ruling at home is expected to be the result. Here we have had a fortnight of very limited dealings. For last French mail only 95 bales of Tsatlee reel were taken, and no purchases for outgoing mail steamer is reported to have been made. Chinese would submit to some reduction on last quotations, but unfortunately their ideas of value do not keep pace with the retrograde movement on the other side. Loongkongs in stock are only of fair and middling classifications, which are not appreciated. Long-reels: No settlements have yet transpired, but some purchases for Bombay are likely to be made before the close. Re-reels continued neglected, and ready reeled silk is not in stock. Some few musters of second crop staple have arrived on the market, and as far as colour and general quality are concerned, are a decided improvement on the former yield. The stock is estimated at 200 to 300 bales Tsatlee, 100 bales Loongkong, and about 200 bales of inferior sorts. Settlements of new seasons waste are 500 to 600 bales No. 2, at $60 per picul.

NEW SEASON'S TEAS.

We have advices of the sailing of the steamer *Cheops* from Foochow on the 22nd ult., and the *Mongomeryshire* is expected to leave in a few days. The latest telegrams report the Foochow market firm, and that the first and second crops are expected to exceed last season's by 5,000,000 lbs., chiefly common kinds. Freights are quoted 60s., but expected to decline. The *Gordon Castle* (str.), which left Hankow on the 7th June, with 2,083,838 lbs., has been lost. The total export of new season's Teas up to the 23rd ult. was 55,750,000 lbs.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo- lbs
„ 16 ...	Cutty Sark	Hankow ...	1,300,000
„ 26 ...	Japan (str.)	„ ...	2,500,000
„ 30 ...	Ada	„ ...	988,129
June 14 ...	Zambezi (P. and O. str.)...	Shanghai ...	1,450,000
July 17 ...	Thermopylae ...	„ ...	—
„ 14 ...	Glenearn (str.)	Foochow ...	2,200,000
„ 19 ...	Mongol (str.)	„ ...	2,500,000
„ 19 ...	Glaucus (str.)	„ ...	1,500,000
„ 26 ...	Sirius (str.)	„ ...	2,000,000
„ 28 ...	Crocus (str.)	„ ...	2,000,000
„ 28 ...	Cheops (str.)	„ ...	—
June 5 ...	Nestor (str.)	Canton ...	1,303,608

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Shanghai „	6s. 0d. to 6s. 0¼d.	6s. 0¼ to 6s. 0¾d.	6s. 0¾d. to 6s. 0¼d.
Canton „	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Hong Kong „			
Macao „			
Singapore „	4s. 3¾d.	4s. 3¾d.	4s. 3¾d.
Manila „	4s. 1d. to 4s. 1¼d.	4s. 1¼d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 311	226
„ Hong Kong	27¼ to 27½ dis.	—
Bar silver	Tls. 111.3.0	9 prem.
Mexican dollars	„ 72.6.5	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 25 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 39 per cent. discount.
China Traders' Insurance Company, $750 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. premium.
Hong Kong Fire Insurance Company, $295 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $38 premium.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¼d., at Hong Kong 4s. 2d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JULY 31.—The P. and O. Company's steamer Simla arrived at 6, and the mail left at 9.40 P.M. for London with the homeward India, China, and Australian mail.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JULY 28.—The P. and O. Company's steamer Zambesi left at 2 P.M., and may be expected at Southampton about the 10th proximo. Specie £720,250.

NEXT INWARD MAIL.—SUEZ, JULY 30.—The Messageries Maritimes Company's steamer Iraouaddy, with the inward French mails, from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 7th of August.

INWARD MAIL DUE AUGUST 24.—GALLE, JULY 26.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JULY 24.—SUEZ, JULY 31.—The P. and O. Company's steamers Hydaspes and Indus, with the outward India and China mail of the 16th—24th inst., left at 6 P.M. for Bombay and Calcutta respectively.

OUTWARD MAIL OF JULY 3.—GALLE, JULY 27.—The Messageries Maritimes steamer Anadyr, from Marseilles 5th inst., left here to-day for Singapore.

LATEST TELEGRAMS.

LOSS OF THE "GORDON CASTLE."

LISBON, JULY 28.—The *Gordon Castle*, steamer, from Hankow to London, with a cargo of new season's teas, went ashore on the Berlingas, but was got off, badly damaged. She made for this port, and was run ashore at Cascaes. The crew and passengers were saved. The water extinguished the fires; the ship filled, and settled down in six fathoms water. She is a total wreck. Weather permitting, some cargo might, it is thought, be saved, but saturated with water.

CASCAES, JULY 29.—The steamer now lies on a flat ledge of rock, and shows no sign of straining. Endeavours are being made to lighten her by working at low water and stripping her aloft. Experienced divers are expected from Oporto by the 31st inst. If the weather continues fine there is a possibility of raising the vessel.

☞ *For Mail Shipping, Shipping Postscript, and Births, Marriages, and Deaths, see pages* 527-8.

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The London & China Telegraph.

LONDON: TUESDAY, AUGUST 4, 1874.

THE JAPANESE EXPEDITION TO FORMOSA.

The Japanese have got themselves into an awkward position in this matter, and it is difficult to understand how they can possibly retreat from it without considerable loss of national dignity and prestige; in point of fact, the whole affair promises to end in a ridiculous *fiasco*. Much as we should like to see a more satisfactory state of things existing in Formosa, we cannot say that we shall feel much sympathy for the Japanese in their humiliation, for, looking at the question from a European point of view, they have by all accounts undoubtedly put themselves in the wrong by despatching troops to attack an integral portion of the Chinese Empire without making a formal declaration of war; and we are the more surprised at this when we consider the eagerness which they have displayed during recent years to imitate all the customs, political and social, pertaining to what they have been constrained to admit to be a higher civilisation than their own. We should have thought that the experience gained by their embassies abroad and by their statesmen at home, who have now so long been in constant contact with foreign diplomatists, would have taught them to pursue a more wary course of action.

At the outset they professed to contemplate undertaking the expedition on grounds which would have made it somewhat reasonable, had they first endeavoured, without effect, to obtain redress through the ordinary diplomatic channels, for their ostensible object was to punish the barbarous tribes of Formosa for their ill-treatment of Japanese who had been shipwrecked on the inhospitable shores of that island. There can be no doubt, however, that this was a mere flimsy pretext, and that the clamours of the war party in Japan, impatient at the prospect of having to turn their swords into ploughshares, have been the real cause of the whole *imbroglio*. The expenditure once resolved upon, we heard that "great preparations were "made; all the available steamers were taken up for the "conveyance of troops, and many of them had already "taken their departure for Nagasaki, where the expedition "was to rendezvous, when suddenly, on receiving informa-"tion that China was sending troops to Formosa, the Go-"vernment issued orders countermanding the whole affair." One would have thought that the matter would have ended here, but the troops had not been consulted, and it seems that they declared positively that they would go, *coute qui coute*, and refused to obey all orders to the contrary! The Government found itself compelled to give in (for a portion, at least, of its mutinous soldiery had started on their own account from Nagasaki), and adopt the responsibility of the expedition, in order to prevent its ships from being looked upon as piratical. The troops eventually landed on the coast of Formosa without meeting with any opposition, though shortly afterwards they had a slight brush with the natives, in which some fifty of the latter were killed and wounded. By the last advices from Japan we hear "that "the plan of the campaign in Formosa is upon a somewhat "novel basis; the troops are to do nothing for the next "six months, unless they should be attacked, but are to "await instructions from Tokio. Meanwhile negotiations "are to be set on foot to crave permission from the "Chinese Government to allow hostilities to be gone into "against the Formosan savages!" Whatever the authorities at Peking may say in reply to this somewhat comical request, the Viceroy of Fohkien does not see the matter from the same point of view as the Japanese do, and we find that he maintains "the right of China to the whole "island, without distinction of inhabitants, whether civil-"ised or savage. Any acts of violence," he says, "against "passengers along the coast can be settled by reference to "the Chinese Government. . . . What right, then, has "Japan to send an army to invade the place?" The Viceroy clearly has got a better notion of the obligations imposed by international law than the Japanese have, but while quite sympathising with his natural indignation at the unjustifiable raid which has been made upon his master's territory, we must take leave to doubt the efficacy of any appeal to the Chinese for the punishment of the aborigines, over whom they have literally no control whatever, and we trust the present difficulties will teach them a lesson and induce them to set that part of their house in order.

The complications of the whole of this business have been varied and rather puzzling to follow at this distance from the scene of action, but we believe that we have sketched them with tolerable accuracy. What will be the precise ending of the matter, and how the Japanese will retreat from the absurd position in which they now find themselves, we cannot pretend to say. The last phase in the affair is the opening of some negotiations at Shanghai, whither, as we learned by last mail, the Provincial Treasurer had repaired from Ichow to meet a Japanese Envoy, who is reported to have said that the troops were sent to Formosa merely "with the view of remaining a short time to overawe the "aborigines, and that it does not at all follow that there "will be any fighting." We should think not, but we doubt if the Chinese will consider that a sufficient explanation of and apology for the violation of their territorial rights in Formosa, though, after all, there is no accounting for the eccentricities of Asiatics in general, and the Celestials in particular, and it is just possible that, if the Japanese quietly evacuate the island, the Peking Government may be willing to accept that solution of the difficulty without further ado.

Lord Stanley has put a question to Lord Derby in respect to the Consulate at Saigon. Our readers may remember that Mr. Consul Caswell in 1871 recommended the Home Government to appoint a special Consul from the Foreign-office. In his report Mr. Caswell, in a very candid and praiseworthy manner, pointed out that the large increase of British tonnage trading to the port of Saigon had caused such an extension of Consular duties that it was quite impossible for a merchant to discharge those duties satisfactorily. At the time this report reached the Foreign-office an inquiry was going on as to the Consular Service generally, and the matter was consequently shelved. Mr. Caswell tendered his resignation, but the Foreign-office requested him to continue in office, and to appoint some one to act during his absence from Saigon. This has been done by Mr. Caswell, and the gentleman who now holds the office is an American engaged in a mercantile business. But considering that the importance of the place both politically and commercially has largely increased since 1871, we must urge on Lord Derby the importance of at once appointing a special Consul who can report on all matters occurring in Cochin China as well as discharge efficiently the ordinary duties of the Consulate. This is rendered the more necessary as it is very doubtful if Mr. Caswell will return to Saigon, he having resigned his business connections with the place.

A deputation of merchants and others has waited upon the Chancellor of the Exchequer and Mr. W. H. Smith, M.P., to urge the expediency of an increase in the speed of the P. and O. Company's steamers carrying the mails and merchandise from England to India and the Far East. Sir Stafford Northcote promised attention to the views of the deputation.

The alterations in the Post-office contract with the P. and O. Company will be submitted for approval to the House of Commons this evening.

Mr. Benjamin P. Avery, the newly-appointed American Minister to Peking, was to leave New York for San Francisco on the 28th July.

The Governor of Labuan, Mr. H. E. Bulwer, has been appointed a member of the Second Class of the Order of St. Michael and St. George.

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STATEMENTS are appearing in the German newspapers to the effect that war between China and Russia must be considered unavoidable, and not very far distant. China, it is stated, has pushed forward 19,000 picked troops to the Kashgar frontier, and garrisoned several towns.

M. LE DUC DECAZES, the French Minister for Foreign Affairs, has submitted to the National Assembly a Bill on the Treaty concluded at Saigon on the 15th of March last between France and the Kingdom of Annam. The text of this treaty will appear in our next issue.

A COMPANY has been formed, with a capital of £100,000, to construct a tramway or railway communication between Shanghai and Woosung.

THE EXPEDITION TO NAN-CHANG.

The report of Mr. Mayers on his visit to the Governor of Nan-chang to obtain some explanation of the insults offered to Mr. Baber, of the Consular Service, has been published by the Foreign-office. Mr. Mayers, accompanied by Mr. Brenan, proceeded from Shanghai up the Poyang Lake, in H.M.S. *Ringdove*, Captain Pitman, and thence by a steam launch. This river was found to vary in depth from twelve to twenty-five feet. On announcing his arrival Mr. Mayers received an invitation from the Governor to visit him, which was carried out in company with Mr. Brenan and Captain Pitman. The necessary escort and three chairs were sent by the Governor. After the usual delay customary at Chinese receptions, but very tedious to foreigners, Mr. Mayers was able to broach the subject, upon which the Governor detailed his view of the outrage committed on Mr. Baber. This of course did not lead to any practical or satisfactory result, and Mr. Mayers availed himself of the first opportunity to ask :—

What security was there against the recurrence of a similar outbreak on the next visit of a foreigner to Nan-chang? To this the Governor replied most vivaciously—"Oh! if you ask about security, I can't put my name to any bond! The Treaty requires us to afford efficient protection, and this 'shall be done in the amplest manner!" I now sought to ascertain from the Governor in what sense he defines protection, but his replies were purposely vague. On my making use of the expression, "t'an-ya" (to keep in order) he said—"You, who have been so long in China, must know that, with a population so turbulent as that of Nan-chang, it is a case of 'not-to-be-kept-in-order' (t'an-ya pu chu)." To this I replied—"That is a remarkable admission on your Excellency's part, for granting it to be correct, what can we think of the usefulness of the officials? If people will not be 't'an-ya' by fair means, they surely must and can be put down by force." His Excellency rejoined that Mr. Baber had very naturally made the same remark, but that he had also admitted himself to be perfectly well aware of the difficulties that environ the Chinese authorities, and his Excellency appealed to me to confess my own knowledge of this fact. In reply, I declined to recognise any difficulty in the matter; and with regard to the disposition of the people, it occurred to me to suggest that a practical test might be applied at once if Captain Pitman and Mr. Brenan were to take a walk through the town. This proposal seemed for an instant to disconcert the Governor, but he quickly recovered himself and approved the suggestion, saying: "By all means; the people will be perfectly quiet; they know, in fact, that you are friends of mine,—it is not as if it were a case of French missionaries making their appearance. Everybody knows that there is no harm about the English, Americans, &c." I took no immediate notice of this remark, and the Governor, addressing the Prefect, who was seated opposite to his Excellency throughout the interview, directed him to see that some official attendants should accompany the two gentlemen, and should let the people know that they were *not* Frenchmen. Upon this I interrupted the Governor, and begged him for his own sake to give no such directions as these, submitting that he was wrong to distinguish between the subjects of different foreign powers, and that a Frenchman might appear the next day at Nan-chang with a passport, and lay claim to equal immunities with ourselves.

The Governor replied that I was undoubtedly right to speak in this way from a foreign point of view, but that he had his own duties to perform. The Prefect, however, made a gesture from which I gathered that his Excellency's directions were not to be strictly fulfilled, and after a slight delay Captain Pitman and Brenan proceeded on their walk, remaining absent about half-an-hour. Mr. Brenan informs me that on issuing from the Governor's courtyard they were attended by upwards of 100 official retainers, who fended a way for them through the vast crowd which was gathered outside, and escorted them through several of the principal streets. The crowd followed in their rear, with much disorderly whooping and pressure, but no molestation was offered. Several shops were entered in the main street of the city, and no unusual excitement was shown beyond that caused by the mob of idlers who brought up the rear. During the absence of the two gentlemen I continued my conversation with the Governor, and his Excellency was finally brought to undertake that a proclamation should be issued, warning the populace against offering any annoyance to Europeans during future visits to Nan-chang. On my suggesting that the readiest means to secure the end in view would be to hold the district magistrates personally answerable for breaches of the peace, the Prefect loudly exclaimed that this was not to be thought of, but I demurred from his view.

With reference to this subject, I may sum up by remarking that the impression I have carried away from the interview is that the inclination traceable in the disposition of the Nan-chang authorities to discourage the visits of Europeans to the city is mainly, if not altogether, attributable to the hostility which Governor Lin scarcely seeks to conceal with regard to the Roman Catholic Missionaries. The people themselves have shown no inclination to annoy or molest us, and I attach no importance to the disorderly behaviour of the crowds of ragamuffins assembled under the unwonted excitement of the occasion. That even this concourse could have been dispersed at a sign from the Governor I have not the slightest doubt; but it was plainly his desire that we should receive an opposite impression. He referred more than once to the annoyance caused a short time previously to the literary examiner (Chuk'ao) on his arrival at the city, when his chair was surrounded and actually stopped by the throng. While protesting in the most emphatic manner that he was prepared to "afford the most efficient protection" (pao-hu shih li che che), the Governor yet sedulously repeated, time after time, the observation that "unforeseen accident" was not included within the scope of his promise. This phrase he illustrated by references to the murder of the Governor, General Ma, at Nanking, in 1870, and that of Lord Mayo, of which he had read an account. It was easy to perceive an undercurrent of suggestion on his part that, while the officials would nominally exert themselves to prevent serious harm befalling a foreign visitor, Europeans must not look for a welcome reception on their part at Nan-chang; but I, at the same time, believe that the earnest manner in which I pressed the obligations of the Treaty on his Excellency's notice, in the Prefect's presence and before a large crowd of underlings, will have left an impression for good upon his mind. To his remarks, more than once repeated, about unforeseen accident, I replied by observing that his Excellency must well know how to distinguish between exceptional and ordinary circumstances, and that, every precaution being taken, we may look with greater confidence to the event.

A very long conversation followed with reference to the questions of taxation on teas, and of obstructions to import trade under transit passes. I found the Governor perfectly *au fait* in respect of both these questions, and with regard to the impost on teas he simply repeated the views expressed in his correspondence already in my hands. Impressed as I was with the conviction that to urge this point to an issue would be impolitic, I said no more than was necessary, in my opinion, to show his Excellency that the attention of Her Majesty's Minister was fixed upon the subject, expressing no opinion, and making no complaint. I laid greater stress upon the grievances which are alleged with reference to the stoppage of trade inwards under transit passes, owing to the obstructiveness and exactions of the barrier officials. To my remarks on this subject the Governor opposed, as might be expected, a general denial, and he refused to accept as trustworthy the statements of the Kiukiang merchants, either native or foreign. He claimed credit for exceptional leniency in dealing with the constantly occurring cases of petty smuggling, and challenged me to bring forward any case of real hardship. In reply, I mentioned the confiscations which took place last year at Wu-ch'eng, but these the Governor was quite prepared to justify. I persisted, however, in urging that, if not with his cognisance, yet in some underhand manner, the barrier officials must give grounds for the apprehensions I had found, by careful inquiry, to prevail at Kiu-kiang, and I suggested that a proclamation might be issued to repeat in a public manner the Governor's assurance that no molestation would be offered to legitimate trade. This his Excellency undertook to have done.

The interview was drawn out to an inordinate length by the Governor's prolixity, and in order not to weary by too minute recital I have given but a faint outline of what passed between us. My object throughout was to leave an impression that his Excellency's conduct was narrowly observed, and in this I believe that I succeeded. After upwards of three hours' uninterrupted conversation the Governor allowed me to bring the interview to a close, and we withdrew to our chairs. A crowd of forty or fifty young men still lingered (although it was now past seven o'clock, and quite dark) outside the Governor's yamên, and Commander Pitman, who by some accident was delayed for a few moments behind Mr. Brenan and myself, informed me afterwards that the mob pressed rudely about his chair, and that but for the official attendants there would have been some danger of the chair being upset by the crush. I saw and heard nothing of this; and on learning the facts I did not think it advisable to take notice of the occurrence, which appeared to me devoid of significance. On reaching the river bank we entered our boat amid a large concourse of lookers-on, but no crowding or shouting was observed.

THE ORDEAN STABLE.

(To the Editor of the *London and China Telegraph.*)

Sir,—"Δ" does not improve. Indeed, he only makes bad matters worse. He began by blaming Lord Stanley of Alderley for asking for an inquiry into the conduct of the late Governor of the Straits. It would "savour of less than fair play," he says; and yet he had, himself, no scruple in reiterating, circulating, and accrediting all the worst things said of that unhappy official. Let us shout murder and thief by all means, but let us have no inquiry into the guilt of the fugitive against whom we are raising the hue and cry; delicacy forbids! Such are "Δ's" notions of "fair play," and they are very nice. Passing from his moral code, let us see how he deals with facts. Gaily shutting his eyes to such awkward customers, he finds a second cause of quarrel with Lord Stanley for not having backed the Straits Association when, "from 1868 to 1872," they clamoured at Lord Kimberley's door for inquiry into the late Governor's doings. Now there was no such clamour later than May, 1870; Lord Kimberley had not then become Colonial Minister; the Straits Association never applied to Lord Stanley for any backing; and

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that noble lord, who did not succeed to his peerage until the middle of 1869, could hardly have been warm in his seat in the House of Lords when the last echo of the last clamour of the Straits Association was dying away in the precincts of Downing-street. In short, every fact, material and immaterial, is misrepresented; not intentionally, of course, for "Δ" is evidently well-meaning. But he should know that when a writer sets up to criticise and censure the conduct of public men he undertakes a highly responsible office, and he must not be surprised if his qualifications for it are examined. They ought to include at least sound moral principles, habits of reflection, and accuracy as to facts. But "Δ" writes faster than he thinks. He gives himself no time to collect either his wits or his facts, and so he comes to grief.—I am, &c.,

A. B.

July 29.

THE JAPANESE EXPEDITION TO FORMOSA.

("TIMES'" CORRESPONDENT.)

NAGASAKI, JAPAN, JUNE 1.

By the steamer *Takasago-maru* (formerly P. and O. steamer *Delta*), just returned from Formosa, we have news of the progress made by the Japanese Expedition up to the 27th of May, the particulars of which will probably be interesting to your readers. But before entering upon these details it will not be out of place to refer to the earlier stages of this Expedition, to the troubles which beset the Japanese at its commencement, and to the opposition thrown in its way by the foreign Ministers, which at one time seemed likely to be fatal to the undertaking and to the newly-acquired credit of the Japanese with Western Powers.

During a seven years' residence in this country I have seen many astounding changes, some improvements, but several undoubted failures. For such failures as have occurred the Japanese alone have suffered, and continue to suffer, without, probably, very much foreign sympathy; but in the matter of this Formosa Expedition the censure heaped upon them appears to me to have been ill-deserved. So far from meeting with diplomatic opposition, they should receive moral, if not material, support from all civilised countries in their present Expedition to avenge the murder of several of their subjects by savages who on former occasions, as well as now, whenever they get the chance, murder every shipwrecked foreigner cast upon the south coast of Formosa. One of the objects of Soyeshima's Embassy to Peking last year was to demand redress for the murder of some fifty Japanese sailors shipwrecked on the south-east coast of Formosa. The reply given him was that the Chinese had no control over that part of the island, and that any demands of the Japanese in that quarter should be made direct. Since then the Expedition has always been a likely contingency, and with an adviser so well acquainted with Formosa as General Le Gendre, it was not probable the matter would be lost sight of, nor that the necessary preparations would be incomplete. At the same time it should be no matter of blame against the Japanese that, until actually ready to start, they should have kept their intentions secret, and even allowed rumours of a Corean expedition to take the place of the one they actually intended. Unfortunately, the rising in Saga found occupation for the Government forces early in the spring of this year, and until that ill-judged and worse-executed insurrection was quelled nothing could be done regarding Formosa. But after the suppression of the rebellion, a still greater incentive must have been felt for carrying out the original plans, since no better employment could be imagined for disaffected subjects than an expedition against a foreign enemy. The only cause for regret must have been that the season had advanced towards an unhealthy time of the year for a climate like that of Formosa; that the favourable monsoon for landing at the Southern end was passing by, and that the typhoon season in its worst district would probably be upon them before the work could be completed. However, the Japanese decided to carry their plans out, and in April they began to concentrate their forces here as the nearest port of departure for Formosa. But here their difficulties commenced, and from a source they could hardly have anticipated. Foreign Ministers, not satisfied with the statement that the Chinese had repudiated any control over the Formosan savages—although such disclaimers had formerly only too often been made to British and other Powers when they had to demand similar redress from the Chinese for murders committed in the same place—started the difficulty of a possible complication between China and Japan, and demanded the authority upon which Japan was acting in defence of her own people and of her own honour in a case where other Powers would have summarily acted without any notice whatever. The result was that both the British and United States Ministers issued a prohibition against subjects of either nation taking part in the coming Expedition, which in the case of the latter nationality was of a nature to cause the withdrawal of the principal foreign advisers—General Le Gendre, formerly United States' Consul at Amoy, and well known in Formosa, and Lieutenant Cassell, admittedly one of the smartest officers in the United States' Navy. This ministerial prohibition was further felt in the cancelling of the first two charters of foreign steamers made by the Japanese for conveying their troops to Formosa—the steamers *Yorkshire* and *New York*. Added to this, one of their own transports was found unseaworthy on arrival here, and the Japanese, even before leaving their own coasts, had every prospect of a complete failure. Fortunately, the officials in charge of the Expedition, notably Okuma, the Minister of Finance, and General Saigo, commanding the forces, were equal to the occasion; and, in spite of hesitations in the North, carried out the work put in their hands. In fact, when instructions actually reached them to delay the Expedition they were able to telegraph that it had already started. The difficulty of transport was surmounted by the purchase of two steamers—the *Shaftesbury* and the *Delta*—and the General himself left in the latter on the 17th of May, together with 1,200 troops. The first departures from Japan were made on the 3rd of May, when three Japanese transports, a corvette, and a small gunboat left for Formosa.

The rendezvous had been previously arranged in the Bay of Liang Kian on the south-west point of Formosa, and the first vessels arrived there about the 10th and 11th of May, the men-of-war having previously called at Keelung for coals, which they obtained without any difficulty, and the transports having called at Amoy, where supplies were not so readily given. At the latter port a pilot was threatened by his Consol with imprisonment if he rendered any assistance to the Japanese! A landing was safely effected at the village of Sha-lian, and a camp formed upon the beach, the neighbouring Chinese willingly rendering every assistance for the very handsome pay given by the Japanese for boat hire. Nothing of importance seems to have occurred until the arrival of General Saigo in the *Delta*; but his ship had hardly anchored on the 22nd of May when a Chinese corvette made her appearance, accompanied by a gunboat, the former with guns out, men at quarters, and everything prepared for immediate action. The few Europeans on board the *Delta*, seeing the preparations made, were in momentary expectation of being fired upon, and from the size of the Chinese man-of-war they could see it would be in her power to capture the whole of the Japanese fleet then in the bay. However, the corvette came quietly to an anchor and the troops on board the *Delta* were at once landed. The Mandarin in charge of the corvette, who had been sent by the Viceroy of Fohkien from Foochow, requested an interview with the Japanese Commander-in-Chief; but General Saigo declined to receive him until the following day, when he could meet him on shore. An interview was held the next morning in the Japanese camp, the General surrounded by a guard of four hundred soldiers and in front of his tent, under the Japanese flag. The Mandarins approached with every sign of diffidence, chin-chinning their politest salutations, which were met by the General with a free European salute, a proffered hand, and an invitation to enter his tent. So far as transpired, the purport of this interview was that the mandarin asserted the claims of China to the whole island o Formosa, and asked the cause of the Japanese Expedition, to which General Saigo replied that any such questions would be fully settled by his Government at Peking with the proper Chinese authorities, but that meantime he had come for a special mission intrusted to his care. No promises or engagements regarding the ultimate course of the Expedition were made, but the result of the interview was most friendly, and a proclamation was issued by the mandarin ordering all Chinese to render every assistance to the Japanese. The two corvettes then saluted the flags of each country, and the Chinese men-of-war at once left the anchorage. The question regarding Chinese opposition was thus readily settled. Had the Chinese wished to oppose the landing they were there in sufficient strength to have taken the whole of the Japanese fleet, together with some 2,000 troops and a large quantity of treasure afloat at the time of the corvette's arrival; but, whatever their object in arriving prepared for action, it is clear they had no intention of fighting.

Meantime the Japanese had met their enemy on shore, and a first skirmish with the savages had occurred. A few young soldiers strayed from the camp unarmed, and were suddenly fired upon from an ambush. One was killed on the spot, the others returned hastily to the camp and called out their comrades to recover the body. It was found decapitated. Some fifty soldiers were called out the next morning and a hundred on the following day; and both parties chased all the savages they could see. These fired so long as a good distance intervened, but fled as soon as the Japanese closed in upon them with their native swords. The Japanese gave no quarter, and during these two days brought back sixteen heads as trophies to the camp. From the evidence of foreigners who have seen fighting in all its aspects, the Japanese dash in these small encounters is admirable. No men could have fought better, their only fault being that all were too eager to be in the front. Before the *Delta* left Liang Kian sixteen tribes out of the eighteen composing the population of that part of Formosa had sent in their submission to General Saigo, and volunteered every assistance towards subduing the remaining two. Of the latter the Bootangs are the acknowledged culprits in the case of most of the atrocities committed upon shipwrecked men; they have become the common enemies of mankind. Up to the 27th of May no advance in force had been undertaken by the Japanese, but plans were being matured for completely surrounding the Bootangs, and the next advices from Formosa will probably bring the result of the intended movement.

The arrival of the Japanese in Formosa has been welcomed by all the so-called Chinese villages in the South, the inhabitants of which are, however, mostly half-castes. They acknowledge no allegiance to China; they receive no protection from China, but exist in a constant state of warfare with the savages, to whom they pay blackmail. One village alone of a thousand inhabitants offered to support as many Japanese soldiers as General Saigo could send to occupy their district and protect them from the constant inroads of the savages.

Up to the time of the *Delta's* departure the Japanese casualties amounted to nine killed and some twenty or thirty wounded; their camp was healthy, only ten being in hospital; but the water was scarce and bad, and the temperature in the shade stood ninety-five deg. Climate will doubtless tell upon the Japanese severely before the summer is over, and the inevitable typhoon will cause much damage to their shipping in the very insecure anchorage they have now got. But we foreigners must acknowledge the energy of those who have undertaken this Expedition, and we should cordially wish them all success. It is true that Formosa may be a good outlet for many turbulent and disaffected subjects; but the cause is one to be taken up by the whole civilised world, whereas so far our only action has been one of obstructive neutrality.

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Shipping Intelligence.

ARRIVALS.

At Yokohama.—From Liverpool, June 12, Chusan; from New York, 10, Benefactor.

At Hiogo.—None.

At Shanghai.—From Liverpool, June 6, Deucalion (str.); from , July —, Eliza Shaw.

At Foochow.—From London, June 12, Achilles (str.).

At Hong Kong and Canton.—From London, &c., July 30, Patroclus, Everhard.

At Singapore.—From London, June 17, Ambola (str.); 21, Avenir (str.), Alma; 24, Glenroy (str.); from Liverpool, 24, Ajax; from Shields, 16, Nicola; 20, Navigator; 21, Amadine, Cora Linn, Alvestis; from Newcastle, 14, Duchess; 22, Copernicus; 22, Centarina; from Cardiff, 19, Concordia, Jacobine, Ardent; 21, Union, May Queen, Don Quixote; 24, Vice-Admiral Tegethoff; from Sunderland, 19, Havercost, Italia; 20, John George; 21, Index, Winlow; 24, Verena; from Hamburg, 17, Olympia.

At Penang.—From London, June 14, Avenuir (str.); from Liverpool, 21, Ajax (str.); from Hamburg, 14, Olympia.

At Batavia.—From Liverpool, June 11, City of Halifax; from Holland, Celebes; 12, Aria and Betsy; 16, Hampton (str.); from Southampton, July 31, Prinses Amalia.

DEPARTURES.

From Yokohama.—None.

From Hiogo.—For London, May 23, Dorothy.

From Shanghai and Hankow.—For London, May 28, Agamemnon (str.); 29, Glenartney (str.); 31, Glenfalloch (str.), Hong Kong (str.); June 4, Cawdor Castle (str.); 7, Gordon Castle (str.), Ada.

From Foochow.—None.

From Hong Kong and Canton.—For London, June 6, Osaka.

From Singapore.—For London, June 13, Nizam (str.); 16, Cawdor Castle (str.); 21, Gordon Castle (str.); 22, Nestor (str.); 23, Glenearn (str.), Braemar Castle (str.); 24, Empress; 27, Blair Athol; for Liverpool, 23, Brilliant; 27, Naval Brigade; for Odessa, 22, Russia (str.).

From Penang.—For London, June 19, Stirlingshire; 25, Aldebaran.

From Bangkok.—For Europe, May 22, N. Boynton.

From Batavia.—For Channel, f.o., June 19, Kishon; for Holland, 7, William Mackinnon; 14, Marie.

VESSELS LOADING.

At Hiogo.—None.

At Shanghai.—For London, Achilles (str.), Canton (str.), Lammermuir, Dartmouth, Thermopylæ.

At Foochow.—For London, Achilles (str.), Mongol (str.), Glenearn (str.), Montgomeryshire (str.), Crocus (str.), Sirius (str.), Glaucus (str.), Braemar Castle (str.).

At Hong Kong and Canton.—For London, Sylvia (str.), Deerhound; for New York, Kate Carnie, Queen of the South.

At Singapore.—For London, Pieve Superiore, Lady Hincks, Nicola Tommasseo, Atma; for Liverpool, Howden; for Channel, f.o., Ulva; for Marseilles, Soro Caino; for New York, John Worster.

At Penang.—Noue.

FREIGHTS AND CHARTERS.

At Yokohama.—None.

At Hiogo.—There is no vessel on the berth.

At Shanghai.—To London, per steamer, £4 per ton of 40ft.; per sailing vessel, expected to open at £3 to £3 10s.

At Foochow.—To London, per steamer, £4 10s. per ton of 40ft.

At Hong Kong and Canton.—To London, £3 10s.; to New York, £3 5s. per ton.

At Singapore.—To London, £2 to £2 2s. 6d. dead weight; to New York, £1 tin, £2 10s. dead weight, and £2 15s. light freight.

At Penang.—To London, bag sugar, £3 3s. 6d.; basket do., £3 7s. 6d.; hides, £4 5s.; pepper, £3 12s. 6d.; tin, £2.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
June 2 ...	Odin ...	Newcastle ...	Singapore
„ — ...	Jan Pieterszoon Koen	Amsterdam ...	Cheribon
„ 3 ...	Hijpatia ...	Sunderland ...	Singapore
„ — ...	Elizabeth Ann ...	Do. ...	Do.
„ 4 ...	Peter ..	Hamburg ...	Amur River
„ 5 ...	Duchess ...	North Shields...	Singapore
„ 8 ...	Pelikan ...	Hamburg ...	Wladevosleih
„ — ...	Jacobine ...	Cardiff ...	Singapore
„ — ...	Concordia ...	Do. ...	Do.
„ — ...	Thomas ...	Cronstad ...	Amur River
„ 10 ...	Courier ...	Swansea ...	Hong Kong
„ 11 ...	John George ...	Sunderland ...	Singapore
„ — ...	Alcestes ...	Shields ...	Do.
„ — ...	Copernicus ...	Newcastle ...	Order
„ — ...	Corra Linn ...	Shields ...	Singapore
„ 12 ...	Amadina ...	Do. ...	Do.
„ — ...	Index ...	Sunderland ...	Singapore
„ — ...	Navigator ...	Newcastle ...	Do.
„ — ...	Winslow ...	Sunderland ...	Do.
„ — ...	May Queen ...	Cardiff ...	Do.
„ — ...	Verena ...	Sunderland ...	Do.
„ — ...	Don Quixote ...	Cardiff ...	Do.
„ — ...	Gabrielle Alice ...	Saigon ...	Rio Janeiro
„ 13 ...	Eastern Chief ...	Nagasaki ...	London
„ 14 ...	Lady Elizabeth ...	Manila ...	New York
„ 15 ...	Endeavour ...	Cebu ...	Do.
„ — ...	Sumatra ...	Manila ...	Do.

SHIPPING POSTSCRIPT.

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Arrivals Not in the Tables.—July 31, at London, from Foochow, Braemar Castle (str.); at Queenstown, from Akyab, Bolton Abbey; 25, at Genoa, from Manila, Canadienne; 30, off Prawle Point, from Colombo, Conference; Aug. 3, at London, from Akyab, Frida; 1, at Liverpool, from Singapore, Schleswig Bride; at London, from Akyab, Castlemaine; from Colombo, Conference; July 30, off Portland, from Saigon, for Rotterdam, Annie Braginton; Aug. 3, off Deal, from Rangoon, Jane Cowan; July 31, off the Lizard, from Rangoon, for Bremen, Prince Patrick; —, at Queenstown, from Rangoon, Comme Voi; 27, at Bremerhaven, from Maulmain, Loyola; from Rangoon, Tiber; Aug. 1, at Liverpool, from Manila, Haidee; from Rangoon, Northampton; July 25, at Lisbon, from Batavia, Sumatra (str.); 14, at San Francisco, from Zebu, Memnon; —, at New York, from Manila, Belted Will; Aug. 1, at Falmouth, from Colombo, Cresswell; from Rangoon, Professor; at Liverpool, from Rangoon, The Foundling; July 29, at Bremerhaven, from Rangoon, Estrella; 31, at Flushing, from Pentewan, Phemie.

Departures.—July 31, from London, for Singapore, China, &c., Glenartney (str.); for Colombo, Letty Gales; 20, from Greenock, for Java and Singapore, Hope; 29, from Cardiff, for Galle, Costani; 31, from London, for Colombo, &c., Colombo (str.); Aug. 1, from London, for Cardiff and Hong Kong, Marco Polo; July 31, from Cardiff, for Anjer, Benedicte.

Casualties.—Lisbon, July 30.—Tug returned from Birlings reports that the passengers of the Gordon Castle (str.) were taken off the island on the night of July 28 by the Galeed (str.), bound to Falmouth; took ship's papers with them, including manifest. Lisbon, July 31.—A telegram announces that about 300 packages tea, ex Gordon Castle (str.), damaged by salt water, had been picked up by coastguards. Cascaes, Aug. 3.—Made attempt to raise Gordon Castle (str.) with such pumps as were available. Reduced water 2 feet 8 inches below level outside, but tide filling, overflowed the ship. Confidence is felt that with powerful steam pumps the vessel could be raised at next spring tides. The Gazelle, Lauer, from Java to Falmouth, which arrived at St. Helena, July —, states that she was struck by a heavy sea, during which she lost bulwarks and rail from fore rigging to the quarter deck on port side, and a portion of bulwarks on starboard side; she also had upper seams of the stanchions, covering boards, and waterways started, which caused her to make water; the vessel will remain a few days to repair damages. Advices from St. Helena, July 11, state that the Tennyson, McKinlay, from Batavia to Queenstown, arrived there, 4, leaky.

Woosung, Aug. 3.—The Messageries steamer *Meikong*, with the Shanghai mails of Aug. 2, got aground; expected to come off after discharge.

Spoken.—Mary (Dutch ship), Egmont to Samarang, June 13, 2 S., 29 W.; L.N.W.F. (English ship), for Singapore, June 13, 39 N., 16 W.; Gerard Pieter Servatius, Newcastle to Sourabaya, July 27, off the Hook of Holland.

Miscellaneous.—At Port Said, July 27, Prince v. Oranje (str.), from Nieuwe Diep, for Batavia. The Hankow (str.), which put back after being in collision, has nearly completed her discharge; cargo not damaged; will probably be despatched again in ten days.

Vessels Passed the Suez Canal.—July 31, Deucalion, from China, &c., for London; August 2, Muriel, from London, for Singapore, &c.; Sultan, from London, for Colombo; Sirius, from Foochow, for London.

The report of the Peking Hospital for 1873 is a very satisfactory one. The favourable impression produced by the numerous cases of remarkable cures has tended to make the benefits of the hospital more generally known. The entire number of patients prescribed for has been 18,300. There have been four new commemorative tablets erected by grateful patients.

The Queen's Advocate of Ceylon.—In our last issue we announced that the Queen had granted the dignity of Knighthood upon Richard Francis Morgan, Esq., Queen's advocate of the Colony of Ceylon. Sir Richard Morgan was admitted an advocate of the Supreme Court of Ceylon in 1846, and in October 1856 became District Judge of Colombo. For a short time in 1857 he acted as Puisne Judge of the Supreme Court of that Colony, and in the same year became acting Queen's Advocate. In November, 1858, he was called to the English Bar, by the Hon. Society of Lincoln's Inn, and in 1860 he became acting senior Puisne Judge of the Supreme Court of Ceylon. In the same year he was appointed District Judge of Colombo, and became acting Queen's Advocate a second time in April, 1861. In the following November he resumed his duties as District Judge of Colombo, and was finally confirmed as Queen's Advocate on the 1st January, 1863, since which date he has held that appointment. It may be mentioned that this is the first instance of the law officer of the Crown in any of our eastern possessions receiving knightly rank, which is mainly conferred upon the Chief Justice or similar judicial functionary.

A parliamentary paper, just published, gives the number and value of the Post-office orders issued to seamen at home and foreign ports and paid in the United Kingdom during 1873. Shanghai sent eighteen orders, Hakodadi (Japan) one.

The French steamer *Sarthe* has just returned from Cochin China. She made the passage from Toulon to Saigon in twenty-eight days, not including detention at ports of call.

The catalogue of Chinese books in the British Museum, compiled by Mr. Douglas, and printed by Mr. Austin, of Hertford, is making steady progress. About one-third of the work is done; when completed, it will contain as many as 15,000 articles.

The China Trans-Pacific Steamship Company's steamer *Vancouver* arrived at Hong Kong 31st July from Yokohama and San Francisco. Experienced a typhoon off the coast of Japan.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BECKETT—On the 10th June, at Dunbar, Dickoya, Ceylon, the wife of T. W. Naylor Beckett, of a son.

CAZALAS—On the 13th June, at Singapore, the wife of Joseph Cazalas, of a daughter.

DUFF—On the 27th July, at Hampden House, the wife of M. E. Grant Duff, M.P., of a son.

GRIFFITH—On the 27th July, at Aden, the wife of Major C. M. Griffith, brigade-major, of a daughter.

MCCLINTOCK—On the 26th July, at Portsmouth, the wife of Rear-Admiral Sir Leopold McClintock, of a son.

MYBURGH—On the 27th July, at 73, Queensborough-terrace, Hyde-park, the wife of Philip Albert Myburgh, barrister-at-law, of a daughter.

PENNEY—On the 5th June, at Kobe, the wife of G. Penney, of a daughter.

POTTER—On the 5th June, at Nagasaki, the wife of F. A. Potter, of a son.

SIDGREAVES—On the 10th June, at Singapore, Lady Sidgreaves, of a daughter.

WAITE.—On the 24th July, at 41, Gore-road, Victoria-park, London, the wife of T. Waite, P. and O. Co.'s Service, of a son.

MARRIAGES.

ALLAN—SMITH.—On the 29th July, at the parish church of Cathcart, by the Rev. Donald Macleod, B.A., of the Park Parish, one of Her Majesty's chaplains, Francis Walter Allan, Glasgow, to Catherine Hamilton, daughter of the Rev. James Smith, D.D., Minister of Cathcart.

DYER—FERGUSON.—On the 23rd May, at H.B.M.'s Legation, Yokohama, by the Rev. William W. Parry, of H.M.S. *Iron Duke*, Henry Dyer, C.E., M.A., &c., Principal of the Imperial College of Engineering, Tokei, to Marie Aquart, eldest daughter of D. Ferguson, Glasgow.

DEATHS.

BOYS—On the 29th July, at All Saints Vicarage, Clapham, E. H. C. Boys, wife of the Rev. M. Boys, Vicar of All Saints, Clapham, and late Archdeacon of Bombay, aged 46.

CORP—On the 28th July, at Church road, Islington, Sarah Corp, near relative of Mrs. Donald Graham and Becket Creasy, of Galle.

DOUGLAS—On the 17th June, at Hong Kong, Francis Douglas, Superintendent Victoria Gaol, aged 47 years.

FAGG—On the 28th July, at Liverpool, aged 37, Frank Fagg, master mariner, formerly of Manila, and only son of the late Thomas Fagg, of Pontrieux, in Brittany.

GROOTE—On the 15th June, at the Belgian Legation, Yokohama, Albert De Groote, aged 18 years.

JENNINGS—On the 19th June, at Gwadur, Beeloochistan, after eight days' sickness, Michael Holder Jennings, of the Indo-European Telegraph Department, and second son of the late William Jennings, of Gloucestershire, aged 41.

PENNOCK—On the 7th June, at Yokohama, Margaret L. Pennock, wife of Rear-Admiral A. M. Pennock, United States Navy.

RICKETT—On the 15th June, at Yokohama, John Cooper, the infant son of John Rickett, jun., aged six months and four days.

SIMMONDS—On the 21st July, at Shanghai, very suddenly, Lionel Augustus Simmonds, the second son of Mrs. Harriette Simmonds, 50, Abbey-road, St. John's-wood, aged 30 years.

STURZENEGGER—On the 5th June, at Deli (Sumatra), Adolf Sturzenegger, of Switzerland, and formerly of Singapore, aged 28 years.

WATKINS—On the 27th July, at Thatcham, Berks, John Watkins, F.R.C.S., &c., formerly of Falcon-square, London, aged 68.

WETMORE—On the 19th June, at Yokohama, Mrs. F. R. Wetmore, aged 28 years.

Monetary and Commercial.

A new joint-stock company has been registered, with the title of "The Woosung Road Company (Limited)." The capital is fixed at £100,000, and the company is formed "For the purpose of constructing a line of road, tram or railway, between Shanghai, Woosung, and Pootung, and to aid in the development of undertakings in China." The subscribers (who take twenty-five shares each) are Alexander Matheson, 3, Lombard-street; R. Jardine, 3, Lombard-street; H. B. Gibb, 72, Old Broad-street; J. Macandrew, 3, Lombard-street; H. M. Matheson, 3, Lombard-street; F. B. Johnson, 3, Lombard-street; H. B. T. Farquhar, 9, King William-street; and John Pender, M.P., 18, Arlington-street.

The report of the Merchant Shipping Company (Limited), presented on the 30th inst., recommends a dividend at the rate of 6 per cent. per annum, leaving, after an addition of £16,721 to the insurance account of £5,000 to reserve, a balance of £7,251 to be carried to depreciation account. At the corresponding period of last year the dividend was of similar amount. But for the casualties of that year, which have now been written off, and which have necessitated a replenishing of the insurance account, the directors, it is stated, would have felt justified in recommending an increased distribution.

The directors of the London and County Banking Company have decided on paying a dividend for the half-year ended the 30th of June at the rate of 20 per cent. per annum, carrying forward £29,279. At the corresponding period of last year the dividend was of similar amount, and £20,189 was carried forward.

The bankruptcy of Mr. E. H. Pollard, Q.C., of Hong Kong, which was lately gazetted, has been annulled.

Lord Romilly, as arbitrator in the European Assurance Society case, has made a call of £5 per share on the contributories of the Wellington Reversionary, Annuity, and Life Assurance Society, payable in two instalments—on the 31st of August and the 30th of September next. Interest at the rate of 5 per cent. per annum will be added from the above date until payment.

The failure is announced of Messrs. S. B. Gaskell Brothers, cotton merchants, of Liverpool. According to a statement of their affairs, the liabilities amount to £96,000, of which £70,000 are stated to be secured, and the assets to £24,400.

Mr. S. Appleton, of Liverpool, has devised an Anglo-American Exchange Table which will convert sterling into dollars, currency into gold, and the converse. It will also give the currency rate of exchange, together with the English equivalent for New York prices in stocks, cotton or produce, or *vice versa*. The use of this table will save an immense deal of time and labour, and its accuracy is unquestionable.

The bullion per P. and O. steamer *Geelong*, which left Southampton July 30, was, in gold, to Galle, £3,000; in silver, to Singapore, £3,000; to Shanghai, £4,970; total in gold, £3,000; in silver, £7,670.

Bar Silver has again declined to 58½d. per oz., and the market cannot be considered firm even at that rate, the demand being comparatively slight. Mexican Dollars are in but little demand for China, and a decline from the price which was obtained for the last arrivals (56¾d. per oz.) may be looked for.

ARTICLES OF IMPORT.

TEA.

The market during the week has not been active, yet a fair amount of business has been done in new season's Teas, two more ships having arrived, whilst the loss of the Gordon Castle with over 2,000,000 lbs. tea on board, made known on the 28th ult., has somewhat strengthened the market for good medium to fine kinds. Superfine Chops meet with a ready sale for export at very full prices. In public sale 19,480 packages have been offered without reserve, the whole of which were sold; a large proportion, consisting of new-make Canton Congous, Scented Capers, and Orange Pekoes. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	1,948,000 ...	1,771,000
Coastwise	555,000 ...	649,000
Exports	523,000 ...	742,000
	3,026,000 ...	3,162,000

Congous.—Red-leaf kinds: Old season's siftings have sold, at public sale, from 4½d. to 4¾d. per lb. Broken leaf kinds show no change. Fair common has sold from 10d. to 11½d. per lb., good common from 1s. to 1s. 0½d. per lb. In fair to good and fine Kaisows there have been but few sales, the supply in first hands being very small, whilst the first of the new season's are hourly expected. Pak Lin kinds: Further arrivals have been placed on the market, but they meet only with a slow sale from 2s. to 2s. 3d. per lb. Black leaf kinds: Old season's have been sold, at public auction, from 10¾d. to 11½d. for fair to good common, and 1s. to 1s. 2½d. for fair to good medium kinds. In new sales have been made in good medium kinds from 1s. 5d. to 1s. 7d. per lb., fine from 1s. 8d. to 1s. 10d., finest from 1s. 11d. to 2s. 4d., and superfine from 2s. 6d. to 3s. per lb., showing but little alteration on last week's prices. New make Canton kinds: Common to fair have sold from 1s. to 1s. 1d., good from 1s. 1½d. to 1s. 3d. per lb. In Souchongs, Oolongs, and Flowery Pekoes business has been very limited, prices showing no material change. Scented Teas: Canton Capers have been sold, at public auction, from 1s. 1d. to 1s. 4d. per lb., being much about previous prices, and leaving heavy losses to importers. Privately they have been difficult to move. Orange Pekoes, Canton kinds: The Macao kinds have been sold to a fair extent at rather lower prices; the long leaf kinds have been dull of sale, several parcels, at public sale, sold from 1s. 2½d. to 1s. 7d. per lb., and fine at 2s. In Foochow kinds, both of Orange Pekoe and Caper, there has been no change to report. Green Teas: The demand continues limited, and business doing is on a very small scale, but prices remain much as before.

Messrs. Goddard and Co.'s Circular says:—Since our last the arrivals have been 5,500,000 lbs., making a total of nearly 15,000,000 lbs. of new season's tea from Canton and Hankow, some of which will have been in transit. Privately the market has shown some steadiness, although the tendency has been in buyers' favour (until the news of the loss of the Gordon Castle), at prices ranging up to 2s. per lb. The finest and choice qualities are not in large supply; the latter are looked at by exporters, and occasionally taken at very high rates, but the demand and the taste is somewhat fitful and uncertain. The dealers still continue to supply themselves very sparingly, whilst importers are fairly firm. Auctions have occurred, but the quantity offering has been small. Old black leaf Congou has been sold "without reserve," at a drop of 1d. to 2½d. from April rates. Scented Teas show no reaction from previous low prices. Green Teas in somewhat better demand. Deliveries from London, from 1st to 27th ult. inclusive, or twenty-three days, 11,509,276 lbs., against twenty-three days, 1873, 11,760,302 lbs. Imports, deliveries, and stocks in London, from 1st Jan. to 30th June:—

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
56,107,602	44,551,359	81,478,011	80,275,576	64,128,722	53,573,346

SILK.

There is no change to report in the market; business is confined to the events of the moment, and prices are unaltered. Deliveries are satisfactory, being since the 1st inst.:—3,061 Chinas; 532 Cantons; 729 Japans; and 350 Bengals; total, 4,672 bales.

COFFEE.—A good demand has prevailed, and large supplies of Plantation Ceylon have been taken at 6d. advance upon last week's prices, Native Ceylon realising fully previous rates. Closing prices are:—Plantation triage and ordinary, 90s. to 105s.; small to low middling, 110s. to 118s. 6d.; middling to bold, 119s. to 129s.; peaberry, 129s. 6d. to 133s.; Native garblings, 54s.; small to low good ordinary, 85s. to 91s.; fine ordinary to bold, 93s. to 96s.; peaberry, 102s. to 106s. per cwt.

COCOA-NUT OIL.—The demand for Ceylon has slightly improved, and 60 tons have been sold at £35 per ton.

HEMP.—Of 2,100 bales Manila offered, 500 bales sold; mixed, £33; white, £47 to £47 5s. per ton.

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PEPPER.—The public sales have passed off quietly, and holders being firm, the bulk of the supplies was bought in; 1,773 bags Black were catalogued, and about 120 bags sold at 7¼d. for good Singapore and good greyish Alleppy; Penang was retired at 6⅞d. White Pepper was also quiet, and 1,036 bags were chiefly bought in; a small quantity of good bright Singapore sold at 9¾d. per lb.

RICE.—The business of the week has been extremely limited in extent. On the spot nothing has been done, an offer of 16,223 packages Japan in auction being bought in at 9s. 6d. to 10s. per cwt. Afloat two cargoes of Rangoon (2,100 tons), now due, have been sold at 9s., and a cargo of Saigon, 680 tons, April sailing, per Charity, at 8s. 9d. Continental terms.

SUGAR.—A quiet tone has again characterised the market, and business has been confined to West Indian kinds.

SPICES.—*Cinnamon:* Of 240 boxes broken China offered 50 boxes sold at 9d. per lb. *Cassia Lignea* in sale went rather dearer; 90 cases good unworked sold at 57s. to 58s.; 100 boxes bought in at 58s. per cwt. *Mace:* Good qualities are in firm request, and steady in value. Ordinary sorts are dull. Of 44 cases Penang offered a few lots sold at 3s. 6d. for good bright, 3s. 2d. to 3s. 3d. for fair; the remainder, consisting chiefly of common red and chips, withdrawn without bids; 1 case Singapore withdrawn. *Nutmegs* are firm, and small supplies at sale brought firm prices; 14 cases Penang sold—fine brown, average 66 nuts to the lb., at 4s. 5d., 75's at 3s. 8d., 80's at 3s. 7d. to 3s. 8d., 116's at 3s. 5d., defective at 1s. 11d. to 2s.; 3 barrels Dutch limed bought in at 1s. 9d., and 1 case shrivelled at 1s. 3d. per lb.

SAGO.—500 bags sold in public sale; fair small, 17s. to 17s. 6d.; good large, 18s. 6d.; and privately 400 bags, at 18s. 6d. per cwt.

TAPIOCA.—Pearl quiet; 309 bags extra large bought in at 22s. to 23s. per cwt.; 309 bags flake sold, dull but bold Singapore at 2d. to 2⅛d., and small at 1⅞d. to 1⅞d. per lb.

TIN.—At the periodical sale held at Amsterdam on the 29th inst. 22,058 slabs Banca were offered and sold, opening at fl.55½, closing at fl.57, making an average of fl.56½, equal to £97 laid down here; result being better than anticipated. A slight improvement has since been observable in the market here, and closing quotations are Straits on the spot and afloat £95 to £96, Banca £98, Billiton £94 per ton, showing an advance of 20s. in Straits.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7 10s. to £8. Bars, £9 to £10. Staffordshire Best: Bars, £10 15s. to £11 10s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 15s. to £5 15s.; Swedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 8d.; Sheathing and Rods, 8d. per lb.

TIN.—English Refined, £98. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 28s. 6d. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £21 5s. to £21 7s. 6d. Spanish soft, ex ship, £20 5s. to £21; Sheet, £22 10s.; Shot (kegs extra), £26; White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £21 10s. to £22.

QUICKSILVER.—In bottles of 75 lbs. each, £22.

Messrs. French and Smith report:—Iron.—Manufactured, unchanged. Glasgow Pigs have realised higher prices during the week.—Copper.—Advices from Valparaiso up to the 20th inst. state the charters since the 2nd inst. as 3,000 tons, upon which the market drooped, and Chili Bars changed hands at £75 10s. To-day, however, an important business has been transacted up to £77.—Lead steady.—Quicksilver advanced from £19 15s. to £21, at which only a small quantity was obtainable; £29 has to-day been paid.

MANCHESTER GOODS.

A quiet feeling has ruled in the market, and the demand for both Yarns and Goods has been of a limited character; quotations, however, have in most cases remained unaltered, but where any change has occurred buyers have had the advantage. In the lower qualities of goods, where producers have run out of orders, some pressure to sell has been manifested, but for the good and better makes prices are fairly maintained, a considerable part of the production being still well under contract. The same remarks will apply to Yarns.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width	39 in.	...	...	...	...	...	38 in.	39 in.
Quality	No. 4.	6	9	12	14	16	17	19
Weight	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	5s. 6d. 5s. 9d.	6s. 1½d. 6s. 3d.	6s. 6d. 6s. 7½d.	6s. 10½d. 7s. 0d.	7s. 7½d. 7s. 9d.	8s. 0d. 8s. 1½d.	8s. 3d. 8s. 4½d.	8s. 0d. 8s. 1 d

Width	39 in.	...	...	...	...	...	44/45 in.	...
Quality	No. 21	22	24	26	25	28	31	34
Weight	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price	9s. 3d. 9s. 4½d.	9s. 6d. 9s. 7½d.	11s. 4½d. —	11s. 4½d. —	10s. 1½d. —	11s. 7½d. 11s. 9d.	6s. 3d. —	7s. 3d. —

Width	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality	35	36	40	45	46	49	56	59
Weight	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price	7s. 4½d. —	8s. 3d. 8s. 4½d.	9s. 9d. 9s. 10½d.	12s. 3d. —	10s. 0d. —	11s. 3d. 11s. 4½d.	12s. 6d. 12s. 7½d.	14s. 0d. —

T-CLOTHS.

Width	...	32 in.	...	...	...	...	36 in	...
Weight	...	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	...	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	...	5s. 3d. 5s. 4½d.	5s. 4½d. 5s. 6d.	6s. 1½d. 6s. 4½d.	6s. 3d. 6s. 10½d.	6s. 9d. 7s. 6d.	7s. 9d. 8s. 6d.	8s. 0d. 8s. 9d.

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 3		—
Maddapollams	3 3		—
Long Cloths	9 1½		—
White Spot Shirtings (nominal)	10 6		—
,, Brocade do.	10 7½		—
,, Damasks do.	18 9		—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11½	to	1 1
,, do. Nos. 28-32	1 0⅝	to	1 2½
,, do. No. 40 (mock)	1 0⅝	to	1 2½
,, (Mule Twist), No. 40	1 0½	to	1 2½
,, do. No. 30	0 10⅝	to	1 0½

NEW YORK MARKET REPORT.—JULY 18.

COFFEE.—The Brazil market is in a stagnant condition, there being no disposition either to buy or sell. The quietness extends to mild descriptions—although prices are fairly supported. Java remains firm. We quote as follows:—Java (Government bags), 23½c. to 26½c.; Java (mats), 27c. to 28c.; Singapore, 20c. to 21c.; Ceylon, Native, 19c. to 22c.

CORDAGE.—Prices are as follows:—Manila Cordage, sizes above 12-thread, 16c.; do. 6-thread and 9-thread, ¼ in. and 5-16in. diam., 17c.; do. 12-thread, ⅜ in. diam., 16½c.; do. Hay Rope, 16½c.; do. Cordage, Bolt Rope Yarns, 18c.; do. 6-thread and 9-thread, 19c.; Tarred Manila, 15½c.

HEMP.—There is no demand, and the market is very dull.

INDIGO.—The demand continues light. We notice sales of fourteen to fifteen cases Manila at 75c. to 80c., and seven to eight chests Madras at 85c. to 90c., currency.

RICE.—The market is very dull, and prices favour buyers.

SUGAR.—This market is less animated, and prices have receded upon holders showing a disposition to sell.

SPICES.—There is a fair jobbing demand at following quotations:—China Cassia, 23½c. to 24c.; ditto Batavia, 20c. to 25c.; Mace, $1.16 to 1.25.

TIN.—Straits Tin is quoted at 23c. to 23½c., and Banca 26½c.

SILK.—Messrs. O'Donoghue and Co.'s report says:—Since the issue of our last circular the market has continued in much the same state of inactivity as then reported. Prices have gradually drooped on those descriptions of silk which are in largest supply, as Re-reeled Cantons and Haineens. Buyers do not appear to be tempted to enter the market except to cover their most pressing wants, and there is an entire absence of anything like a speculative feeling. Manufacturers complain that fashions are quite adverse to the silk interest, and we notice that the consumption of Raw Silk in this country for the season just closed has been a little over 3,000 bales less than that of the previous season. We commenced this season with an unsold stock of 2,535 bales, consisting of 1,700 Canton re-reels, 760 Chinas, 48 Japans, and 27 Grege, which shows an increase of about 800 bales upon the stock at the same time last year. This stock, taken in connection with the probability that it will shortly be largely supplemented from the new season's silk, and the comparative dulness of general trade, will most likely prevent buyers from anticipating their wants to any extent, and we do not therefore look for any marked improvement in values in the near future.

TEA.—The market, on the whole, has a rather quieter tone. New Japan continues somewhat irregular, with more sellers than buyers. Oolong is quiet, and without movement of note. Some new Formosa is to hand, and sales have been made of about 300 packages. Green is quieter than early in the week, though prices cannot be called any different, as holders are not pressing their goods for sale.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 24	Othello (st.)	Butler	Colombo, &c.	London
24	Kelso	Dodds	Saigon	Zaandam
	Oracle	Erasquita	Hong Kong	San Francisco
22	City of Foochow	Tait	Java	Greenock
23	Titania	Lemmermann	Sourabaya	Do.
25	Cawdor Castle (s.)	Cowis	Hankow & Singapore	London
25	Alberto	Tederigo	Rangoon	Falmouth
22	Carlisle	Shapcott	Maulmain	Bremerhaven
23	Nanny	Hansson	Akyab	Do.
23	Libertas	Lucovich	Rangoon	Brouwershaven
23	Mohely	Renier	Bangkok	Marseilles
12	Minerva	Howard	Colombo	New York
26	Oceanic	Miller	Akyab	London
	Nicolina	Boero	Rangoon	Queenstown
26	Anna Sophia	Hoekstra	Java	Texel
26	Louise	Bellstedt	Rangoon	Off Beachy Head
25	Aurrera (s.)	Larrinaga	Manila and Singapore	Liverpool
29	Lightning	Cameron	Rangoon	Do.
28	Nizam (s.)	Barlow	Chins, Singapore, &c.	London
28	Erede	Montobbio	Rangoon	Falmouth
28	Anton Gunther	Kuhn	Saigon, for Bordeaux	Do.
28	Nyassa	Garrick	Bangkok	Off the Lizard
	Bella Gaditana	Brobeck	Maulmain	Queenstown
	Prince Patrick	Wishart	Rangoon	Do.
29	Gancho	Creighton	Yokohama and Hiogo	London
29	Assaye	Ritchie	Rangoon	Do.
28	Madawaska	Smith	Do.	Falmouth
29	Stanfield	Cummings	Java	Do.
29	H.D.J.T. (Swed. brq.)	—	Akyab	Off the Lizard
25	Amaranth	Braeur	Bassein	Hamburg
27	Shakespeare	—	Rangoon	Do.
26	G. Repetto	Carbonne	Do.	Texel
27	August Friedrich	Nielsen	Saigon	Helvoet
27	Felixstowe	Black	Bangkok, for Bremen	Off Kemperduin
18	Miako	—	Manila	New York

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DEPARTURES.

Date.	Ship.	Captain.	For	From
July22	Campsie Glen	Smith	Singapore	Sunderland
25	Antenor (s.)	—	Singapore, China, &c.	Liverpool
22	Bacalod (s.)	—	Manila	Lamlash
27	Hankow (s.)	Symington	Singapore, China, &c.	London
27	Emiliano (s.)	—	Manila	Liverpool
27	Asterhope	Hanion	Singapore	Cardiff
27	Ary Scheffer	—	Batavia	Shields
15	Game Cock	—	Singapore & Hg. Kng.	New York
30	Omba	Thomson	Shanghai	London
30	Velocity	Duncan	Do.	Do.
Jne.18	Perthshire	Christie	Batavia	Buenos Ayres
15	Antagonist	—	Java	Monte Video
July17	Sunny Region	Kenney	Anjer	New York

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
July 26 ...	Navarino	... London	... Colombo, &c.
27 ...	John Tennant	... Do.	... Do.
27 ...	Glaucus	... Foochow	... London
27 ...	Zambesi	... Shanghai	... Do.
29 ...	Diomed	... Liverpool	... Singp., China, &c.
29 ...	Bellona	... Texel	... Batavia
29 ...	John Bramhall	... Java	... Rotterdam

LOADING.

At London.—Steamers via Suez Canal.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Braemer Castle. For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Cawdor Castle. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Penang, Singapore, Hong Kong, and Shanghai: Hankow, Hong Kong. For Singapore, Batavia, and Cheribon: Banca. For Colombo, &c.: Viceroy, Navarino, Africa.

Sailing Vessels.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Agnes Muir. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Celaeno, Star of the South. For Colombo: Seawfell, Lile, Conference.

At Liverpool.—For Yokohama: Mora. For Yokohama and Hiogo: Montego. For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.), Ulysses (str.). For Singapore and Manila: Aurrera (str.). For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Ellen Munroe, Ragnar. For Batavia: Urania. For Batavia and Sourabaya: Emma and Robert.

At Glasgow.—For Singapore: Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

FREIGHTS AND CHARTERS.

There is a fair amount of tonnage on the berth for Eastern ports, but there is but little business doing. Coal freights have a downward tendency.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Batavia: 50s. meast. To Cheribon: 60s. meast.

Per Sailing Vessels.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 35s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £28, f.c. To Penang: £28, f.c. To Colombo: £26. To Galle: £21.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 25s. To Galle: 20s. To Manila: 26s. to 28s. To Batavia: 27s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 23s.

CASUALTIES.

The Idella Berry, Berry, which arrived at New York, July 12, from Batavia, reports having encountered very heavy Westerly gales, lasting twenty-two days, off the Cape of Good Hope, during which she split sails, &c., and sprang a leak, which necessitated the constant employment of one pump.

Manila.—(Hong Kong, July 25, 5.10 P.M.)—The Carlicks (? Carricks) (ship), hence to New York, with sugar and hemp, is reported ashore off Catalatass reef, Luzon.

Cascaes, July 28, 5.40 A.M.—The Gordon Castle (s.), from Hong Kong to London, struck on the Birlings, and afterwards ran ashore here; vessel full of water and a total wreck; salvage difficult.

Lisbon, July 28, 9.45 A.M.—The Gordon Castle (s.) has filled with water and settled down in six fathoms; total wreck; weather permitting, some cargo may be saved, but saturated with water.

Lisbon, July 28, 3.50 A.M.—The Gordon Castle (s.), from China to London, with tea, went ashore on the Birlings, but was got off, badly damaged, made for this port, and was run ashore at Cascaes; crew and passengers saved; the steamer and part of the cargo will also be saved.

Lisbon, July 28.—[Another account.]—The Gordon Castle (s.), from Hankow to London, with tea, is ashore Cascaes; steamer and greater part of cargo saveable.

Liverpool, July 29, 2.55 P.M.—1.30 telegram just received from Lisbon, says:—"Fore compartment of Gordon Castle filled immediately on striking Birlings; supposed when she was beached holes made in other compartments; at low tide water flush with rail aft; vessel being stripped and lightened as fast as possible; weather continues fine. A telegram states that engineer is coming out; steam pumps and suction hose had better come also on chance of being available." It is, therefore, contemplated sending from here by to-morrow's steamer Chisholm, two steam pumps and divers.

Genoa, July 25.—Advices from Alexandria, dated July 15, state that the Lidia, Dodero, hence to Singapore, with coal, stranded near Port Said. Attempts made to get her off by the Voltai (French corvette), and the Vittor Pisani (Italian corvette), were at first rendered unsuccessful by a violent N.W. gale, but the vessel was at length got afloat, and towed into port.

London, July 28.—The following has been received from the master of the Hankow (str.), dated off Dover, to-day:—The Hankow (str.) was in collision with the Millbanke (str.), of Sunderland, off the Ness, at 2.15 A.M.; latter vessel sunk; fifteen lives lost. Hankow's stem split open right down—collision bulkhead has saved the vessel; will require to discharge cargo and go into dry dock at once; safety of vessel depending on the collision bulkead holding on.

Blackwall, July 29. [Recd. at 2.55 P.M.]—The Hankow (str.), for China, has put back to the South West India Dock, this morning, with damage to bow by collision with the Millbanke (str.).

MISCELLANEOUS.

At Suez.—July 29, Deucalion (str.), from China, &c., for London.

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Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE.—THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA... ADEN ... BOMBAY ...	„ „	Every Friday morning.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, July 2, 16, & 30, at 2 P.M., and every alternate Thursday.	Friday morning, July 10, 24, & Aug. 7, and every alternate Friday.	Monday, July 13, 27, & Aug. 10, at 5 A.M., and every alternate Monday.
AUSTRALIA ... NEW ZEALAND	Thursday, July 2 & 30, at 2 P.M., and every fourth Thursday.	Friday morning, July 10 & Aug. 7, and every fourth Friday.	Monday, July 13 & Aug. 10, at 5 A.M., and every fourth Monday.

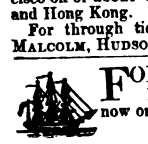
Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 122, Leadenhall-street, E.C.; and for Passenger and Parcel business only, at 25, Cockspur-street, S.W.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—The Company's steamers VANCOUVER, VASCO DE GAMA, and another at present building, will leave San Francisco on or about the 20th of every month for Yokohama and Hong Kong.

For through tickets and full information apply to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Celæno	702	Wright Bros. & Co.	Aug. 7
Cawdor Castle, s.s. ...	2,182	Thos. Skinner & Co.	Aug. 12
Hong Kong, s.s. ...	1 215	Norris & Joyner...	Aug. 13
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Aug. 25
Star of the South ...	665	Wright Bros. & Co.	Sept. 5
LIVERPOOL.			
Ulysses, s.s. ...	1,520	Alfred Holt ...	Aug. 8
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Aug. —
Brisbane, s.s. ...	1,500	„ „	Aug. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan... ... in 38 „ „
China... ... in 44 „ „

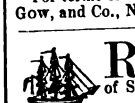
Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Aug. 25
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Singap., Bat., & Cheribon.	Banca, s.s. (new).....	A1	S.W.I.D.	With des.
Hong Kong..	Windhover...	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.

FOR YOKOHAMA AND HIOGO, the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

For Freight or Passage apply to the Owners, Messrs. BARING, BROS., and Co., 8, Bishopsgate-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, (corner of Cornhill), E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO.—Last shipping day, 10th August. To sail on 12th August, full or not full. The magnificent Clyde-built steamship CAWDOR CASTLE, 100 A1, 2,173 tons register, 300-horse power nominal, W. COWIE, Commander, now loading in the South West India Dock. This well-known steamer has accommodation for a few first-class passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Tamesa	A1 16 yr.	E.I.D.	With des.
Hong Kong	Miako.....	A1 16 yr.	E.I.D.	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With despatch.

FOR HONG KONG, the well-known favourite clipper INVINCIBLE, A1 13 years, 657 tons register, E. BRAITHWAITE, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; last shipping day, 10th August; the favourite full-powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill).

Will be followed by the "Nankin," s.s.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, August 4, 1874.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 571.] LONDON, MONDAY, AUGUST 10, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 10.
JAPAN—Yokohama	May 1	June 13	June 17
Yedo			
Osaka and Hiogo	April 24	„ 12	„ 14
Hakodadi			
Nagasaki	—		„ 16
CHINA—Peking	—	—	„ 9
Tien-tsin	—	—	„ 11
Chefoo	—	—	„ 12
New-chwang	—		
Hankow	—		„ 16
Kin-kiang	—	—	„ 16
Chin-kiang			
Shanghai	May 8	„ 19	„ 21
Ningpo	—	—	„ 19
Foochow	„ 8	„ 16	„ 22
Formosa	—	—	„ 20
Amoy	—	—	„ 23
Swatow	—	—	„ 23
Hong Kong	„ 15	„ 22	„ 27
Canton	—	—	„ 25
Macao	—	—	„ 26
PHILIPPINES—			
Manila	„ 8	„ 13	„ 23
COCHIN-CHINA			
Saigon	„ 22	„ 25	July 1
SIAM — Bangkok	—		June 26
BORNEO —			
Labuan	—	—	„ 20
Sarawak	—	—	„ 27
JAVA — Batavia	„ 29	„ 30	July 2
Samarang	—	—	June 20
Sourabaya	—	—	„ 26
MALACCA STRAITS—			
Singapore	„ 29	„ 27	July 6
Penang			
CEYLON—			
Galle	June 19	July 12	„ 13
Colombo	—	—	„ 11

THE MAILS, &c.,

The French mail, with advices dated as above, was delivered, *via* Marseilles, its due date. The next inward (P. and O.) mail, with dates Yokohama, 24th; Shanghai, 28th June; Hong Kong, 4th; Singapore, 12th July, which is due, *via* Brindisi, on Monday next, the 17th inst., left Alexandria yesterday (three days early), and will be delivered on Saturday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Iraouaddy*, arrived Aug. 8.—From Yokohama: None. From Shanghai: Messrs. Guy Vassar, Erdmann, Burmeister, Konitzsky, Potter, Wright, Caleb. From Hong Kong: Messrs. Wilson, Pearce, Gregor, Savilla, Gibbon, Bassard, Glenat, Mr. and Mrs. Lepissier, Mr. and Mrs. Kyle. From Saigon and Batavia: None. From Singapore: Messrs. Rae, Pedro, Cadet, Gonzales, Verschier, Frolke, Duchen, Vangogh, Voiller, Koppen, Allovis, Fermentins, Mr. and Miss Van Angelbeck, Mr. and Mrs. Butler. From Galle: Messrs. Lebras, Leeuyer, Carey, Spencer, Lush, Bensley, Edgell, Larkin, Baudry, Raisin, Irvine, Pargot, Mr. and Miss Dick, Mr. and Miss Ruckert.

By last mail to Brindisi, per P. and O. steamer *Simla*, arrived July 31.—From Singapore: Mr. W. G. Gullard. From Ceylon: Mr. Simon. To Venice.—None.

To Southampton, per P. and O. steamer *Zambesi*.—From Shanghai: Mr. W. J. Cargill. From Singapore: Mrs. Brinkman, Mr. Collingham, and two second-class passengers. From Ceylon: Major Rennie, Mrs. and Miss Rennie. To Suez—From Penang: Mr. Van der Erend.

To Southampton, per P. and O. steamer *Lombardy*, arrived Aug. 3.—From Hong Kong: Mr. Thompson, Mr. Broadhead. To Suez—From Yokohama: Mr. Dowson, Mr. Greaves.

PASSENGERS OUTWARD.

Per P. and O. steamer *Geelong*, from Southampton, July 30.—To Yokohama: Mr. H. Blandford, Mr. A. Sutherland. To Hong Kong: Mr. J. Campbell, Mrs. Campbell, and one second-class passenger. To Singapore: Mrs. M. C. Evans. To Ceylon: Mrs. L. Pieris and servant.

Per P. and O. steamer *Simla*, from Venice, Aug. 7.—To Shanghai: Mr. J. A. Spoor.

Per P. and O. steamer *Mongolia*, from Southampton, Aug. 13.—To Hong Kong: Col. Basalgo. To Singapore: Mr. J. Y. Kenneday. To Ceylon: Mrs. Bragin. To Yokohama: Mr. Nisimura.

Per P. and O. steamer *Nizam*, from Southampton, Aug. 20.—To Shanghai: Six gentlemen.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Hong Kong: Miss Neale and servant. To Ceylon: Mr. C. J. D. A. Cole. To Hong Kong: Mr. Albert Leigh.

Per P. and O. steamer from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood.

Per P. and O. steamer from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras.

Per French steamer *Ava*, Aug. 16 (booked from London).—To Hong Kong: Mr Smith. To Shanghai. Mr. Davey. To Singapore: Mr. and Mrs. Genu and child, Mr. Pedro Torra. Mr. Marsh.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh. To Galle: Mr. Ridley.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane. To Batavia: Mr. Fraser, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Galle: Mr. Karslake.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan ports by the present mail are of no later date than those received by Pacific mail on the 3rd inst., and published in our last issue. The steamer *Altona* arrived at San Francisco on the 28th ult., bringing Yokohama dates to the 4th ult. The subjoined summary of news has been telegraphed to the *New York Press*:—

The news from Formosa is to the effect that the Japanese are driving the Aboriginese from the coast. The Japanese war vessels were still on the coast of Formosa. The tribes have come to terms with Japan, and accepted the flag of that country. The comet had been observed from Japan, and was looked upon by the natives as a favourable omen in connection with the war.

The Japanese steamer *Tai Omiru* was lost on the 15th of June, on the west coast. Twenty-seven lives were lost.

A Greek church has been opened by the Russian missionaries at Hakodadi.

CHINA.

KIUKIANG.

A correspondent of the *North China Herald* writes as follows:—

In your last letter from this port some remarks were passed on the indifference shown for the import trade of Kiukiang; but just as little attention appears to be given by your Shanghai Chaaszes to the export trade in tea; for, instead of buying at this port, they seem to prefer paying much higher prices at Hankow for the same leaf offered here at reasonable rates. May they reap the profits they deserve! There is abundant proof that the Kiangsi dealers were most anxious to sell at Kiukiang, could they have found purchasers, as they had paid such high prices inland that a reasonable offer would have been willingly accepted; but as there were no Chaaszes to make offers, they sent their produce to Hankow, where, to their glee, they found numerous asinine speculators willing to pay from Tls. 10 to 11 a picul more than was asked for the tea at Kiukiang.

The U.S.S. *Ashuelot* made a brief stay here last week. Rumours were current that she was going to Ichang, but whether in connection with the future opening of that port it is impossible to say. It would really seem of little use opening more ports when the old ones are abandoned. The great cry of the merchant has been to get nearer the producing districts, and to open up a field for our imports. Now steamers could hardly get nearer the tea districts of Fychow, Moyune, Ningchow, and Hankow than Kiukiang is situated; yet, as has been observed, tea-tasters prefer going to a dearer market than *making* one at

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the nearest port to the producing districts. And as regards imports, there can scarcely be a better field than Kiangsi if properly worked. The water communication is not inferior to the Grand Canal districts which consume such vast amounts of cotton. All we need here is more foreign capital and energy.

The China Merchants S.N. Company have stationed a hulk at this port, to facilitate the landing and shipment of cargo. Their vessels seem to get full cargoes, and the low rates of freight at which they carry goods is certain to develop trade in bulky and coarse merchandise, which has hitherto gone in junks, owing to heavy freights.

The Roman Catholics have had a disturbance at An-jen-hsien, in the department of Jao-chow, in which a chapel was burned and some converts lost their lives. It is said that the Bishop at once addressed the Footai, who seemed incensed at the liberty taken, and referred the writer to the Kiukiang Taoutai. One would imagine a Bishop or any other foreigner had perfect right to address a governor in cases of great emergency; and in the present case we conclude that the Bishop must have couched his letter in terms of equality—which an official of the rank of Footai would not tolerate—to have met with such a rebuff. The officials look upon a bishop as merely one of the gentry; and in spite of the official pretensions a bishop often assumes, he will never be recognised as holding a higher position. The feeling against the Catholics seems very strong in this province.

The weather is very warm, but the river is so low that we hope to escape a flood this year.

SHANGHAI.

The present mail brings advices from this port to the 21st June; the French mail from London May 8 arrived out on the 19th June. The following summary of news is from the *North China Herald*:—

In the Supreme Court on the 17th June the Chief Judge gave judgment in the cause the Shanghai Race Club *v.* the Shanghai Cricket Club. The judgment occupied over an hour and a half in delivery. His lordship first dealt with the preliminary objections raised by counsel for defendants. Considering that there were no special rules applicable to the case in the Supreme Court Procedure, he had to fall back, not upon the technical procedure of the Court of Chancery in England, but upon a course of proceeding which would be most in accordance with the practice of an Equity Court situated as the Supreme Court (sitting as a Court of Equity) is situated, and most likely to enable substantial justice to be done between the parties. Passing next to the facts, he reviewed the connection of the institutions involved—the Recreation Fund, Race Club, Race Course and Cricket Club, first giving the undisputed facts and then the versions put forward by the Race Club and Recreation Fund. After examining the ground upon which plaintiffs based their claims for perpetual injunction and upon which that application was resisted by the defendants, his Lordship went on to consider which was the more probable of the two statements of facts and the most conclusive of the two sets of arguments. His conclusion here was that the only facts consistent with truth, with the objects the respective parties had in view, and with their acts as disclosed by the evidence, were that the Race Club purposely burdened the land with the obligation not to build, and that the Recreation Fund Trustees knowingly bought it with the burden upon it.

He then went into the question (1) of who sold the land to the Fund and of whom they bought it; (2) the double payment for the thirty *mow*; and (3) the circumstances under which the Cricket Club asked for and obtained permission to erect first a matshed and then a pavilion on the ground leased by them from the Recreation Fund. From an analysis of documents, minutes of meetings, reports and other evidence, his Lordship came to the conclusion on the first point that the Recreation Fund bought from the Chinese, remarking that the Race Club could have had no object in buying and selling the land at one and the same moment, unless to free it of an obligation which they had so shortly before taken much trouble to impose. On the second point he found that the weight of evidence was entirely against the assertion of a double payment—the main objection being that the land was originally supposed to measure 466 mow, while the Recreation Fund only bought 430, though they founded the assertion on the nature of their boundaries. On the third point he again reviewed the letters and other documentary evidence adversely to the defendants. His Lordship alluded to the argument of the "deliberate and tremendous fraud" upon the Chinese, and showed that the trustees did at the time entertain the intention upon which their counsel now based it—to preserve the land solely for recreation and never to build. He then referred to the law as summarised by Dart, and concluded by saying that he had not only taken a legal view of the rights and obligations of all parties, but he had taken that also which accorded with truth, with proof, with justice, and above all with honour. The Cricket Club having failed to disburden themselves of the obligation in equity attaching to the land which their lessors purchased, he had no alternative but to grant the perpetual injunction prayed for, with costs.—The verdict was received with applause by a large number of the public who had assembled in court.

There are rumours of an intention to appeal, but we have not heard that notice has been given. The decision is in thorough accordance with the popular view of the question, and had public opinion been consulted the case would never have gone into court. Public feeling was adverse to the litigation in principle, and adverse to the waste of money entailed. We sincerely trust we have now heard the last of it, for any proposal to appeal would, we are sure, be heard with still greater regret.

A meeting of intending shareholders in the North-China Insurance Company was held on the 16th June. The Chairman, Mr. Lavers, explained that the term of the present company expires on the 31st December next, so it was necessary to set about reconstitution. The character of the business had altered of late. The company had now always large lines on a number of ocean steamers leaving all together at the beginning of the season; and this necessitated a larger capital. It was proposed to raise the capital to Tls. 2,000,000, of which Tls. 600,000 shall be paid up. There was a chance, also, of obtaining an order in Council extending the provisions of the Joint-Stock Companies' Act to Shanghai, and thereby enabling them to register as a company, limited or unlimited. It would be necessary to insert in the new deed a clause enabling the company to take advantage of that order if it be promulgated. Mr. Drummond explained at considerable length the disabilities under which companies here, being merely big partnerships, labour; and the difference between limited and unlimited companies.

After a good deal of desultory conversation a resolution in favour of reconstituting the company, proposed by the chairman and seconded by Mr. Wood, was carried:—

That a company, to be called "the North China Insurance Company," shall be formed for a further period of three years, commencing on the 1st day of January, 1875, and terminating on the 31st day of December, 1877.

The following resolution, proposed by Mr. Francis, and seconded by Mr. Purdon, was also carried:—

That the present Court of Directors be elected to act as a provisional committee, with power to add to their number, for the purpose of drawing up a prospectus, receiving applications for and allotting the shares.

Considerable discussion followed as to the desirability of limiting or unlimiting the future company, if it should be registered. It was decided to put off the question for further consideration.

The Registration section of the Order in Council is being carried out, we hear, with all strictness. A fresh batch of over sixty summonses have been applied for; and those to be favoured with this courteous official recognition include, we are told, many who have recently arrived in Shanghai from trips home or as new residents. The first paragraph of section 114 requires residents to register themselves in the month of January of each year; the second ordains that "every British subject * * shall, within one month after his or her arrival, register himself or herself, * * but that no such person shall be required to register himself or herself more than once in any year, reckoned from the 1st day of January."

The first number of a new Chinese newspaper was published on the 16th June. We should more readily welcome this addition to the native press if it had been started more independently. The general impression is that the Che-hsien and his countrymen are launching it in opposition to the *Shunpao*, on account of the tone taken by the latter regarding the Yang Yeh-liu case. However, it is satisfactory in any case to find that the press is enough appreciated by the Chinese to induce them to start a purely Chinese paper.

Minutes of the two first meetings of the Committee of the Chinese Reading-room have been issued. Several names have been added to the list of members, and the scheme has met, thus far, with fair support. We doubt, however, whether the Committee are not rather sanguine in thinking of buying land and building a house at a cost of Tls. 2,500. The first Tls. 1,000 is proverbially the easiest to collect, and this amount seems to have been pretty readily obtained among foreigners. It remains to be seen how the Chinese list will compare. We are glad to learn that the Taoutai has given the liberal sum of Tls. 200 towards the funds for the institution.

A proclamation has been issued by the Chefoo Taoutai, in regard to the Che-meh riot, and bonds have been entered into by the villagers to keep the peace and to refund the value of Mr. Corbett's property. The proclamation seems a sensible one. An address of thanks has been presented to Mr. Sheppard by certain of his countrymen in Chefoo and the neighbourhood for the firmness and discretion he has shown in pushing through the case.

A meeting of the Asiatic Society has been held, to hear a paper by Mr. E. C. Taintor on "The Aborigines of Northern Formosa." All that relates to the island and its aboriginal inhabitants having a special interest under existing circumstances, the meeting was well attended. Mr. Taintor illustrated his subject by the exhibition of articles of savage manufacture and use.

The report presented at a meeting of the Working Committee of the Sailors' Home discloses an unsatisfactory financial position. Only 189 men entered the Home during the six months ended

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31st March last, against 336 during the corresponding period of 1872-3. The result has been that the receipts have not sufficed to cover working expenses, and the Superintendent asks to be recouped $1,341 which he is out of pocket. A reduction in the staff was decided on, and another meeting is to be held in July, to see how the home has gone on during the succeeding three months.

The Municipal Council have refused an application from a Chinese family for permission to perform certain noisy funeral ceremonies at midnight, in terms that have given general satisfaction. We believe in giving the Chinese reasonable license to follow their ways and customs, but we could never see that firing crackers at midnight was a necessity, and we are glad to find the present Council intend firmly to stop the practice.

HONG KONG.

Our advices by the present mail extend to the 27th June; the P. and O. mail from London May 15 was received on the 22nd June. We take the following items of news from the *Daily Press*:—

With reference to the Japanese expedition to Formosa a correspondent writes under date Takow, 20th June, as follows:—

The Japanese have made considerable progress at Langkiaou, and now seem inclined to rest on their oars for a time. Of the eighteen tribes or villages between Langkiaou and the south point sixteen have come to some terms, and have been given each a Japanese flag with an inscription saying that they are friendly and are not to be molested. The villages of the Bawtans are held by the Japanese. The Bawtans themselves have disappeared entirely, and it is not known what has become of them. The Japanese have occupied Hongkang, the next Chinese village north of Langkiaou, and distant from it about five or six miles. Hongkang is like Langkiaou, a detached village not under regular Chinese Government, and without safe land communication with the north. The inhabitants sent to ask the Japanese to come and protect them against the savages, and offered to find food for the detachment which should take care of them. A camp has been formed on the east coast about opposite to Langkiaou. The island is only eight or nine miles broad there, and the men marched to the spot overland. A very small Chinese village at the extreme south of the island has been occupied. The *Delta* has lately returned with a large quantity of stores from Nagasaki, but with no more troops.

Two Chinese of rank named Shin and Pan, with Messrs. P. Giquel and Segonzac, have just arrived at Taiwanfoo. Shin bears the rank of *Chin-chai*, or Imperial Commissioner, and was formerly connected with the Arsenal at Foochow. These two Chinese officials are said to have been sent to inspect certain fortifications. It was generally understood that they were coming to treat with the Japanese, and very probably they have their credentials in their pockets, to be used as circumstances should require. There is a general opinion that the Japanese do not intend quietly to give up the land they have occupied. This, however, is only conjecture, as they have not announced their intentions in any way. It is said that they will be willing to retire when they have settled accounts with the savages, if the Chinese will pay the expenses of the expedition. Whether the Chinese will agree to those terms or not is beyond even the limits of guessing. The Japanese ought to be delighted to get away on such conditions. The land must be perfectly worthless to them. What can the value be of a few square miles of hilly ground with the valleys already occupied, and no decent harbour? To retire without incurring any expense would, after having effected the punishment of the savages, be a most successful termination to a successful undertaking.

It will be observed from the above letter that Mr. P. Giquel, formerly of the Foochow Arsenal, has accompanied the two Chinese Commissioners who have proceeded to that place in reference to the war between Formosa and Japan. The object of the Chinese Commissioners' visits is variously stated as being to inspect certain fortifications and to negotiate with the Japanese Commander-in-Chief. It is hardly necessary to point out that these two objects are widely different in their character, and (what is immediately to the point to which we desire to draw attention) in their bearing upon Mr. Giquel's position in accompanying the mission. If the Chinese officials are mere Commissioners for a civil purpose, there is no absolutely legal objection to his position—although even in this case there are some very grave reasons to object to it upon general grounds—but if it be the fact that the object of the Commissioners is in any way of a warlike character, then Mr. Giquel's mixing up in the affair is a distinct breach of neutrality, and ought to be objected to by his Government. The position which the so-called Commissioners occupy, that of Chin-chai, would be more properly described as that of Ambassadors—the term being the same as that which is applied to the Foreign Ministers at Peking; and if this is their position it is open to grave question how far they ought to be assisted by a foreigner. The scientific knowledge which a skilled European can bring into play in regard to the best mode of taking fortresses and the like matters may be quite sufficient to turn the scale in a war between two such nations as China and Japan; and it is, therefore, somewhat extraordinary to see Mr. Giquel giving his aid to the Chinese under the existing circumstances. It is indeed very unfortunate that we have arrived at a period of our relations with China when Europeans are somehow liable to get mixing up in a very undesirable manner in political affairs.

The *Foochow Herald* of the 18th June states that Shun-paou-chen, the Chinese official authorised by the Peking Government to negotiate with the Japanese Commander-in-Chief with a view to inducing him to withdraw the troops from Formosa, had taken his departure. The above paper also says that the Japanese forces are much superior in discipline to the Chinese.

The case of Howard *v.* Curtis has been tried in the Supreme Court before Chief Justice Smale and a special jury. It was an action brought by Mr. Thomas Howard, merchant, Hong Kong, against Mr. Curtis, proprietor of the *Hong Kong Times*, for damages alleged to have been sustained by plaintiff by the publication of a communication in that paper on the 7th of April last.

The Attorney-General, in the course of his opening statement, said that although the plaintiff claimed damages to the amount of $20,000, he did not expect the jury would give a verdict for that amount; but he hoped they should receive at their hands such a verdict as would justify the action plaintiff had taken, and would deter defendant and others similarly situated from publishing communications reflecting on the good name of anyone.

Mr. Howard was then called, and gave an outline of his connection with the Hong Kong, Singapore, and Borneo Company. In the course of his evidence he said, that when projecting the company he valued the good-will and property at $45,000. Upon this his lordship asked if witness, who was both a buyer and a seller, meant to say he valued it himself, and he said he did. His lordship then remarked that it was a most illegal proceeding, and that that was the way so may joint-stock companies were got up and ruined. Some sharp firing ensued between the bench and bar upon the point, the counsel for plaintiff stating that such a question had nothing to do with the case, and that whether plaintiff had acted properly or improperly in that instance, was really outside the matter altogether. Subsequently his lordship said that plaintiff had always borne an excellent character, and that he did not blame him for doing what he had done, for hundreds of others had done the same, but such an inequitable proceeding, coming under his (his lordship's) notice, he could not let it pass without remark.

Mr. Kingsmill having addressed the jury in mitigation, said that if it met with his lordship's view he would consent to a verdict for plaintiff, and suggested that the damages should be fixed as low as possible. His lordship having assented, a verdict for $25 damages and costs was agreed to.

The case of A. Heard and Co. *v.* Thompson has also been heard. The action was brought against the captain of the steamship *Duna* for compensation for injuries done to a buoy in the harbour, which had been placed there by the plaintiffs. After hearing the evidence on both sides his Lordship said it was evident that the anchors had been dragged by the *Duna*, and he gave a verdict therefore for $170.

The weather has been stormy, and some heavy squalls have been experienced, as broken windows and shutters in various parts of the city testify. In many European houses there are also broken windows, through the carelessness of servants not properly fastening them. In Wyndham-street, close to Peddar's Hill steps, a large tree has been toppled over the bank by the force of a squall, and some damage has been caused to palings in College pathway. A large boat was capsized near the Police-chop, but by the timely aid of the police all the crew were saved.

The British steamship *Amoy*, which had left this port for Melbourne, put back from Foochow in consequence of a stabbing case which occurred twenty-one miles distant. A fireman named Chun-a-loi stabbed another named Ho-a-sing in the chest with a knife.

Mr. Mitchell, the Postmaster-General, has left by the P. and O. steamer *Behar*, for Yokohama, on a tour of inspection to the ports. He will visit, in addition, Hiogo, Nagasaki, Shanghai, Hankow, Ningpo, Foochow, Amoy, and Swatow. He will probably return to Hong Kong about the end of July.

Mr. J. Simpson retires from the Post-office service on the pension recently granted to him. We understand that he has some hope of obtaining an appointment under the Japanese Government.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The present mail brings advices from this port to the 6th July; no later mail from London had been received. The following summary of news is from the *Straits Times*:—

A curious fact has been brought to our notice with respect to the rewards given to informers under the Gaming Houses Ordinance,—the share usually given being one half the fines inflicted. We erroneously supposed that the provision as to reward extended only to the actual raids on the gambling establishments, and that if unsuccessful and no prisoners were taken the informers would have nothing to get. It appears, however, that it is sometimes more profitable to the informers should no prisoners be taken, as then the owner is usually proceeded against, perhaps fined heavily, and half the fine given to the persons who gave the information against the house, in compensation for having got nothing in the first instance. No information is laid against the owner, he being usually easily traced and served with a summons, and we are surprised to hear that in one case recently, where the police arrested no gamblers in the first instance, half of the $1,000 levied on the unfortunate owner was handed over to the informer; and

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though the house-owner in question has petitioned Government for a remission of the fine, it is very doubtful if, even in the event of a favourable reply from the Governor, he would ever be able to get his money back. Under an arrangement so favourable to informers, it may be questioned whether they will trouble themselves much to secure the arrest of the real offenders, the gamblers themselves, or tax their ingenuity to discover the actual keepers of the establishment, their pecuniary interest naturally lying in the opposite direction. If it be true that members of the police force in some cases reap the benefit of handsome rewards like this for giving information which it was their bounden duty to give, and are better paid through not arresting the actual offenders than if they had done their duty, then a great public scandal has arisen which calls for immediate action on the part of the Government and the police authorities.

The judgment given by the Chief Justice in the appeal of Hadji Arshad against the decision of Captain Walshe, police magistrate, coincides with our own views on the injustice of the Gaming Houses Ordinance. The decided opinion given by the Chief Justice against this law will no doubt operate to produce its speedy amendment, lest its continued administration produce a greater catastrophe than the mere reversal of a magistrate's decision. In the case under notice there was nothing to show collusion on the part of the owner with the acts of his tenant—his collector did not even go to the premises for the rent, that being paid at the place of business of an agent of the absent tenant—and yet he was mulcted in the heavy sum of $1,000, for which the only satisfaction provided him by the law is the ejectment of his tenant, after the magistrate shall have "declared" it a gaming house.

A few nights since a detective police officer observed a Chinaman offering some coffee for sale at the Kling eating houses in South Bridge-road, at the very low price of fifteen cents per catty, and on questioning him as to how he got possession of it, deemed it advisable to take him into custody. The coolie protested that he had only taken the coffee from his friend's godown, but further inquiry elicited the fact that the prisoner had previously disposed of several other small parcels in the same way, amounting in the aggregate to thirty or forty catties, all of which was taken to the Central Police-station. The coffee is of excellent quality, and has probably been pilfered from a godown. Perhaps an inspection of some of our merchants' stocks might reveal the loss of a much larger quantity.

The following were the resolutions passed at the annual general meeting of the Singapore Exchange, held at the Exchange Room on the 29th June. Proposed by H. Buchanan, Esq., seconded by W. Allen, Esq., "That the accounts of last year be approved and passed." Carried *nem. con.* Proposed by H. Wood, Esq., seconded by R. I. Harper, Esq., "That the telegram from Saigon for the departure of the homeward French mail be resumed." Carried. Proposed by J. B. Caldbeck, Esq., and seconded by the Hon. W. R. Scott, "That the thanks of the meeting be given to Mr. Brasier for his kindness in furnishing telegraphic information of the departure of the French mails."

The fourth of July being the ninety-eighth anniversary of the Declaration of Independence by the United States of America, the American vessels in harbour dressed ship in honour of the occasion, and the U.S. Consul entertained a number of his countrymen and the residents at tiffin at the Hotel d'Europe.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

Hankow.—Messrs. Drysdale, Ringer, and Co.'s Report, dated 16th June, says:—Settlements of Tea since 9th inst., the date of our last, although showing a considerable falling off as compared with the previous week, have still been rather large, amounting in all to 23,151 chests, 46,575 half-chests, and 4,042 boxes, particulars of same being, 1,799 half-chests, at 2s. 9d. to 2s. 11d. per lb.; 2,541 half-chests, 603 boxes, at 2s. 5¾d. to 2s. 8¾d.; 3,114 half-chests, at 2s. 2½d. to 2s. 5½d.; 6,067 half-chests, 934 boxes, at 1s. 11½d. to 2s. 1½d.; 2,853 chests, 15,853 half-chests, 225 boxes, at 1s. 8½d. to 1s. 11½d.; 15,295 chests, 11,769 half-chests, 2,000 boxes, at 1s. 5d. to 1s. 8d.; 5,003 chests, 5,432 half-chests, 280 boxes, at 1s. 2d. to 1s. 4¾d. The above settlements still show a high range of price, seeing that we are now getting towards the end of the first crop. The last day or two there has been better value obtained in Teas ranging from Tls. 20 to 25, but we do not think these kinds up to the average of last year, and they will require a good market to bring them out. Some better parcels of Ningchow have again found buyers from Tls. 40 to 48, second quality realising Tls. 31 to 36. The best value for this kind has been obtained in the lower grades, which have ranged from Tls. 23½ to 29. Good Hohows have sold up to Tls. 29, common selling at Tls. 19 to 20 per picul. Hankow Teas have ranged from Tls. 15 to 29, one or two parcels realising up to Tls. 33. For the various districts prices paid are:—Oonfars, Tls. 20½ to 28.10 per picul; Cheong-sow-kais, Tls. 20½ to 29½; Soong-yong, Tls. 21¼ to 29; Toong-shans, Tls. 18 to 27½; Young-low-toongs, Tls. 24 to 26; Low-yongs, Ping-kongs, Wun-kais, &c., Tls. 17 to 23; Lee-lings, Tls. 15½ to 29¾; Ko-kew and Nip-car-sees, Tls. 15 to 18½; Shun-tam, Tls. 15.

Shanghai.—There had been a considerable business done in Black Tea during the week. In some cases prices had been slightly under those of last mail, but the market was firm at the close, and no general decline was quoted. Hohows and Ningchows had been most in request, the stock still affording but a poor selection of Hankow Teas. Settlements for the week, 20,069 chests; Re-shipments, 3,567 chests; Total, 23,636 chests; Stock, 27,200 chests.

Foochow.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—A large business has been passing in this market since the opening, and prices for all kinds, excepting good medium and fine Congous, have been well supported. The first crop is expected to be short of last year. Arrivals and settlements for the week are:—Congous: Arrivals, 49,300 chests; Settlements, 85,703. Souchong: Arrivals, 4,800 chests; Settlements, 1,300 chests. Oolong: Arrivals, 8,130 half-chests; Settlements, 1,078 half-chests. Flowery Pekoes: Arrivals, 1,700 chests; Settlements, 732 chests. Scented Teas: Arrivals, 7,000 boxes; Settlements, 8,100 boxes. Congous: Buyers havs operated freely, the good medium and fine grades are cheaper, but the common and low kinds have been eagerly taken by Australian buyers, good flavoury dust bringing Tls 9 to 9½ short; the market closes steady. Souchong: A few chops of choice have been taken at 2 Taels over last year's rates; with few exceptions the crop is poor. Oolongs: The settlements made are at rates about on a par with opening prices. Flowery Pekoes: Some 700 chests have found buyers; prices are fully up to last year. Scented Teas are in good demand, and fine parcels have realised extreme rates; most of the Teas are still very deficient in scent. The Export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 8,230,396 lbs., against nil. To America, nil., against nil. To the Colonies, 496,860 lbs., against nil. Freights: To London:—£4 per ton for steamers. No sailing vessels on the berth. Exchange: On Lond on six months' sight, credits, 4s. 4½d. On Hong Kong, fifteen days' sig ht private, ¾ to 1 per cent. discount. On Shanghai, Tls 72½ to 73 pe $100.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	TEA. From Foochow.	TEA. From Amoy.	TEA. From Canton, Macao, &c.	TEA. Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to June 19, 1874	15685181	162440	—	4931636	20834627	380
From June 1, 1873, to June 19, 1874	11504687	—	—	3917370	15422057	704

Shipments since last report, and included in above total:—

May	29 per Glenartney (str.)	From Shanghai, &c.	...	2262806	
—	30 ... Nizam str.)	... Do.	...	795573	252
—	31 ... Glenfalloch (str.)	... Do.	...	2303232	
—	31 ... Hong Kong (str.)	... Do.	...	2060164	
June	4 ... Cawdor Castle (str.)	... Do.	...	2426813	
—	6 ... Nestor (str.)	... Do.	...	1176141	
—	7 ... Gordon Castle (str.)	... Do.	...	2083838	
—	7 ... Ada	... Do.	...	988129	
—	7 ... Ava (str.)	... Do.	...	228072	128

TO THE CONTINENT.

		Bales.
From June 1, 1874, to June 19, 1874	2335609	284
Do. do. 1873, to June 19, 1874	2012849	167

Shipments since last report, and included in above total:—

May	30 per Russia (str.)	From Hankow	...	2200683	
June	6 ... Nestor (str.)	... Do.	...	127466	
—	6 ... Nizam (str.)	... Do.	...	6273	49
—	13 ... Ava (str.)	... Canton	...	588	235

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to June 19, 1874	694902	—
Do. do. 1873, to June 19, 1874	242661	169

Shipments since last report, and included in above total:—

May	23 per Great Republic	From Yokohama	...	11604	
June	6 ... Nizam (str.)	... Foochow	...	55842	
—	10 ... China (str.)	... Canton	...	109350	
—	16 ... Granada (str.)	... Do.	...	79073	
—	17 ... Vasco de Gama (str.)	... Do.	...	387050	
—	17 ... Windward (str.)	... Do.	...	36876	

TO AUSTRALIA.

From June 1, 1874, to June 19, 1874	21000
Do. do. 1873, to June 19, 1874	317156

Shipments since, and included in above total:—

June 6 per Nizam (str.)	From Canton	...	21000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,043	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,396	54,139
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,362	57,-33
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

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EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Shanghai „	5s. 11¼d.	5s. 11¼d.	5s. 11¼d.
Canton „ ...	4s. 3¾d.	4s. 3¾d.	4s. 3¾d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3¼d.	4s. 3¼d.	4s. 4d.
Manila „	4s. 1¾d. to 4s. 1¾d.	4s. 2¼d. to 4s. 1¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
illson India	Rs. 309½	226
„ Hong Kong	27 to 27¼ dis.	—
Bar silver	Tls. 111.4.0	9 prem.
Mexican dollars	„ 72.9.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. premium.
Hong Kong Fire Insurance Company, $295 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $24 premium
Indo-Chinese Sugar Company, $93 dis.
Shanghai Steam Navigation Company, 3 per cent. prem.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2¼d.

NEW SEASON'S TEAS.

The arrivals are reported of the steamers *Mongol*, from Foochow, with 2,245,160 lbs., and the *Nestor*, from Canton, with 1,176,000 lbs. The *Montgomeryshire* sailed from Foochow on the 4th inst. The latest telegrams state the export from Foochow by steamers to the 5th inst. to be 6,000,000 lbs. in excess of the corresponding period last year. Freights are still quoted 60s.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo lbs.
June 16 ...	Cutty Sark	Hankow ...	1,270,651
„ 26 ...	Japan (str.)	„ ...	3,000,000
„ 30 ...	Ada	„ ...	988,129
„ 19 ...	Nankin (str.)	„ ...	2,678,544
„ 19 ...	Zambezi (P. and O. str.)...	Shanghai ...	1,450,000
„ 28 ...	Venetia (P. and O. str.) ...	„ ...	1,500,000
July 12 ...	Cathay (P. and O. str.) ...	„ ...	1,500,000
„ 17 ...	Thermopylae	„ ...	1,200,000
„ 20 ...	Glenlyon (str.)	„ ...	2,000,000
„ 22 ...	Cheops (str.)	„ ...	1,600,000
„ 25 ...	James Sheperd	„ ...	1,000,000
June 13 ...	Achilles (str.)	Foochow ...	2,100,000
„ 14 ...	Glenearn (str.)	„ ...	2,247,800
„ 19 ...	Glaucus (str.)	„ ...	1,794,642
„ 26 ...	Sirius (str.)	„ ...	2,400,000
„ 28 ...	Crocus (str.)	„ ...	2,100,000
July 4 ...	Mongomeryshire	„ ...	—
„ 5 ...	Orion (str.)	„ ...	2,600,000
„ 28 ...	Ascalon	„ ...	1,000,000
June 25 ...	Deucalion (str.)	Canton ...	2,600,000

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 5, Coulnakyle.

At Shanghai.—From London, June 15, Europe (str.) ; from London, &c., July 31, Eliza Shaw, Borealis, Acadia, Lothair.

At Hong Kong and Canton.—None.

At Manila.—From Liverpool, June 16, Leon (str.).

At Singapore.—Aug. —, Glenfinlas (str.).

At Penang.—Aug. —, Hector (str.).

DEPARTURES.

From Shanghai.—For London, June 14, Achilles (str.).

From Foochow.—For London, June 14, Glenearn (str.); 15, Braemar Castle (str.); 17, Glaucus (str.) ; 19, Mongol (str.).

From Hong Kong and Canton.—For London, June 25, Deucalion (str.); for New York, Queen of the South.

From Manila.—For London, June 17, Merse ; 18, Maria Fidela ; 20, via Ilo Ilo, Tim Whiffler ; for New York, 10, Criterion, Chieftain ; 18, Flying Eagle.

From Singapore.—For London, July 1, Blair Athol ; 2, Pieve Superiore ; 3, Deucalion (str.), Galatea (str.) ; Aug. 3, Cheops (str.); 6, Galley of Lorne (str.) ; for Liverpool, 4, Yrurac Bat.

FREIGHTS BY TELEGRAM.

At Shanghai, £3 per ton ; at Hong Kong, £3 per ton.

THE MAILS.

Present Inward Mail.—Marseilles, August 8.—The Messageries Maratimes Company's steamer Iraoudy, with the inward French mails from China and Japan, arrived here to-day at 11 A.M. She brings sixty-six passengers and a general cargo, including 1,076 bales of silk, 11,657 packages of tea, 114 of cotton, and 652 sundries, for London, which part of her cargo will be forwarded to its destination per company's steamer Gange, due in London on or about the 18th inst.

Next Inward Mail.—Alexandria, August 9.—The P. and O. steamers *Malta* and *Venetia* left here to day with the homeward China Mail. The former may be expected at Brindisi on the 12th, and the latter at Southampton on the 22nd inst. Specie per *Venetia* £99,885.

Inward Mail due August 31.—Galle, Aug. 5.—The P. and O. Company's steamer Cathay, with the China and Australian mail, sails to-day for Suez. Specie £427,000.

LATEST TELEGRAMS.

THE ATCHIN WAR.

The Hague, Aug. 5.—The Government publishes an official telegram received from Atchin, dated the 3rd inst., which states that the Dutch flag is floating over Teloksemawe. The troops have occupied Moesapi, a position to the east of the mouth of the Atchin river, as well as the Kampong Soerian. In the engagement the Dutch troops had six killed and forty-seven wounded. The enemy lost seventy-three killed. The health of the troops is indifferent.

SHIPPING POSTSCRIPT.

Arrivals Not in the Tables.—Aug. 6, off Prawle Point, from Sarawak, Asterion ; 6, at Milford, from Maulmain, Mount Royal ; 3, at Bremerhaven, from Rangoon, Erede, Madawaska ; from Hong Kong, Nyassa ; 5, at Helvoet, from Pentewan, Richard Visan ; at Marseilles, from Java, Hellas ; 8, at London, from Amoy and China, Neston (str.) ; 7, at Falmouth, from Akyab, Lion ; from Macassar, Jan Van Brakel ; 8, from Rangoon, Louisiana ; from Batavia, Queen ; from Japan, Araby Maid ; at Queenstown, from Rangoon, North ; Riverside ; at New York, from Manila, Surprise ; from Batavia, Helene and Anna ; 9, off the Lizard, from Akyab, City of Lucknow ; 10, at Falmouth, from Rangoon, Asia ; off Deal, from China, Mongol (str.) ; off the Start, from Zebu, Whinfell.

Departures.—Aug. 6, from Liverpool, for Galle, Rajnar ; 8, from London, for Singapore, for Celæno ; 6, from Penarth, for Singapore, Ironside ; 8, from Liverpool, for Singapore, China, &c., Ulysses (str.).

Steamers Passed the Suez Canal.—Aug. 6, Japan, from Hankow, London.

Spoken.—P. S. R. N. (Soemburg), Batavia to Amsterdam, 51 days out, 34 S., 20 E. ; L. N. W. F. (Banian of Workington), for Singapore, July 13, 39 N., 16 W. ; N.Q.D.L. (Dutch ship), Liverpool to Singapore, June 28, 13 N., 27 W.

Miscellaneous.—Off St. Helena, July 9, Forest Rights, from Colombo, for London.

Casualties.—The Jan Van Brakel, Roever, from Macassar, arrived at Falmouth, Aug. 8, with loss of foretopsailyard and jibboom. Mauritius (Aden, Aug. 8).—The Francois Felix (Fr. barq.) was caught on the edge of a cyclone, but did not sustain much damage (the above vessel sailed from Saigon, May 24, for Marseilles). Batavia (Singapore, Aug. 7).—The John Tucker, from Ilo Ilo to Queenstown, with sugar, has been totally wrecked on a reef in Macassar Straits ; crew saved. Nagasaki.—(By telegram, received 7th Aug.)—The Estepona returned 31st July ; tank top started ; has executed temporary repairs ; sails again for Shanghai immediately weather permits.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Carroll—On the 26th July, at Viewforth-place, Edinburgh, the wife of Charles Carroll, of Foochow, of a son.

Lay—On the 10th June, at Chefoo, the wife of William Hyde Lay, H.B.M.'s Consul, of a daughter.

Nelson—On the 2nd Aug., at Kensington, the wife of Horatio Nelson, Commander Royal Navy, of a daughter.

Potter—On the 5th June, at Nagasaki, the wife of Frederick Anthony Potter, B.Sc. &c. of a son.

Silverthorne—On the 16th June, at Shanghai, the wife of Alfred Silverthorne, of a daughter.

MARRIAGES.

Vyvyan.—Man—On the 6th inst., at Godalming, by the Right Rev. Bishop MacDougall, Canon of Winchester, and the Rev. Dr. Haig Brown, Head Master of Charterhouse, the Rev. T. G. Vyvyan, to Edith May, second daughter of Colonel H. Man, late Resident Councillor and Lieutenant-Governor of Penang.

White—Maxton.—On the 6th Aug., at Holy Trinity, Stepney, Alexander Francis, youngest son of Benjamin White, West-hill, Gravesend, to Grace Ellen, youngest daughter of Captain Maxton, Hope Villa, Addington-road, Bow.

DEATHS.

Bourne—On the 5th Aug., at 13, Ellison-place, Newcastle-on-Tyne, John Bourne, C.E.

Clark—On the 3rd Aug., at his residence, Seymour-street, Connaught-square, Francis Clark, aged 73, formerly in the East India House as Official Agent to the Administrators-General in India.

Gambier—On the 24th July, at Leghorn, Tuscany, Maria Rolanda, wife of S. James Gambier, of Ashley Lodge, Cheltenham, daughter of the late Admiral Money, C.B., aged 67.

Laidlaw—On the 25th July, James Stuart Laidlaw, on board the s.s. *Othello*, Millwall Docks, on his return from Ceylon, aged 34.

Scott—On the 24th June, at his residence, "Scotland," in the Island of St. Helena, John Francis Scott, aged 73.

Taylor—On the 20th July, on board s.s. *Hindostan*, off Aden, Capt. J. W. Taylor, aged 35, late Bengal staff corps and 35th Native Infantry, elder son of General J. W. Taylor, of Devrah, East India.

Wiseman—On the 14th July, at St. Joseph, Missouri, U.S., Admiral Sir William Saltonstall Wiseman, Bart., K.C.B., aged 69.

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Naval and Military.

Captain C. K. Brooke, 15th Regiment, proceeds out to China as Brigade-Major, vice Captain Walker, 99th Regiment, lately returned to England. Captain Brooke joined the Army in 1862, and purchased his company in 1870. He passed from the Staff College in December last.

Mr. James Campbell, paymaster, has been appointed to the Princess Charlotte, receiving-ship, at Hong Kong. Israel Harding (first-class gunner), Messrs. Edwin Wingate, Thomas Kirby, and William Richards (second-class gunners), Mr. Joseph Larkin (first-class boatswain), Messrs. John Cullinane, John Allen, and F. J. Gurney (second-class boatswain), and Mr. James May (second-class carpenter), have been appointed to the Victor Emanuel, at Hong Kong. Mr. John Albert Mahoxey (second-class boatswain) has been appointed to the Swinger, gunboat, on the China station.

The following officers, whose last period of service was on the China station, have received appointments as under:—Lieutenant G. A. Ellis (in the Princess Charlotte from March 22, 1872, to 1873), to the Hector, coastguard ship, in Southampton Water; Lieutenant C. W. Sleeman (in the Zebra from June 12, 1871, to 1873), to the Pallas, screw corvette, Mediterranean.

The Audacious, 14, double-screw iron ship, armour-plated, 6,034 (3,774) tons, 4,021 (800) horse-power, fitting at Chatham as flag-ship for the China station, will be ready for the pendant in a few days. Last week a seaman employed in rigging this ship accidentally fell from aloft into the dock, a distance of fifty feet, and was picked up dead.

Capt. Richmond, lately returned from the Gold Coast, is under orders to embark for Hong Kong to join the 80th regiment, on promotion from the 50th Regiment.

THE CONVEYANCE OF THE MAILS.

The amended contract between the Government and the P. and O. Company for the conveyance of the mails to and from India and the Far East, whereby the Company obtain permission to make use of the Suez Canal in return for the surrender of £30,000 in their annual subsidy, has been issued. The alterations which have been made affect the 8th, 11th, 19th, and 20th clauses of the contract, and these clauses as amended stand as follows:—

Clause 8. The Company shall convey the mails from Brindisi to Bombay in 422 hours, and from Bombay to Brindisi in 424 hours, and from Brindisi to Point de Galle in 472 hours, and from Point de Galle to Brindisi in 488 hours, and from Brindisi to Shanghai in 965 hours, and from Shanghai to Brindisi in 1,008 hours, and from Southampton to Bombay in 677 hours, and from Bombay to Southampton in 666 hours, and from Southampton to Point de Galle in 727 hours, and from Point de Galle to Southampton in 730 hours, and from Brindisi to Calcutta in 646 hours, and from Calcutta to Brindisi in 663 hours, and from Bombay to Shanghai in 618 hours, and from Shanghai to Bombay in 611 hours, and from Hong Kong to Yokohama in 170 hours, and from Yokohama to Hong Kong in 170 hours, and each of the periods of hours, hereinbefore specified is to be reckoned as exclusive of stoppages for the purpose of the delivery and reception of the mails. And the arrangements for determining and recording the exact time of the arrival and departure of the vessels at and from the several places above named, and the period of every delay which shall take place on any voyage, shall be under the exclusive regulation of the Postmaster-General, whose decision upon all questions relating to those matters shall be final.

Clause 11. In the event of any vessel of the company whilst passing through the Suez Canal in the performance of any of the services hereby agreed to be performed becoming unable, by reason of the stranding of such vessel in the said canal, or of any other difficulty or obstruction incident to the navigation thereof, to complete its passage through the canal in due course, the company shall use their utmost endeavours to prevent any delay in the delivery of the mails, and with that object shall employ in the subsequent conveyance of any mails on board such stranded or impeded vessel to their destination any other vessel belonging to the company which may be at Suez, Port Said, or Alexandria, and available for the service.

Clause 19. If on any homeward voyage from Bombay, Calcutta, Shanghai, or Point de Galle to Brindisi the company shall fail to deliver Her Majesty's mails at Brindisi for twelve hours or more after the time at which the same ought to be delivered according to the provisions of this contract, which shall for the time being be in force, then, and in every such case the company shall forfeit and pay to Her Majesty, her heirs and successors, the sum of £200 for every complete period of twelve hours during which the delivery of such mails shall be delayed beyond the time at which the same ought to be delivered as aforesaid. Provided always that the payment of any such penalty as aforesaid shall not be enforced against the company if it be shown by them to the satisfaction of the Postmaster-General that the delay has arisen from damage to the vessel or the machinery thereof.

Clause 20. If on any voyage from Hong Kong to Yokohama or from Yokohama to Hong Kong, or from Bombay to Shanghai, or from Shanghai to Bombay, the company shall fail to deliver Her Majesty's mails at Yokohama or Hong Kong, Bombay or Shanghai, as the case may be, for twelve hours or more after the time at which the same ought to be delivered, according to the provisions of this contract which shall for the time being be in force, then and in every such case the company shall forfeit and pay to Her Majesty, her heirs and successors, the sum of £100 for every complete period of twelve hours during which the delivery of such mails shall be delayed beyond the time at which the same ought to be delivered, as aforesaid, provided always that the payment of any such penalty as aforesaid shall not be enforced against the company if it be shown by them to the satisfaction of the Postmaster-General that the delay has arisen from damage to the vessel or the machinery thereof. Provided always, and it is hereby declared, that, during the prevalence of the south-west monsoon, ninety-six additional hours shall be allowed for the voyages from Bombay to Southampton, from Bombay to Brindisi, or from Calcutta to Suez, and from Shanghai to Bombay, and, during the prevalence of the north-east monsoon, ninety-six additional hours shall be allowed for the voyage from Bombay to Shanghai, and twenty-four additional hours shall be allowed for the voyage from Hong Kong to Yokohama.

The alterations in these clauses may be summed up thus:—In Clause 8, the number of hours to be allowed for the carriage of the mails over several of the routes omitted in the first contract are inserted in the second. In Clause 11, the provisions with respect to stranding in the Suez Canal are made applicable to voyages *out* and *home*. In Clause 19, the penalties imposed for failure to perform within the appointed time the voyages from Bombay or Point de Galle to Brindisi are extended, by the second contract, to the voyages from Calcutta or Shanghai to Brindisi, and the amount of such penalty is in each case quadrupled. Further, the penalty is made absolute. Clause 20 in the second contract applies to the routes between Hong Kong and Yokohama, and between Bombay and Shanghai, the same quadruple penalty which is fixed with reference to other routes, and makes the penalty absolute.

FRANCE.

In the sitting of the National Assembly on the 4th inst. the Government Bill on the treaty concluded at Saigon in March last between France and the kingdom of Annam came on for discussion. M. l'Amiral Jaures demanded urgency. This was agreed to, and the House was about to vote when M. Georges Perrin rose to make a few remarks about the colony of Cochin China. He said that in the beginning the proposal to create a naval and military establishment had not been questioned. Events had led to the formation of a colony, which it was necessary to conserve, although this might be done without drawing the sword. The draft of the treaty obliged the House to give to the King of Annam the necessary support to defend him against all attacks, and to destroy the piracy that desolated a part of the coast of his kingdom. This was an engagement which it would be impossible to keep. Moreover, the influence of the Catholic missions on French politics had led to this unhappy expedition. Now the article 9 of the treaty accorded to the missionaries important prerogatives, and the political action of these missionaries would create grave complications. It would be necessary, in order to execute the treaty, to have recourse to costly and ruinous expeditions. It would be a war of religion which would be introduced into the kingdom of Annam. As for the occupation of Tonking, with the view to establish a great French Empire in the extreme East, it would be a chimerical undertaking. If the House did not wish to reject the treaty, it would be right to submit it to the progress of the three readings (*lectures*). M. l'Amiral Jaures answered that as a considerable establishment existed in Cochin China it was our duty to keep it. The treaty confirmed the French in the possession of three new provinces, and the receipts of the colony were augmenting every day, but it was necessary to maintain order. The King of Annam knew the advantages of French protection, and he was disposed to execute the treaty. As for the missionaries, they only asked to be enabled to preach the Gospel, and not to mix in politics. From a commercial point of view there were considerable advantages to gather from this treaty, not only for France, but for Europe. The closing of the discussion was then voted, and the Bill was adopted.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, AUGUST 5.

We are still waiting for a complete Cabinet. The list which I have already sent you seems correct, except that the portfolio of the Naval Department will continue to be held by Mr. Taalman Kip, who was appointed only a few months since, when the Ministry asked for their dismissal. It is stated that the list has been forwarded to Montreux, where the King resides, for approval. Of course the approval will come, for there is no other choice. It is a great objection that the Minister for the Foreign Department should be a clerical, which it seems he is, although it is asserted that he is a Roman Catholic *à la* Van der Maesen. It is, however, of no use to anticipate. It is said that we shall not have a decision before the 20th inst.

Mr. Verspyck has arrived in the Hague, but he was wise enough not to accept any manifestation of popular feeling. He has started for Brussels, and some papers say that he will for the future reside at Arnhem, while others assert that he prefers the Hague. His behaviour is applauded by all the parties, except by those who hoped to make political capital out of his reception.

It seems that it is impossible to find in Holland a staff of medical men for our army in Java. The most attractive conditions are now offered to German doctors who may volunteer for the service.

The official report upon the colonies for 1874 has been published, so far as regards Java. It contains sixty pages. The Minister has hastened its publication because the members have for several years expressed a desire that the report should be printed at the same time as the Budget is examined in the sections. The report extends to the 1st of June. The following statements are made regarding our territory, which has been extended over a district which was formerly called the independent northern part of Sumatra. Whilst our authority has been established in Grand-Atjeh by means of a military occupation,

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the Dutch sovereignty has been acknowledged by most of the Atjeh States on the west coast, and by several on the northern and north-eastern coasts. The island of Bengkalis, opposite the mouth of the Siak river (East Sumatra), has been yielded by the Sultan of Siak for a consideration of f.8,000 a-year. This island has a surface of twenty-three geographical miles, is most favourably situated for the trade, is very fertile, and it promises to become a most important possession. Statements of a political and general character are given regarding our relations with foreign powers, especially concerning our war with Atjeh. The Java Government, in its intercourse with the Straits Settlements, has experienced the utmost goodwill. The Governor of the Straits has warned the inhabitants by means of a proclamation against the intrigues of the Mahommedans, whose aim it is to excite a revolt in Java. A British man-of-war was despatched in July, 1873, to ascertain whether the blockade was effective. An appeal being made that legitimate trade should not be hindered by the measures which were taken against Atchin, it was answered by a declaration that under existing circumstances a rigid blockade was thought to be absolutely necessary. The Consulates at Singapore and Penang, however, were authorised to furnish licenses to those vessels which were bound for Atchin, in order to convey produce on which money had been advanced. A great many ships were provided with licenses, but privilege was revoked when the Government was convinced that all the merchandise had been transported. It was permitted to the Japanese Government to send a chief officer of the medical service in Japan with the expedition. In consequence of the messages which were forwarded by the Sultan of Atchin to Constantinople, in order to ask for the protection of the Turkish Government, some diplomatic notes were exchanged with that Government, by which our friendly relations were maintained. The request of the Government of Queensland for permission to engage Javanese to work in the sugar plantations could not be granted because no satisfactory stipulations for the protection of emigrants exist. According to a statement appended to the volume the following States have already submitted to our authority, viz., on the West Coast, the States of Troemon and Waylah, Loong and Lepong, those States between Waylah and Loong, remaining unsubdued. On the East Coast are submitted: Gighen, Endjoeng, Pasei, Kurti, Edi, Soengei Raya, Temiang. Not submitted: Merdoe, Salamangan, Pasangan, Kloempang Doea, Telok, Samawe, Simpang, Olim, Perlak, and Langsar. When the Commander-in-chief left Atjeh the Resident Kroesen and the First-class Controller R. W. Tadema had joined Colonel Pels in the management of political affairs. According to an instruction handed to Colonel Pels he was directed to use all possible friendly means to engage the chiefs and the population of Great Atchin to submit themselves and to maintain friendly relations with the already submitted States; as to those who refuse to listen to friendly proposals, they must be compelled to submission by a rigorous blockade. He was advised not to undertake military operations during the rainy season unless they were required to defend his positions and to protect our friendly chiefs. In a proclamation of the 23rd of April the Commander-in-Chief announced to the population of the three Sagies that he had left Atjeh with all the troops which could be spared, that Atjeh would be occupied "for ever," that it was not the intention to organise a direct Government, but that a native chief would govern the three Sagies under the control of the Dutch. The report gives further particulars about the endeavours of a committee at Penang (the so-called Council of Eight), consisting of four Atchinese, two Arabs, and two Klingaleses, which excited the opposition in Atchin and endeavoured to create revolts in other parts of Java. These endeavours were unsuccessful, as we were too vigilant and the British Government helped us. The merchants at Penang waited with impatience for the raising of the blockade, and as soon as the trade with Gighen could be opened this was done. When the Kraton was taken endeavours were made to engage Chinese merchants from Penang and Java to establish themselves in Atchin and to open a trade, but without success. In the meanwhile all that is possible will be done to encourage trade with Atchin.

On the Bourse things are still very dull, and scarcely any transactions take place. There is plenty of money, but no means of investing it. Our colonial produce market is somewhat firmer, expecially for Coffee, which is in fair demand at 59c. to 59½c.

Miscellaneous.

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FOREIGN COMPETITION IN SILK MANUFACTURE.

The Coventry ribbon trade has for some time past been in a very depressed condition, from what cause has never been satisfactorily ascertained; but, on the other hand, so far as can be learned, the Continental manufacturers have been doing a good trade, and are at present abundantly supplied with orders. Among the weavers of Coventry, however, there has lately arisen an anxious desire to know the actual position of their Continental rivals. A committee, formed of representatives of both political parties, met together, and after discussion resolved, if the necessary funds could be procured, that a deputation of weavers should visit the principal centres of the Swiss ribbon trade, obtain what information they could, and report to the general body. From their report it appears the members for the city (Mr. H. W. Eaton and Mr. H. M. Jackson) were communicated with, and they agreed to render every assistance, and each promised to pay half the expense. A deputation was formed, which, after visiting Mr. Jackson, started for Basle, where they visited a Basle factory belonging to a gentleman named Borkings. This was the only place to which they could gain admittance. The arrangement of the looms is different from the English arrangement, and they are, as a rule, splendid pieces of machinery. They are worked by a hole along the front, unlike the Coventry looms, which are turned by a wheel at the end. The silk is much superior, and a finer ribbon is produced, in addition to a greater quantity of work being made than by the Coventry weaver. The price paid at Sissah for making a 24 dy. Oriental black ribbon in a 14-shuttle loom was 96f., or £3 18s. in English money, for the whole set of warps, measuring 160 yards. In nearly all the houses they saw a filling machine, which filled four or six quills at a time, effecting a great saving of labour. At Pucken some ribbon was seen in course of manufacture very similar to some which has lately been made at Coventry. The deputation, after making some further inquiries, started for England, and reached Coventry last week, having been absent ten days. The deputation think it right that the weavers of Coventry should know their real position, and they believe the outdoor weavers of Switzerland are their chief competitors. This opinion is confirmed by the fact that they were all well employed, whilst the Coventry weavers were idle. They consider the Coventry weavers are equal, if not superior, to those of the Continent, but think the machinery of the latter is far superior. They wish to draw attention to the fact that all the looms, filling machines, &c., belong to the manufacturer in Switzerland, that everything is found for the weaver, that the warps are all cleared, "picking up" being dispensed with. Then, again, the weavers have longer lengths, never less than 160 yards, and they never "cut out" till the "warps are down." The deputation think that something should be done to make the competition a little more equal; and, indeed, it is their opinion that if something is not done Coventry will eventually lose what little trade she now possesses. They therefore hope the manufacturers and weavers of Coventry will take the matter into their serious consideration.

CONSULAR CHAPLAINS.

The select committee which has been appointed to inquire into the circumstances attending the withdrawal of the allowances granted to consular chaplains have agreed to their report. They say: "It appears from Lord Granville's circular of July 31, 1873, that the Treasury do not sanction grants to any new Church Establishments at consular ports, and the grants have consequently become confined to certain particular places. The inquiry of your committee has, therefore, been exclusively directed to the expediency of continuing the Government grants to those in existence at the date of that circular. These, with one exception, are situated at seaport towns. Your committee has inquired into the circumstances attending the withdrawal of grants to consular chaplains, and is of opinion that in some cases hardship will be inflicted by such withdrawal, which it is desirable to remove or alleviate.

The Pacific Mail Company.—A correspondent of the *New York Times* at San Francisco writes as follows:—The splendid steam-ship *Colima*, of the Pacific Mail Steam-ship Company, is lying in the roadstead, trim and sharp as a racer, ready for its course. On the night of the 18th anchor was weighed, and our course directed out of the bay into the Pacific. The *Colima* is one of the finest iron ships of the line, and is a staunch seaworthy craft of 3,000 tons, built at Roach's yards, at Chester, Penn. The engines are compound, and of 2,000-horse power; and the ship has accommodation for nearly 200 cabin passengers and 300 steerage. It is gratifying to learn of the immense business and deserved popularity of the Company. Its fast ships are the admiration of the people here. The *Granada*, of this line, has just arrived, having made the fastest trip on record, and bringing the time between Yokohama and San Francisco down to seventeen days. The *Colima*, will take out Gen. Van Buren, the recently-appointed Consul at Yokohama, and also Gen. Wm. Myers and Col. Lyford, United States Army. The two last named gentlemen go out as special commissioners of the United States to his Imperial Majesty, the Tenno of Japan, and bear valuable presents from this Government to the latter.

With reference to the wreck of the steamer *Gordon Castle*, from Hankow, a telegram from Lisbon states that considerable progress has been made in stripping the vessel of all top weight and lightening her of cargo, but operations are rendered difficult by the fact that the holds can only be worked at low tide, and that, in consequence of the tea being swollen with water, the chests are jammed so tight as to render it at times necessary to use a crowbar to start them. As soon as the forehold has been cleared of cargo it may be necessary to build up a strong wooden bulkhead from the main to the upper deck, so as to keep the water confined to the fore compartment. The cargo is so much damaged by salt water that it is believed to be valueless. The slightest westerly breeze would bring in a heavy sea and break the steamer up.

Postage of Newspapers to the Far East.—The *Gazette* contains a Treasury Warrant, which will come into operation on the 1st of September, regulating the rates of British postage on registered newspapers posted in the United Kingdom or in Gibraltar or Malta, and addressed to British India, China, Japan, Ceylon, or the Straits Settlements. The rates of postage upon newspapers not exceeding four ounces in weight *via* Southampton is reduced to one penny, and it is notified that newspapers which are found to exceed the regulation weight but which bear a penny stamp will be forwarded and the deficient postage will be charged on their delivery. The rate of postage *via* Brindisi remains unaltered.

The Nederland Company's Royal Mail steamship *Prinses Amalia* has just completed her first passage to the East, making the run, we believe, in the shortest time ever recorded. Her dates are as follows:—Left Southampton 19th June, arrived at Naples 27th June; left Naples 28th June, arrived at Port Said 3rd July; left Port Said 5th July; left Suez 6th July, arrived at Padang 23rd July; being thirty-four days' voyage from port to port, of which thirty-one only were steaming days, and three days stoppages.

The Java Steamship Company's screw steamer *Java*, Captain J. D. Gollards, sailed from Southampton yesterday (9th inst.), taking the Dutch mails, troops, thirty-seven passengers, specie, and a full cargo of general merchandise, bound for Padang, Batavia, Samarang, Sourabaya, and Macassar.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, and other parts of the Far East will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.

The "London and China Express" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "London and China Telegraph" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 10, 1874.

MR. MAYERS' MISSION TO NAN-CHANG FOO.

Mr. Mayers' official report of his expedition to Nan-chang foo in October of last year is now before us, and we are bound to say that the result is not so satisfactory as it should be, for it contains unmistakable evidence of the continuance of our fatal shilly-shallying policy in dealing with the shortcomings of the Chinese Government and its officials. Considering that Mr. Mayers was deputed by Her Majesty's Minister at Peking to confer with Lin Kwen-yih, the Governor of the province of Kiang-si, on certain matters of grave importance relating to the undoubted Treaty rights of British subjects, it seems very extraordinary to find him naïvely confessing that, during the interview, he "bore steadily in mind the absence of any definite instructions," and that he only *believed* himself justified in saying this, that, and the other. We were aware that Mr. Wade has a singular way of dealing with all questions that arise in regard to our Treaty rights in China, but, had not Mr. Mayers told us so himself, we could hardly have believed it possible that Mr. Wade would despatch an officer on such an errand as Mr. Mayers' without very definite instructions indeed. Our grounds of complaint against the Chinese officials and others in the province of Kiang-si are perfectly simple, and admit of no argument, and it was Mr. Wade's duty to demand and insist upon having immediate redress. Be that as it may, Mr. Mayers tells us that the purpose of his visit to Nan-chang was to discuss with Lin Kwen-yih three matters of great importance to British merchants and travellers in that part of China, viz., the treatment of foreigners at Nan-chang, the question of inland transit duties, and that of the I-ning chow tea duties. As to the last-named item, Mr. Mayers observes that "in consequence of the information which he had obtained at "Kiu-kiang . . . and of his own strong conviction that "any urgent pressure on this subject would be harmful "rather than beneficial to mercantile interests, he "deemed it expedient to keep it in the background." During the discussion which ensued on the first point, Mr. Mayers very properly declined to recognise the possibility of the authorities finding any difficulty in keeping the populace in order, although Governor Lin appealed to his long experience of the Chinese to confirm his assertion of his own powerlessness; and on the principle, we presume, of *fiat experimentum in corpore vili*, Mr. Mayers suggested that Commander Pitman, R.N., and Mr. Brenan should forthwith take a walk through the town, in order to put the disposition of the people to a practical test. Having on the previous day sent word to Mr. Mayers that, as the military examinations were then in progress, and 6,000 students with their followers were in the city, "he would advise their abstaining from going on shore," the Governor was not unnaturally disconcerted by this proposal, but, as an astute Chinese official always does, "he quickly recovered himself and approved the "suggestion, saying,—'By all means; the people will be "'perfectly quiet; they know, in fact, that you are friends "'of mine—*it is not as if it were a case of French mis-*"'*sionaries making their appearance.* Everybody knows "'that there is no harm about the English, Americans, "'&c.'" The gentlemen accordingly made the experiment, and it is clear that they owed their return without injury not so much to any kindly disposition on the part of the populace as to the fact of their being "attended by upwards of 100 official retainers, who fended "a way for them through the vast crowd which was gathered outside, and escorted them through several of the "principal streets." During their absence Mr. Mayers eventually induced the Governor "to undertake that a "Proclamation should be issued, warning the populace "against offering any annoyance to Europeans during "future visits to Nan-chang," but apparently he would not promise "to hold the district magistrates personally answerable for breaches of the peace," and as that is the best possible, if not the only, means of ensuring the preservation of order in a Chinese town, we are afraid that the Proclamation will very soon become a dead letter. Until the Chinese Government be treated with much greater firmness than at present, and, indeed, until they have been taught a very severe lesson on the subject, we fear that troubles on this score will constantly arise, and we doubt not that the day will come, sooner or later, when some power will find itself absolutely compelled to take the remedy into its own hands. The words which we have placed in italics in the Governor's brief speech, quoted above, show unmistakably that "the inclination traceable in the disposition "of the Nan-chang authorities to discourage the visits of "Europeans to the city is mainly, if not altogether, attributable to the hostility which Governor Lin scarcely "seeks to conceal with regard to the Roman Catholic missionaries;" and Mr. Mayers was quite right to take the opportunity of pointing out to him that "he was wrong "to distinguish between the subjects of different foreign "powers," when he heard him give orders to the Prefect that some runners should go with Commander Pitman and Mr. Brenan, "and should let the people know that they were not Frenchmen."

What may be termed the commercial portion of Mr. Mayers' mission seemingly occupied but a very small part of his three hours' interview with Lin Kwen-yih. On the question of the I-ning chow tea duties (true to his determination alluded to at the beginning of this article), he "said no more than was necessary, in his opinion, to show "his Excellency that the attention of Her Majesty's "Minister was fixed upon the subject, expressing no opinion, and making no complaint." With regard to the transit pass grievance, after a short and inconclusive discussion, the Governor undertook to have another Proclamation issued "to repeat in a public manner his assurance that no molestation would be offered to legitimate trade." In view of the future opening of the rivers and lakes of China to the navigation of foreign vessels, the most satisfactory part of this expedition to Nan-chang is that Commander Pitman was enabled to complete a survey of the surrounding country and the channel of the Poyang Lake, and the "result of his labours is the important discovery "that a vessel drawing even as much water as H.M.S. "*Ringdove* (ten feet) might with safety ascend the river "as far as Nan-chang itself, except, of course, during the "winter season."

THE TRADE OF VENICE.

We have in these columns more than once called attention to the actual state of trade and navigation at Venice. Upwards of a year since we noticed the able and elaborate report issued by the local Chamber of Commerce for the year 1872, and from the extracts and the observations made thereon our readers will have seen that a most favourable impulse had been given to commerce, and that progressive improvement might be considered certain. The report of the same Chamber on trade and navigation for the year 1873, not less elaborate, not less able, but more satisfactory even than the preceding one, is now before us, and while we cannot but lament the almost utter absence at Venice of those means and appliances for facilitating and encouraging trade with which modern art develops and completes natural advantages, we nevertheless rejoice at the results of the past year, and we are led to hope that, with the facts and figures which we are about to present before them, some among our great capitalists, our men of energy and enterprise, may deem the field there opening worthy of their attention.

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The total value of the exports and imports for 1872 showed a surplus over that of 1871 of :—

Imports	...	...	... f.25,708,248
Exports	...	...	... 5,958,805
Increase	...	...	f.31,667,053

The figures for 1873 give a general total of f.479,347,903, being a surplus over 1872 of :—

Imports	...	...	... f.68,373,055
Exports	...	...	... 60,745,459
Increase	...	...	...f.129,118,514

The chief improvement took place in the following articles :—

IMPORTS.

Denomination.	1872.	1873.	Increase.
Hides...	5,563,680 ...	8,540,100 ...	2,976,420
Oils	10,684,375 ...	16,189,785 ...	5,505,410
Petroleum	2,104,396 ...	3,521,310 ...	1,416,914
Grain...	26,394,148 ...	28,995,622 ...	2,601,474
Colonial produce	11,768,120 ...	23,247,865 ...	11,479,745
Wines and alcohol	8,298,060 ...	10,430,815 ...	2,132,755
Fruit	4,501,930 ...	5,292,805 ...	790,875
Indigo	359,730 ...	13,139,000 ...	12,779,270
Silkworm eggs	7,750,000 ...	11,394,000 ...	3,644,000
Raw silk	5,723,365 ...	14,540,115 ...	8,816,750
Hemp	11,593,340 ...	14,677,450 ...	3,084,110
Cotton	20,002,710 ...	26,093,600 ...	6,090,890
Tissues	20,887,030 ...	23,445,225 ...	2,558,195
China-ware and fancy goods	5,024,750 ...	6,362,775 ...	1,338,025
Metals and metal ware ...	2,931,171 ...	4,665,590 ...	1,734,491

EXPORTS.

Hides	6,208,790 ...	8,375,480 ...	2,166,690
Oils	10,826,285 ...	11,400,235 ...	573,950
Petrolium	1,402,068 ...	1,438,400 ...	36,332
Grain	12,195,726 ...	21,352,159 ...	9,156,433
Colonial produce	6,489,500 ...	12,832,205 ...	6,342,705
Wines and alcohol	478,515 ...	2,750,840 ...	2,272,325
Fruit	2,877,015 ...	3,170,185 ...	293,160
Indigo	297,500 ...	13,132,000 ...	12,834,500
Silkworm eggs	7,989,000 ...	9,991,500 ...	2,002,500
Raw silk	5,828,213 ...	14,244,650 ...	8,416,433
Hemp	11,334,620 ...	14,166,045 ...	2,831,425
Cotton	19,309,500 ...	26,470,600 ...	7,161,100
Tissues	13,206,206 ...	13,791,575 ...	585,315
China-ware and fancy goods	2,763,425 ...	4,363,575 ...	1,600,150
Metals and metal-ware ...	2,578,908 ...	4,115,500 ...	1,536,592

A glance at these tables is sufficient to show that the commerce of Venice is essentially one of transit, and in fact, her position at the inmost extremity of the great Adriatic Gulf renders her not only the natural port of the Lombardo-Venetian territory, but also of Switzerland, South Germany, and the North of France, and when the new direct line of railway by the Val Sugana is opened, and the Saint Gothard tunnel is completed, those countries must and will turn to her in preference to Genoa and Marseilles, and she will thus eventually and most certainly become the great maritime entrepôt and market for Central Europe and the Far East. We have already more than once alluded to the want in Venice of accommodation and of those general arrangements which attract commerce and facilitate operations. It is a fact, stranger than even fiction, that while Genoa, Trieste, Marseilles, &c., abound in local companies and ship-owners, and send forth their own steam vessels to every part of the world, Venice does not possess even *one*. Neither has she a single dock for the reception or repairing of vessels, and bonding warehouses for the storage of merchandise which such vessels might bring are as yet unknown. Steamers arriving with grain, for instance, not finding storage room available for their cargoes have been known to leave again and take them to Trieste, and the visitor to the Custom-house may sometimes see bags of coffee or sugar lying out in the rain, unavoidably so exposed owing to the want of a roof to protect them.

Energetic attempts have been made to remedy such a state of things, but in the wrong traditional direction; Government aid and interference is expected; public money is waited and waited for to do that which there ought to be, as it is elsewhere, done by private enterprise and initiative. Meritorious efforts are being made to form a local steam navigation company to run a line of steamers properly adapted to meet the requirements of Central European-Oriental traffic; and could this really be effected the results would be incalculable; not only would trade be increased, but a *constant* supply of raw material would create and develop industrial enterprise, and private fortunes and public prosperity would be alike benefited. Neither goodwill nor capital are wanting in Venice; but practical experience, energy, and a general interest in and devotion to work are wanting. Mutual diffidence prevails. The workmen and the materials await the architect.

In our Parliamentary Intelligence it will be seen that the alterations in the P. and O. Company's contract have been approved and passed by the House of Commons. In the discussion on the subject some of the members who opposed its acceptance treated the contract as if it were entirely a new one, instead of alterations on the one already existing and having some six years yet to run.

His Excellency Sano Tsounetami, Minister Resident of Japan in Vienna, has entered upon the leave of absence granted him by the Japanese Government, and will, after spending a short time at Ischl, return to Japan. The Secretary of Legation, Hiromoto Watanabe, will remain at Vienna as Chargé d'Affaires.

EDUCATION IN JAPAN.

A Report on the present Educational System of Japan has been made by Mr. Watson, Her Majesty's Secretary of Legation. In forwarding this report to Earl Granville Sir Harry Parkes encloses with it four papers on the foreign and native teachers, the Japanese students, and the Japanese educational officials. The report says :—

It will be remembered that the Japanese Government decreed some eighteen months since that National Schools should be established throughout the country, and some of the principal provisions of this important Act were as follows:—The administration of learning in the whole country was to be directed by the Mombushô, or Educational Department, alone, and the whole country was to be divided into seven circuits, called High School Circuits, in each of which a High School was to be established. Inspectors were to be appointed to each district, to each of whom twenty or thirty schools were to be assigned. All subjects, whether nobles or peasants, who went to school were to report this fact to the Inspector, and if the younger members of a family did not attend, the reason for their not doing so was to be duly reported. The time of study was to be five hours a day for six months. The schools were to be divided into High, Middle, and Primary schools, and all teachers were to be qualified by diploma. In addition to a thorough provision for education at home a certain number of students were to be educated abroad at the Government expense. This educational law, although only promulgated in the middle of 1872, has been extensively carried into effect already, and Mr. Watson reports that according to the statement of Mr. Tanaka, the Vice-Minister of Public Instruction, 1,799 private schools and 3,630 public schools have been established, and at these schools there are under instruction 338,463 male and 109,637 female pupils, to which number may be added 30,000 in the higher schools, making a total of 480,000 persons, or one in sixty-eight of the entire population.

The educational establishments now actually in operation in Yedo are the following, namely, the "Dai Gakko," or University, which includes several separate colleges for the study of medicine, jurisprudence, philosophy, and mining, as also a polytechnic college. The veterinary, commercial, and agricultural colleges, as likewise the college of arts, have not as yet been opened. The "Go Gakko," a school for instruction in foreign languages; several private schools, destined likewise for imparting instruction in foreign languages; the "Shi Han Gakko," or normal school for the instruction of Japanese teachers; a principal female school, several preparatory schools, and certain establishments in connection with some of the public departments, which are designed for imparting knowledge of special subjects.

The course of instruction followed at the Naval College, as well as the discipline which is enforced, is similar to those observed at the like institutions in England. The cadets wear the usual naval uniform. As the Naval College was only reopened under the present direction in the course of the present autumn, a sufficiently long period has scarcely yet elapsed to admit of a well-based opinion being formed as to its probable results; but, so far, everything promises favourably as respects this establishment—an establishment from which Japan may derive more real advantage from a material point of view, than from any increase of her importance as a naval Power.

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That the nature of the education in Japan is entirely secular will be gathered from the remarks of Mr. Watson upon the subject. He says :—"In reply to my inquiry, Mr. Tanaka said that it is the intention of the Japanese Government to make education in Japan, so far as the State is concerned, entirely secular, in as far as is consistent with the fundamental tenets of the Shinto faith. I have since learnt from a reliable source that the Government have resolved that, whilst they will not interfere with private missionary enterprise in Japan, no Christian divine will be employed even as a secular teacher in the Government's employ".

In alluding to the indirect agencies which are now in operation tending to the spread amongst the Japanese of the ideas which influence the conduct of Western nations, Mr. Watson gives a prominent place to steam. He considers the introduction of steam as a motive power to have had great influence on the habits and ideas of the people of Japan, and he predicts a like effect in the case of the telegraph. As a proof of the progress and the educational influences at work it may be mentioned that there are in Yedo eighteen newspapers, some of them published daily. The *Nishinshinjishi* has a daily circulation of 1,500 copies. There is a provincial press, a postal system, a system of lighthouses, and a mint.

In concluding his report Mr. Watson says :—I think I ought to point out that, whilst very many educational influences are at work, such as I have endeavoured to specify, yet it cannot reasonably be expected that the progress of newly introduced Western customs and ideas should work a revolution throughout an entire race in the course of even a few years. According to all experience a sufficient length of time must be allowed for at least one freshly-educated generation to arise before any radical, general, and lasting change may be expected to take place in the ideas and habits of the mass of a people.

The introduction of foreign manners, as that of foreign costume, which has come about in Japan is as yet mainly confined to members of the Court, or of the official classes ; the domestic and industrial habits of the bulk of the people remain as they were in former years.

The inclosures on the subject of Foreign and Native Teachers, Native Officials, and Japanese Students, are extracts from the *Japan Mail*.

CONSULAR REPORTS ON TRADE.

BORNEO.

The report by Consul-General Bulwer on the trade and commerce of Borneo for the year 1873 is confined to the trade and commerce of the port of Brunei, for the trade returns of other districts are unobtainable. After reviewing the trade of Borneo Proper with China in earlier times, the report gives some details of the progress of British trade with the island. This trade has been almost exclusively carried on with the settlements of Singapore and Labuan, that of Singapore being confined to Brunei, while the trade of Labuan extends to other parts of the coast. The value of imports of Borneo Proper from Singapore and Labuan was as follows :—1857, £31,836 ; 1866, £43,701 ; 1872, £53,678 ; the exports being, 1857, £36,536 ; 1866, £46,681 ; 1872, £63,254. The principal obstacles to material progress in the country are a weak central Government, the character of the people, and the want of capital and enterprise. The mineral wealth of the country is in the hands of the Eastern Archipelago Company, a fact which is prejudicial to the interests of the country, and the extension of British trade.

JAVA.

The report by Consul McLean on trade, commerce, shipping, and general matters in Java for the year 1872 is very comprehensive. The new sugar law enacted in Holland has had a very beneficial effect on the island, while the establishment of the telegraphic system has proved highly important. With regard to the imports Mr. McLean says :—

Stocks at the beginning of the year were considerable, consisting chiefly of goods carried over from the past season, owing to the material decline in values at the close. For these importers were still unable to obtain covering rates, as the extended facilities by wire and steam of ordering and placing on the market within six weeks new and more suitable goods prevented the rise in values which had been anticipated. During the first six or eight months of the year a fair business as to amount of goods disposed of was done, but remunerative, or in many cases even covering, prices were with difficulty obtained. The scarcity of rice, which was most felt towards the close of the season, and the high prices demanded for this article of subsistence, left the natives no money to spend in clothes, and sales of piece goods became practically impossible, while the Chinese and Arab dealers had great difficulty in collecting their outstanding debts and meeting their engagements. Several failures of small traders resulted from these causes, and at the close of the year business generally was in a most unsatisfactory state, all demand for fancy goods being at an end, while staples were only purchased in small quantities in a hand-to-mouth manner.

Metals advanced considerably in value, owing to the increase in cost of production consequent upon the numerous strikes in all departments of the trade in England, and on stocks already in hand handsome profits were secured. Prices did not, however, rise sufficiently to admit of imports being made to any advantage at the high currencies ruling at home.

Coals.—During the year 22,600 tons English and about 4,500 tons Australian coals were imported. In consequence of the high prices ruling in England, values here were much enhanced, and English coals rrose from 16 fl. to 20 fl., while Australian ranged between 13 fl. and 20 fl. per ton.

The export statistics show a considerable increase in the amount of sugar shipped to Holland and the Channel as well as to America, and while to England apparently a less quantity was shipped than in 1871, it must be borne in mind that the destination of a very large part of the sugar shipped to the Channel for orders would undoubtedly be a port in the United Kingdom. Other ports, as a rule, receive their fair average.

Sugar.—Business in this article was very active at the commencement of the year, and large contracts were made for delivery out of the coming crop, principally of sugar deliverable at Sourabaya and other eastward ports.

Coffee was in strong demand throughout the season at gradually hardening prices.

Rice.—The partial failure of the crop and the consequent advance in the price of this article, to which the natives look as their chief means of subsistence, proved a hard blow to them, although mitigated eventually by the importations of foreign grain made from neighbouring ports, especially Saigon, Japan, and China.

The crop returns of *Pepper* proved more favourable than those of the preceding year, notwithstanding which prices continued firm at an average of about 32 fl. per picul. Nearly 10,000 piculs were exported in excess of 1871.

The cultivation of *Tea* continued to increase, and about 3,104,000 Amsterdam lbs. were exported in 1872. Java teas are attracting considerable attention in Europe and America, and the impetus thus given to the trade will no doubt lead to an increase in the present growing area before long.

The export of Banka tin by the Dutch Trading Company amounted to 90,602 piculs, against 53,016 piculs in 1871.

PROGRESS AND PEACE IN THE FAR EAST.

(PALL MALL GAZETTE.)

A striking illustration of the novel conditions under which the nations of Eastern Asia are now moving, and the new phase of national life on which they are entering, was afforded recently in the meeting of the Japanese and Chinese naval forces at Formosa. Japanese and Chinese have alike, as we know, been eagerly engaged for some years past in building arsenals and docks with a view to the creation of a fleet capable of bearing comparison, if not of actually measuring their strength, with those of Europe. Both have fairly succeeded, with the aid of European engineers, and the best machinery and plant which England and France together can supply—the Chinese with their fifteen war steamers, all turned out from their own yards, and the Japanese, with their *Stonewall* ram, purchased from America, and a respectable number of other vessels, some built by themselves and others purchased. Thus equipped the Japanese lately resolved to make a descent upon Formosa, which is Chinese territory somewhat loosely held. But, although the Chinese disclaimed responsibility for the acts of the savage tribes at the south of the island on the ground that they were not under control, they do not seem to have at all approved of the Japanese taking the law into their own hands. Accordingly, scarcely had the Japanese expedition arrived in Formosan waters, and before they could effect a landing, when a Chinese corvette and a gunboat steamed in, the former with guns out, men at quarters, and everything prepared for immediate action. The Japanese commander of the expedition, seeing from the size of the Chinese man-of-war that it would be in her power to capture the whole Japanese fleet then in the bay, only consisting of transports with two men-of-war, and cumbered with 2,000 troops, must have felt in a very awkward situation. Still his courage does not seem to have failed him. The mandarin in charge of the corvette contented himself with requesting an interview with the Japanese commander-in-chief ; but General Saigo declined to receive him until next day, and in the meantime proceeded to disembark his troops. The interview took place the next morning in front of the general's tent and under the Japanese flag. The mandarins approached with politest salutations, and these were met by the Japanese with what is described by the *Times* correspondent as "a free European salute," and an invitation to enter his tent. The result seems to have been peace or a truce. The Japanese were left to pursue their intention of punishing the savages who had murdered their shipwrecked sailors, and the Chinese mandarin steamed quietly away. Whether his head will remain firm on his shoulders when he gets back to Chinese waters may perhaps be a little doubtful. In the meantime, can anything be more strange than to see these two long-isolated Eastern nations fitting out European steam-frigates and gunboats to meet each other, not the foreigner, in hostile attitude, with guns run out, and ready to blow each other out of the water, with the help of the most approved inventions of Krupp and Armstrong! Henceforth, not only will Asiatics even in the Far East cease to wage war on each other with bow and spear, but they are plainly looking forward to a time when they will be ready to meet the Western Powers with armour-plated frigates and steam rams of the *Stonewall Jackson* type. There seems a chance, however, of their trying preliminary conclusions with each other, which, all things considered, may perhaps be just as well.

THE P. AND O. COMPANY'S CONTRACT.

(DAILY TELEGRAPH.)

Despite the opposition of some austere and disinterested economists, the amended mail contract which the Government has made with the P. and O. Steam Company was approved by an overwhelming majority. We cannot regret this result ; indeed, looking at all the facts, we feel bound to express an opinion that the Treasury has made a very good bargain for the national interests. The facts lie in a nutshell, and were

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stated with his usual business-like lucidity by Mr. W. H. Smith. By a contract made in 1867, and amended in 1870, the nation was bound to pay the Company £450,000 a year for the conveyance of the mails until 1880. Some time ago the Company, wishing to make use of the Suez Canal for its vessels carrying the heavy portion of the mails and cargo from Southampton, applied to the Treasury to modify the contract, which in its original form bound them to land the mails at Alexandria, whence they were carried by rail to Suez, and there reshipped. Negotiations followed, and ultimately the Treasury agreed to concede the point, on the Company abandoning £20,000 a year of the subsidy, with about £4,000 a year of minor sums—making in all an annual saving of £24,000—and at the same time engaging to perform the mail service outwards in twenty-four hours less time. Such is the substance of the new contract—an economy of £24,000 a year, and an acceleration of a day in the outward mails. But Mr. Rathbone and other representatives of the shipping interest think that the necessities of the company were such that the Government might have extorted a much better bargain had they stood firm. That is a matter of opinion; but we submit that the view of an outsider on such a point is worthless against that of the actual negotiators. The company were by no means in the position of despairing suppliants. They held a vantage-ground in that the nation was bound to pay £450,000 a year for six years to come, and the case was thus emphatically one for friendly compromise. Very likely the original contract might have been more favourable to the country—although those who remember that it was the outcome of long and exhaustive discussions will have some doubt even on that score—but this, as Sir Stafford Northcote said, is beside the question, since we are bound to the bargain, good or bad. Nor is it to the point to say that as the Company had previously accelerated the mails of their own accord the concession in the new contract is purely illusory. It is one thing to have a fixed legal limit, and another to let it be optional with the Company to deliver the mails or not within a certain time. Moreover, when such keen blades as Mr. George Anderson cut and hew at the clauses of the contract and the motives of the parties to it, it is surely worth recalling that the Peninsular and Oriental Company have carried out our mail service admirably, and that so great an association has undoubted claims on the nation for work done in the past. With all respect to the enterprising constituents of Mr. Rathbone and Mr. Eustace Smith, we do not believe either Liverpool or Shields shipowners are equally well qualified to perform the duties required; and the Government in the step it has now taken very fairly reflects the opinion of the mercantile community.

Parliament.

—o—

HOUSE OF COMMONS.

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THE MAIL CONTRACT WITH THE P. AND O. COMPANY.

(Aug. 4th.) Mr. W. H. Smith (Secretary to the Treasury) rose to move that the contract entered into between the Postmaster-General and the P. and O. Company for the conveyance of the East India, China, and Japan mails be approved. This, he said, was a proposal to amend a contract under which the company had a right to convey the mails till 1880 for a yearly subsidy of £450,000. The original contract entered into in 1867 was modified in 1870, when it was not expected that the Suez Canal would be the enormous success which it had proved. It was the duty of the company to land the mails at Alexandria and take them up again at Suez, on the outward passage, and *vice versâ* with the homeward mails, but the extraordinary change which had occurred in the conditions of the trade with the East led the company in 1873 to apply to the Government for permission to pass their vessels through the Suez Canal. They represented the inconvenience caused both to passengers and merchants by the transhipment, and stated that their interests suffered much from the stringency of the provisions of the contract. The Post-office expressed a willingness to accept a change, but required an abatement of the subsidy by £30,000. To this the company objected, but they offered to convey the mails to Bombay, Calcutta, Shanghai, and Yokohama in twenty-four hours less time than under the then existing arrangements. The Post-office would not accede to this proposal, and the reason why no alteration was effected under the late Government seemed to be mainly that the reduction of subsidy to which the company was willing to submit was not sufficient. When he came to consider the matter, after entering upon his present office, he was inclined at first to take the same view. The company seemed to have lost a large part of their revenue by the transfer of a portion of their other business to other companies and shipowners, and it was thought that their object was to regain that business by means of a change in the provisions of the mail contract. On making inquiries, however, it was found that the advantage to be gained by the company would not be so great as had been supposed. In one respect, no doubt, there would be an advantage, inasmuch as the company would not be obliged, as it seemed it had sometimes been, to land the mails at the port on one side of the Isthmus and pass the steamer as quickly as possible through the Canal in order that, at the port on the other side, she might take up the same mails. The present Government took the matter into consideration, and while he was as anxious as any one to save the public money wherever it was possible to do so, he submitted that the arrangement which had been entered into was fair and reasonable. There was a subsisting engagement with the company which would entitle them to come to the Government and say, "We are willing to make such and such terms to the public advantage provided certain conditions be relaxed in our favour." Well, he was of opinion that it would not be for the public benefit that the company should be put into a position which would be hard on any contractor who endeavoured fairly and honestly to carry out his contract. (Hear.) If it were a new contract he confessed he would desire to put it up to competition and to alter the terms; but we had now to consider the position in which we found ourselves, and under these circumstances he submitted to the House that a fair proposal was made. An entirely new trade had sprung up within the last few years, owing in a great measure to the fact that the P. and O. Company had been excluded by the terms of their contract from the profitable use of the Suez Canal. Those who objected to the contract—and their representations deserved the most serious consideration—had alleged that there was no gain in time, but an absolute loss in the proposal now submitted to the House. But those gentlemen lost sight of the fact that the Post-office under successive Administrations had thought it right and necessary to prescribe certain times of stoppage during the period of the voyage from England to the extreme East, a circumstance which had not been taken into account by the objectors to the new contract. Under different time-tables sanctioned by different Postmasters-General for the last six years there had been stoppages of twenty-four hours at Aden on the outward voyage and twenty hours on the homeward, twenty-eight hours at Galle, six hours at Penang, and other stoppages of a similar character, amounting to the difference between the estimate made by hon. gentlemen of the proper time for the service and the time in which it was to be performed, which would justify his statement that there would be an actual saving of twenty-four hours on the passage outwards to India and China, and of fourteen hours on the passage to Australia. But if the House refused to sanction this proposal there would be no acceleration of the mails beyond the extent which his right hon. friend opposite endeavoured to secure in February last, and which was limited to ten hours. We should lose the small sum which the company undertook to surrender from their subsidy of £450,000, and also the great advantage of the penalties for delays, whether occasioned by stress of weather or other causes and from shipwreck. Under all the circumstances of the case he did not hesitate to recommend the acceptance of the contract as one fully justified, and as tending largely to the advantage of the mercantile community.

Mr. Rathbone, in moving that this contract be not confirmed for the present, for it was delay that was sought, wished to say that he and those who agreed with him felt no want of confidence in the Secretary to the Treasury; they acknowledged his anxiety for the public purse and his desire for the promotion of trade. The hon. gentleman had met the representations which had been addressed to him in a candid spirit, he had withdrawn one contract and accepted modifications in another, and the very fact that he had done so showed how necessary it was that when a question of such difficulty, of such wide bearings, and important consequences to the trade of the country was proposed, there should be no undue haste, but that ample time should be given for its consideration. The original contract was made on the 9th of November, 1867, before the Government had time to receive representations on the subject of the great improvidence which was being shown. It was made for twelve years at a period when the greatest improvements were being effected in the construction of steamers, and when there was every prospect of the mails being carried with increased celerity. When the contract was made the main sources of revenue contemplated by the company and the Government were the mails and passengers. The quantity of goods carried was small, but the opening of the Suez Canal made an enormous difference in that respect. It was notorious to every one acquainted with the shipping trade that if such a contract had to be made now it would be made at enormously reduced rates. The company had got largely overpaid for the work. Would the hon. gentleman who said "No" stake his reputation on the assertion that if this contract were abrogated it would not be taken up at greatly reduced rates? He ventured to think that when the company asked to be relieved from the stipulations in order to be enabled to compete with private companies, the Government were bound to see that the country should obtain such a reduction in the subsidy as would be equivalent to the relaxation they might grant. If they relaxed the stipulations without reducing the subsidy, the taxpayer would be unfairly burdened, and the company would have a surplus fund which it could use to suppress competition. The Government ought not to hurry through at the end of the Session without sufficient consideration a contract which, while it did not give the public the benefits to which it was entitled, would inflict a great injury on the shipping interest. As to the argument that different Postmasters-General under different Governments had all taken the same course, it must be remembered that Postmasters-General were often not selected for their great knowledge of mercantile affairs, and were naturally at the mercy of the permanent officials of the department, whose bias had for years been far too much in favour of contractors, and far too little in favour of the public interest. The hon. member illustrated the want of vigilance and care shown on behalf of the public by the case of the West India and Brazil contracts, in respect to which a new contract of a most improvident description was precipitately entered into. A practical man of business had told him that he would have been glad to carry out for £12,000 the service for which the Government had given £32,000. With regard to the manner in which the P. and O. Company had done their work, the hon. member maintained that they could have done it a great deal better if they had chosen, and that they ought to have gone faster considering the great improvements which had been made in connection with steamboats. They had been beaten in the most extraordinary way by private traders. The private trade were unable to see what were the full bearings of that contract until further time was given for its consideration; and the Government ought not to make a contract and tie it round their necks for another five years and a half without more carefully going into the subject. Marseilles, Trieste, and similar places had become more than heretofore the centres of trade; and it was only by the enterprise of our active traders that so large a portion of the traffic through the Suez Canal had been retained for this country under great disadvantages. Those men very fairly said that before a contract was made which would enable a large monopoly greatly to injure if not to ruin them, the Government ought to obtain for the country some commensurate advantage. He hoped the Government would withdraw the contract till next Session, or, at all events, that it would only be allowed to run till the 1st of March, in order to give time to the commercial interest to

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ascertain its true character and effect. He begged to move that the contract be not confirmed.

Mr. Anderson seconded the amendment. It was most unlikely that the P. and O. Company would propose to sacrifice £20,000 a year of their subsidy without receiving some greater advantage to themselves. If the Government consented to a change in the contract, they should have stipulated for a much larger concession from the company. He hoped the Government would not press forward the contract this Session.

Mr. Samuda thought the only course open to the House was that recommended by the Secretary to the Treasury. It had been said that the subsidy alone was sufficient without the carriage of mails and passengers. But to disprove this it was only necessary to state that the P. and O. Company had never paid more than 6 per cent. since they entered into this contract, while last year and on a previous occasion they paid only 5 per cent. Statements of that kind were most misleading. He wished to call attention to another fact which appeared to be lost sight of—namely, that it was not proposed that any variation should be made in respect of the carriage of the mails between this country and India. The only alteration suggested had reference to slow or water-borne traffic; but, whether as regarded the fast mails or the slow, the proposal made to the company would confer a great advantage on the public. It should be borne in mind that the existing contract was one which must last for six years. What was asked was that while the really valuable portion of the service should be carried through Egypt, as it now was, permission should be given to carry the heavy portion of it through the canal, instead of, as heretofore, by railway, not a single passenger, however, being prevented from travelling overland if he thought fit to do so. The company went further, they offered to accelerate the mails and to make concesions in the matter of fines. If they were deprived of the contract after serving the country for twenty-five years, the result would be that having received only 5 or 6 per cent. for their expenditure their property would be depreciated in value to the extent of the dividends they had paid for over twenty years. He hoped that on the recommendation of rivals in the trade a course such as that suggested, which would be at once short-sighted and unjust, would not be adopted.

Mr. Dodson had no feeling for or against the P. and O. or any other Steampacket Company. His only anxiety was that that should be done which was best for the public service. The hon. member who had just sat down had spoken of the advantages to accrue from the proposed contract, but he thought they ought to be very cautious before they came to the conclusion that the country would derive any advantage under it. The right hon. gentleman proceeded to criticise the present contract, and pointed out what, he contended, were omissions in it, remarking that the advantages which the P. and O. Company professed to give the country in exchange for the relaxations in their favour in the new contracts were insufficient. It was not in the power of the Government to terminate the existing contract until the year 1880, but the Treasury had the power, and he contended it was their duty to make the best terms possible with the company at a time when they asked for a concession which would in no way facilitate the carrying of the mails, for which purpose the subsidy was granted.

The Chancellor of the Exchequer regretted that the Postmaster-General was unable to be present. The right hon. gentleman had declared that there were fourteen grave blunders in the contract. It had been remodelled, and he would admit that there was an improvement in the form in which it now stood. The Government acknowledged the fairness with which the hon. member (Mr. Rathbone) and others had called attention to the necessity of some changes, but when the right hon. gentleman spoke of certain omissions in the contract he wished to remind him that they would have been cured by the time-table. This was a contract by which Parliament was bound for five years. During that time the mail service was secured by contract with a respectable and responsible company. It was a question, no doubt, whether, if they were going to enter into a new contract at the present time, the Government could not obtain better terms, but this was beside the question, because the Government were bound by the existing contract. The position of the company was this, that whereas it formerly relied on its ordinary trade, its passengers and cargo, to enable it to make its profit, the company now found itself so hampered by its contract that it could not avail itself of the natural and more advantageous route which it would prefer to take. Although some of the company's ships went through the Canal yet others were bound to go by way of Alexandria. The company were told by hon. gentlemen opposite and those whom they represented that the company were asking for a favour to themselves, and that they ought to give the State a share in the advantage. The company rejoined that they did not desire to take all the benefit, and that they were ready to give some advantage to the public. They were ready to undertake that the voyage, or a portion of it, should be made in a much shorter time than at present. They were also ready to undertake that the mail service outwards should be performed in twenty-four hours less time. Lastly, they undertook to accept a reduction of something like £20,000 a year from what they now received. There were also some small further sums of about £4,000 a year which they were willing to give up. The company, therefore, said, "Relieve us from the disadvantage that now presses upon us and we will give you an accelerated service and accept a reduction of £24,000 a year in the amount now payable for the remainder of the term during which the contract has to run." It was difficult to see why the Government should refuse this offer. The owners of private steamers represented that this change would place them at a disadvantage, because the company were thus the better enabled to compete with them. That was an argument which it appeared to him was difficult to maintain in that House. Another argument was that the Government were asked to give the company so much that they ought to get more from them in return. Looking at the matter from the point of view which he had endeavoured to lay before the House, he did not think they ought to look upon the company's difficulty as the public opportunity. The terms on the whole were, in his opinion, the best which the country was likely to get, and, therefore, he hoped the House would assent to the decision at which the Government had arrived.

Dr. Playfair (the late Postmaster-General) pointed out that the mail steamers had precedence over all other vessels passing through the Suez Canal, and that the effect of any undue preference in the case of the P. and O. Company would be to drive all the light and fast ships out of the trade in that direction up to 1880, and to substitute for them slow and heavy vessels. He also contended that while the contract of 1870 gave security that the whole of the journey from Brindisi to Alexandria would be performed at the rate of eleven knots an hour, there was in the present no security for the average rate of speed, while that of the original contract had been decreased. They were allowing the mails to lag behind cargo, and giving the preference to cargoes and passengers. The contract was made upon the understanding that the company was not to use the Canal. He intended to vote in favour of the delay, because the request was a reasonable one, because the contract was not thoroughly understood, and because it was presented in an imperfect form.

Mr. Goldney said that the P. and O. Company offered to accelerate the mails by twenty-four hours, and to give the public £24,000 a year on the condition that they should have the same trading facilities as other companies. The request was one which he could not but consider as perfectly reasonable.—Mr. Muntz believed the question to be a very simple one; it really amounted to this—whether for twelve months at all events, and possibly for five years, the public should suffer a loss of £24,000 and the mails be delayed twenty-four hours simply because some private companies might otherwise be interfered with.—Mr. E. Smith said that the question was really whether an entirely new trade should be thrown open to the P. and O. Company, and whether in carrying on that trade they should receive aid and subsidy from the Government. Under the present contract they might, if they liked, use either London or Liverpool instead of Southampton, and he did not, therefore, regard the compensation offered by the company as anything like adequate to the advantage they would receive.—Mr. Childers, while admitting that the original contract was an improvident one, thought that, as there was a distinct assurance that there would be a saving to the public of between £20,000 and £30,000 a year, the arrangement now proposed ought to be approved of by the House.

The House divided, and there voted:—

For the original motion	145
Against it	23
Majority	—122

SUEZ CANAL.—IMPORT DUTIES ON COAL.

(5th.) Mr. Bourke, in answer to Mr. D. Jenkins, said that the Government had received information that the Egyptian Government had, without official notice, levied a duty of 8 per cent. on all coal landed at Port Said and Suez, intended for consumption by steamers passing through the Suez Canal. The Government were advised that the Egyptian Government could legally enforce the payment of the tax.

Monetary and Commercial.

Tenders for £500,000 in bills on India were received on the 5th inst. at the Bank of England. The amounts allotted were —To Calcutta, £454,600; Bombay, £44,400; and Madras, £1,000. Tenders on all Presidencies at 1s. 9⅞d. will receive about 10 per cent.; above in full. These figures exhibit a fresh falling off in the demand for remittances to the East.

The Italian "Lloyd's" has been constituted. The five companies which are to form the Association are those of Rubattino, Florio, Trinacria, Peirano, and Lavarello, and they count on the support of the National Bank and the Credito Mobiliare. The new society would have, like the Lloyd of Trieste, its own dockyards for the building and repairing of vessels, and acquire for this purpose the ship engine manufactories of Ansaldo, at Sempierdarena, and of Orlando Brothers at Leghorn. Without neglecting the Levant and the United States of America, the Society would develop its principal activity on the African coast from Alexandria to Algiers, frequent South America from Pernambuco to Buenos Ayres, also the Red Sea and the Indian Ocean, and establish a regular direct line by steamers from Genoa to Singapore, Hong Kong, Yokohama, Calcutta, and Bombay, in the hope that the German goods, which are sent now by Trieste to India, Japan, and China, will take in future the way of Genoa.

The Egyptian Government has for some time back been showing signs of a wish to impose a duty of 8 per cent. on all coals landed at Port Said and Suez for the use of steamers going through the Canal. The duty is now actually imposed, and, in consequence, all the coal agents have determined to add this duty to their price of coals.

At the meeting of the Liverpool Chamber of Commerce last week it was agreed to support the action of Captain Sprye in obtaining the completion of the survey of the route between the port of Rangoon and Western China.

The Great Northern Telegraph Company's traffic receipts for the month of July were, this year, f.410,501; last year, f.271,873. The total traffic receipts from January 1 to July 31 were, this year, f.2,499,909; last year, f.1,722,112.

The market for Bar Silver is weaker, and prices have again declined, fine bars having been sold at 58⅛d. per oz. Mexican Dollars lately arrived have been disposed of at 56⅝d. per oz., showing a decline of ⅛d. per oz.

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ARTICLES OF IMPORT.

Owing principally to the continued absence of speculative inquiry the Produce Markets have been devoid of animation, and prices in many instances are lower. On the other hand, Sugar has been in more request and firmer rates have been paid, and Coffee has been in good demand, and prices have followed an upward movement throughout. Tea has been depressed, and except for finest qualities, prices of all new season's have further declined. The value of Rice has descended to a still lower point, which has induced larger purchases. Sago has been rather dearer, but the market closes quietly. The speculative activity in the markets for Black and White Pepper has subsided, and prices have slightly given way. In other Spices only a moderate business has been done. Other articles show no alteration of importance.

TEA.

Messrs. Capel and Co.'s Circular says :—The chief feature during the past month has been the arrival of the new season's Teas from Hankow and Foochow, which has imparted some interest to our market, and resulted in a fair amount of business at fair to full prices. The quality of the Hankow Teas we consider about equal to that of last year, but the Foochow Teas are inferior.

Hankow Teas.—The first steamer arrived on the 16th ult., and early sales made of good medium to fine kinds were at very high prices, say from 1s. 9d. to 1s. 10d., and 1s. 11d. to 2s., finest kinds selling from 2s. 1d. to 2s. 5d. With further arrivals, and some anxiety to realise, there was soon a decline of 2d. to 3d. per lb. on good medium kinds, and 1d. to 2d. on fine, finest remaining very firm, whilst superfine chops were taken for export from 2s. 7d. to 3s. per lb. The loss of the Gordon Castle has imparted a firmer tone to the market, and there has been latterly a rally of ½d. to 1d. per lb. in the good medium to fine knds. Foo Chow Teas : A few thousand boxes of Pak Lin Teas arrived by mail steamer on the 23rd ultimo, and although the quality was inferior to last year, sold from 2s. to 2s. 3d. per lb., subsequent arrivals have, however, been sold at lower rates from 1s. 9d. to 2s. 2d. per lb. The first direct steamer arrived on the 31st ultimo, and a fair amount of sales have been made at full prices considering the quality ; common to fair kinds have sold from 1s. 2d. to 1s. 5d. per lb., good from 1s. 6d. to 1s. 9d. per lb., fine from 1s. 10d. to 2s., and finest from 2s. 1d. to 2s. 4½d. per lb., but it is not easy to get on at these prices. Oolongs : Some 1,500 boxes have been sold from 2s. to 2s. 2d. per lb., being full rates. We do not hear of any sale of Souchongs. Orange Pekoes : About 2,000 boxes have found buyers from 2s. to 2s. 2d. per lb. for fine quality. Old Season's Teas : Business has chiefly been confined to sales at auction, at rather under previous prices. Siftings from 4½d. to 6d. per lb., broken-leaf 9d. to 10d., fair to good common 11d. to 1s. 0½d., fair 1s. 1d. to 1s. 2d., fine Kaisows, to close invoices, at 1s. 7d. to 1s. 8d. per lb. Black-leaf kinds : Common 10¾d. to 11½d., and 1s. to 1s. 2½d. per lb. for fair to good medium kinds. Canton Teas.—Congous : Sales have been made to some extent from 1s. to 1s. 1½d. for fair, 1s. 2d. to 1s. 4d. for good, and fine 1s. 4½d. to 1s. 6½d. per lb., being ½d. to 1d. per lb. lower. Scented Capers : Several thousand boxes have been sold, at public auction, from 1s. to 1s. 4d. for fair to good quality, showing a further decline of 1d. per lb. Orange Pekoes : Long-leaf kinds have sold from 1s. 1d. to 1s. 4d. per lb. for fair to good kinds, showing a reduction of 1d. per lb. The Macao kinds have been saleable, but at lower prices. Green Teas.—Business has been limited, prices showing no material alteration; the quantity brought to auction has been small.

The stock in the United Kingdom on the 31st ultimo was estimated at 61,664,000 lbs., against 69,573,000 lbs. last year, and the quantity afloat (advices by letter) at 5,738,000 lbs., against 5,529,000 lbs. of China Tea, and 1,115,000 lbs., against 735,000 lbs. of India Tea.

SILK.

Messrs. Waithman, Hogg and Co.'s Circular says :—The improvement in the position of the Silk market, which commenced with the public sales, was only of short duration, and throughout the greater part of the past month we have had a very quiet market. China Silk sold freely during the earlier part of the month at full rates, but the requirements of the trade were soon satisfied, and as the demand subsided prices became weaker, and are now fully 6d. to 1s. per lb. lower. Canton Silk has not attracted any attention, and transactions have been on a very small scale. Japan Silk was in fair demand during the first half of the month, and prices were well maintained, but latterly sales have been more difficult, and a decline of 6d. to 1s. per lb. has taken place. There is no special feature to notice in Bengals and Italians. The deliveries are 5,094 bales, against 4,199 bales in June, and 3,424 bales in May.

	Stocks.		Imports.		Deliveries.	
	July 31, 1873.	July 31, 1874.	Jan. 1 to July 31, 1873.	Jan. 1 to July 31, 1874.	Jan. 1 to July 31, 1873.	Jan. 1 to July 31, 1874.
China	20,182	21,349	11,955	13,159	18,467	20,033
Canton	6,426	5,055	1,644	1,860	5,149	4,379
Japan	6,764	5,775	3,693	5,222	4,595	4,823

Messrs. Durant and Co.'s Circular says :—The deliveries show favourably in comparison with preceding months, although scarcely in proportion to the first two or three weeks, and our total stocks are rather smaller than at this time last year, but importers seem to feel it will require all this increase of delivery to meet the expected importations, and so continue to press their old silk. On the other hand, consumers do not care to add to their stocks, although they must, almost universally, have reduced them to the smallest possible proportions.

Cocoanut Oil.—Ceylon has been in more demand, and has found buyers at £34 15s. to £35 for pipes, and at £35 to £35 10s. for middling to very fine in hogsheads.

Coir Goods.—At the last sales there was a steady demand for good qualities of Yarn, and firm rates were paid, but common kinds were rather easier. A small quantity of Fibre sold at previous rates.

Camphor has been very firmly held, but a sale has been effected of 200 cases China at 72s. 6d. per cwt.

Cutch.—There has been a moderate inquiry at steady prices, and about 1,000 boxes Pegue have been sold, fine at 22s. 6d. to 23s., SMandCo. (in papers) at 23s. 6d. to 24s.

Dragon's-blood.—A few cases fine Singapore lump have been sold at £7 10s. per cwt.

Gambier continues in fair demand, and about 800 bales block have been sold on the spot at 25s. 6d. to 26s., closing at the latter, and for arrival 150 tons near at hand at 24s. 9d. to 25s. Privately fine free cubes have been sold at 42s. 6d.

Galls.—The market for China is firm ; 200 cases afloat and 100 cases on the spot have been sold at 52s. per cwt., but that price is now refused by holders.

Gums.—*Benjamin :* Sumatra steady ; Siam steady ; 18 cases offered and retired. *Copal* quiet ; small sales at previous value ; of 172 cases at auction a few sold at 21s. for good hard. *Damar* very dull, but fairly held ; rather large stocks. *Gamboge* quiet ; 32 cases offered and sold at £10 to £10 10s. for middling and fair partly run.

ARTICLES OF EXPORT.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	16,660	12,560	18,690	34,350	4,749	10,065
	,, Shanghai	34,820	33,390	11,990	130,815	19,580	12,033
	,, Japan ...	—	1,440	1,100	80,045	240	4,400
Total		51,480	47,390	31,180	245,210	24,569	26,498
Shipped to the same date last year.....	To Hg. Kg.	12,600	9,170	10,855	27,590	12,865	15,632
	,, Shanghai	27,640	35,270	10,140	251,217	36 830	27,890
	,, Japan ...	—	600	1,040	104,434	100	56,254
Total		40,240	45,040	22,035	383,241	49,795	99,776
Do. 1872	To Hg. Kg.	12,680	7,940	3,494	20,320	6,380	25,969
	,, Shanghai	31,900	26,540	8,130	192,282	22,794	25.361
	,, Japan ...	1,000	1,600	1,326	78,488	252	62,853
Total		45,580	36,080	12,950	291,090	29,426	114,183
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	,, Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	,, Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,235	10,183	48,156
	,, Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	,, Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972
Shipments of this year arrived out as per latest postal accnts	To Hg. Kg.	12,720	7,150	6,780	16,820	2,543	2,070
	,, Shanghai	14,200	15,510	6,320	74,085	9,611	4,884
	,, Japan ...	—	840	200	25,780	--	1,360
Total		26,920	23,500	13,300	116,685	12,154	8,314

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July31	Braemar Castle (s.) ...	Marshall.....	Foochow & Singapore .	London
31	Bolton Abbey.....	Milligan.....	Akyab	Liverpool
25	Canadienne	Dutel	Manila	Genoa
Aug. 3	Frida	Stevenson	Akyab.....	London
1	Schleswig Bride	Grainger.....	Singapore	Liverpool
1	Castlemaine	Pugh	Akyab	London
1	Conference.....	Lawson	Colombo	Do.
July30	Annie Braginton	Smith	Saigon, for Rotterdam	Off Portland
Aug. 4	Janet Cowan	Cuthbert.....	Rangoon	London
	Prince Patrick	—	Rangoon.....	Bremen
	Come Voi	de Boero.....	Do.	Queenstown
July27	Loyola.....	Cartro.....	Maulmain	Bremerhaven
27	Tiber	Lewis	Rangoon	Do.
Aug. 1	Haidee	Stewart	Manila	Liverpool
1	Northampton	McClure.....	Rangoon.....	Do.
July14	Memnon.....	Baker	Zebu	San Francisco
	Belted Will	Braithwaite ...	Manila.....	New York
Aug. 4	Cresswell	Smith	Colombo	London
1	Professor	Petersen.....	Rangoon	Falmouth
1	The Foundling	Rutter.....	Do.	Liverpool
July29	Estrella	Otazabel.....	Do.	Bremerhaven
31	Phemie	Lea	Petewan	Flushing
Aug. 3	Bella Gaditana	Brobec	Maulmain	Clyde
3	Stanfield.....	Cummings.....	Java.....	Greenock
2	Ortelius	Duinker.....	Banjoewangie	Texel
3	Axel.....	Bergstrom.....	Akyab	Antwerp
July27	Alexandra	Burrell	Rangoon	Oporto
Aug. 6	Sumatra (s.)	Raison.....	Java.....	Off Deal
2	Nicoline	Orero	Rangoon	Helvoet
3	Marianne Carlotta ...	Massoni	Akyab	Bordeaux
2	Anton Gunter	Kuhn	Saigon.....	Pauillac
July16	Ada Iredale	Napton	Hiogo	San Francisco

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DEPARTURES.

Date.	Ship.	Captain.	For	From
July31	Glenartney (s.)	Keay	Singapore, China, &c.	London
Aug. 4	Letty Gales	Hedgecock	Colombo	Do.
July20	Hope	Cromar	Java and Singapore	Greenock
29	Costani	Andino	Galle	Cardiff
31	Colombo (s.)	Brown	Colombo, &c.	London
Aug. 1	Marco Polo	Jager	Cardiff & Hong Kong.	Do.
July31	Benedicte	Jansen	Anjer	Cardiff
Aug. 3	Ventus	—	Galle	Do.

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 4	Glencarn	Foochow	London
4	Paris	London	Singp., China, &c.
4	Somerset	Glasgow	Singapore
July 31	Deucalion	China, &c.	London
Aug. 2	Muriel	London	Singapore, &c.
2	Sultan	Do.	Colombo
2	Sirius	Foochow	London

LOADING.

At London.—Steamers via Suez Canal.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Braemer Castle. For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Cawdor Castle. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong. For Singapore, Batavia, and Cheribon: Banca. For Colombo, &c.: Viceroy, Navarino, Africa.

Sailing Vessels.—For Yokohama and Hiogo: Penrith, Black Prince, Evelyn. For Shanghai: Agnes Muir. For Hong Kong: Windhover, Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Star of the South. For Colombo: Scawfell, Conference.

At Liverpool.—For Yokohama and Hiogo: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.) For Singapore and Manila: Aurrera (str.). For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Ellen Munroe. For Batavia and Sourabaya: Emma and Robert. For Batavia Urania.

At Glasgow.—For Singapore: Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

Fearless, New York to Shanghai, June 14.
Ottolina, Amsterdam to Batavia, July 18, 46 N., 9 W.
Tim Whiffler, Capel Bay to Manila, 19 N., 125 E.
Amstelstroom, Batavia to Amsterdam, June 2, 30 S., 42 W.
Forest Rights, Ceylon to London, June 17, 35 S., 21 E.
Lambe (?), (Dutch barq.), Batavia to Rotterdam, May 31, 33 S., 36 E.
Insurlim (? Isurium), Ceylon to London, May 23, 29 S., 44 E.
City of Lancaster, Glasgow to Batavia, June 20, 15 S., 34 W.
P. S. R. N. (Svemburg), Batavia to Amsterdam, 51 days out.

FREIGHTS AND CHARTERS.

Berth rates of freights to the Eastern ports continue inactive, and outwards business is very dull, both for ships and steamers. Orders from the rice ports are still in the market for suitable vessels, but there is less inquiry from Manila. Coal freights for Singapore, Penang, and Galle are somewhat lower.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Batavia: 50s. meast. To Cheribon: 60s. meast.

Per Sailing Vessels.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 35s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £27, f.c. To Penang: £27, f.c. To Colombo: £26. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 25s. To Galle: 20s. To Manila: 28s. to 30s. To Batavia: 27s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s.

CASUALTIES.

Bahia, July 18.—(Lisbon, Aug. 4).—The Solent, from London to Singapore, with general cargo, has put in here leaking badly, and will discharge for repairs.

Cascaes, Aug. 3.—Made attempt to raise Gordon Castle (str.) with such pumps as were available. Reduced water 2 feet 8 inches below level outside, but tide filling, overflowed the ship. Confidence is felt that with powerful steam pumps the vessel could be raised at next spring tides.

Lisbon, July 31.—A telegram announces that about 300 packages tea, ex Gordon Castle (str.), damaged by salt water, had been picked up by coastguards. Advices from St. Helena state that the Gazelle, Lauer, from Java to Falmouth, which arrived there July —, reports that she was struck by a heavy sea, during which she lost bulwarks and rail from fore rigging to the quarter deck on port side, and a portion of bulwarks on starboard side; she also had upper seams of the stanchions; covering boards, and waterways started, which caused her to make water; the vessel will remain a few days to repair damages.

Advices from St. Helena, July 11, state that the Tennyson, McKinlay, from Batavia to Queenstown, arrived there, 4, leaky.

MISCELLANEOUS.

The Hankow (str.), which put back after being in collision, has nearly completed her discharge; cargo not damaged; will probably be despatched again in ten days.

At St. Helena.—June 23, B.K. Leglise, from Panaroekan, and sailed, 24, for Falmouth; July 2, Charity, Taylor, from Saigon, and sailed for Falmouth; Cato, Vuijk, from Batavia, and sailed, 4, for New York; Jonge Jan, Etz, from Batavia, and sailed, 5, for Rotterdam; 4, Kosmopoliet II., Huizer, from Batavia, and sailed, 5, for Rotterdam; 5, Robertus Hendrikus, Hagevaats, from Macassar, and sailed, 6, for Rotterdam; 9, Maria Elise, Van Deursan, from Batavia, and sailed for Amsterdam; Gazelle, Laeur, from Java, and sailed for Falmouth.

Off St. Helena.—June 27, Labrador, from Batavia, for Rotterdam; Jason, from Java, for Rotterdam; July 2, Medea, from Batavia, for Philadelphia.

At Ascension.—July 5, Lady Cecilia, Wilkinson, from Colombo, and sailed for London; 13, Petronella, Vliadorp, from Batavia, and sailed, 14, for Amsterdam.

Off Ascension.—July 15, N.B.C.F. (A.M.E.), from Batavia, for Amsterdam.

A telegram from Rotterdam announces that the Ortelius, Duinker, which arrived at Texel Aug. 2, from Java, reports having encountered heavy weather, during which she sprung a leak.

A telegram from Shanghai, Aug. 4, announces that the Meikong (str.), ashore at Woosung, had been got off undamaged and proceeded.

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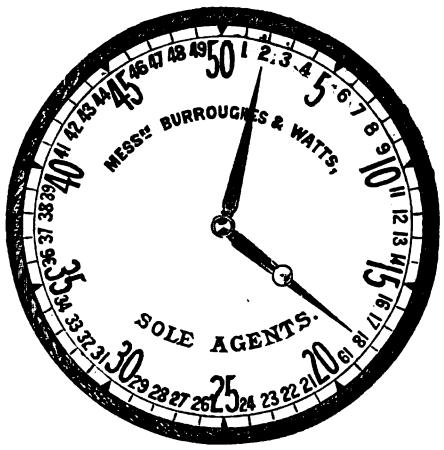

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Iraouaddy ...	August 30		
Hoogly ...	Sept. 13		
Peiho ...	Sept. 27		
Mei-Kong ...	Oct. 11		
Sindh ...	Oct. 25		

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Glenearn	100 A1	2,120	330	Sept. 15
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Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
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Hong Kong	Miako.....	A1 16 yr.	E.I.D	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

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THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; last shipping day, 14th August; the favourite full-powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 572.] LONDON, MONDAY, AUGUST 17, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 17.
JAPAN—Yokohama	—	—	June 24
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA—Peking	—	—	„ 20
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	„ 22
Kiu-kiang			
Chin-kiang			
Shanghai	May 15	June 27	„ 27
Ningpo			
Foochow			
Formosa			
Amoy	—	—	„ 29
Swatow			
Hong Kong	„ 29	July 3	July 4
Canton			
Macao			
PHILIPPINES—Manila			
COCHIN-CHINA—Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	July 4
Samarang			
Sourabaya			
MALACCA STRAITS—Singapore	June 12	„ 11	„ 11
Penang	—	—	„ 13
CEYLON—Galle			
Colombo	—	—	„ 23

THE MAILS, &c.

The P. and O. mail, with advices dated as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama, 1st; Shanghai, 5th; Hong Kong, 11th; Singapore, 20th July, which is due, *via* Marseilles, on Monday next, the 24th inst., left Suez on the 13th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Aug. 12.—None.

To Venice.—From Shanghai: Mr. W. H. Carter, Mr. R. S. Gundry. From Hong Kong: Mr. F. Schutze, Mr. S. Hememann. From Ceylon: Mr. J. A. Boyle, Mr. Hedges.

To Southampton, per P. and O. steamer *Venetia*, expected to arrive Aug. 24.—From Shanghai: Mr. and Mrs. Monro, Mr. and Mrs. Quin, Miss Mackenzie. From Hong Kong: Capt. Crawford, Lieut W. T. Anderson, Sub.-Lieut. A. Foster, Mrs. Jackson, child, and servant, Mr. Arthur, Mr. G. Munro, Mr. J. Kitcher, Mr. J. Honnell, Mr. G. Roseberry, Mr. C. Dennison. From Singapore: Mr. W. H. G. Webb, Mr. R. Forsyth. From Galle: Mr. and Mrs. Sinclair and two children, Lieut. A. F. Turner, R.N., Mr. A. Crabbe.

PASSENGERS OUTWARD.

Per French steamer *Ava*, Aug. 16 (booked from London).—To Yokohama: Mr. Arents, Mr. Vacher, Mr. Delacroise, Mr. Chimizon, Mr. Tissarand, Mr. Picard, Mr. and Mrs. Jaussen, Mr. Date, Mr. Chenet, Mr. Berrick, Mr. Georges, Mr. Mercier, Mr. Michand. To Hong Kong: Mr. Smith. To Shanghai. Mr. Davey, Mr. Kirk. To Singapore: Mr. and Mrs. Genu and child, Mr. Pedro Torra, Mr. Marsh.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh. To Galle: Mr. Ridley. To Batavia: Mr. B. A. Bergendakes.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Riechmann. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson. To Batavia: Mr. Fraser.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane, Miss Lechler, Miss Peter, Miss Sness. To Batavia: Mr. and Mrs. Ogilvie and two children, Mr. and Mrs. van der Leuw.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Galle: Mr. Karalake, Mr. Cross.

Per P. and O. steamer *Nizam*, from Southampton, Aug. 20.—To Shanghai (*via* Bombay): Dr. W. Valentinez, Dr. C. Adolf, Mr. Kardaetz, Dr. E. Reimann, Mr. F. Deickmille, Mr. Eeckke.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Hong Kong: Miss Neale and servant, Mr. Albert Leigh. To Ceylon: Mr. C. J. D. A. Cole, Mr. A. G. and Mrs. Thomson.

Per P. and O. steamer from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood.

Per P. and O. steamer from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras

Per *Hong Kong* (str.).—To Shanghai: Mr. Edward Wells, wife, and child, Mr. Robt. Cheetham, Miss M. Consterdine, Capt. George Fullerton and son, Mr. John Ramsay. To Hong Kong: Mr. Jas. G. Cullen, Mrs. Ellen Morrison, Mr. William Manson, Mr. Geo. Nicholson, Mr. Robt. Fairman, Mr. Niels Petersen, Mr. Oscar Jochinnsen. To Singapore: Mrs. Cameron, two children, and nurse, Miss Jane Webb, Mr. Samuel Wallis, wife, and child. To Penang: Mr. T. D. Hewett, Mrs. Hewett, Mr. Robt. Hewett, and five children, Mrs. E. Marshall and two children.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The dates by this mail are to the 28th June. The London mail of 15th May arrived out on 27th June. The following summary is from the *North China Herald*:—

A rumour is current that a Chinese gunboat had left Shanghai with troops for the South. It appears to be due to the fact that two gunboats went down river, one of which returned after saluting the Japanese vessel, while the other presumably went on to join the three war vessels anchored at Woosung. At the city yamens it was reported that they were all under orders for the south, but we have been unable to get the report confirmed.

Some excitement has been caused by the arrival of the Japanese man-of-war *Nisshin-kan*, a barque-rigged corvette. This vessel is said to have come from Formosa *via* Amoy, and to have brought as passengers four officers of high military and naval command, who are on a mission to China in connection with the situation in Formosa. Thus much we have been able to gather indirectly; for the Japanese themselves, both on board the corvette and at the Consulate, decline to give the slightest information even as to whence the vessel has come. The head of the Mission holds rank as Admiral, and appears to be second to Saigo, the commander-in-chief of the expedition; and his principal coadjutor on this visit is the Japanese Consul at Amoy. The Japanese Minister is still in Shanghai, and the Taoutai and Mixed Court Magistrate called at the Consulate to exchange civilities. A Chinese gunboat also went down river and anchored opposite the *Nisshin-kan*, when salutes of twenty-one guns were fired by each. It is difficult to know what the object of the present Mission can be, since no reply, it is said, has yet been received to the Tsung-li Yamen's despatch to Yedo, requiring the withdrawal of the Japanese forces, and asserting the rights of China over the invested territory, and since a Chinese Commissioner has only just reached Formosa accredited with powers to treat for their retirement.

We have received a copy of a special report addressed by the French Municipal Council to the electors, regarding the late riot. It gives a history of the Ningpo Pagoda land, and of the streets which were the subject of dispute. In the French Settlement, as in this, Chinese cannot hold property. The Ningpo Guild, therefore, own the Josshouse by tolerance only. The land was once registered in the name of M. Victor Edan, and during his nominal ownership the streets were marked out. He subsequently gave it up, and the guild have been allowed to remain in possession; but the Council contend that they cannot resist appropriations formally made during M. Edan's ownership. Further, the Council had two especial reasons for declining the request to close the roads. One was a desire that, on principle, the guild should remove their dead to a cemetery without the concession; the other, an apprehension that, if the Ningpo guild's request were admitted, similar claims might be put forward by the Fohkien Guild, who used to have a Josshouse

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near the French Municipal Hall. The latter apprehension seems rather far-fetched; at any rate, the answer might have been sufficiently decisive to prevent a second reference. The principle that cemeteries should be removed as far as possible from habitations is, of course, sound; but it is so long since interments have been made in the Ningpo burying ground that it may be doubted whether there would be any sanitary gain from the removal of the existing relics. The legal right of the Council to the roads was never in question, so much as the discretion of insisting on an unpopular line of road that was really not essential, when a good alternative line was proposed.

We are glad to see that the Wind Instrument Society purpose continuing, this season, in the Public Garden, the entertainments to which they have now for several years accustomed us to look forward. The first performance was given on Wednesday evening. There was some fear that the qualifying clause, "weather permitting," in the programme would render all the rest inoperative; but though a little rain fell about seven, and a thunderstorm seemed imminent, that not unwelcome visitation was postponed sufficiently long to permit the enjoyment of the promised treat. The night was hot and oppressive, and urged many to seek the cool promenade by the river, so that the Gardens were well filled. The music was excellent, particularly the operatic selections; and the concluding "Hongkew Tramway Galop," a gay and effective composition, brought down—the rain. The elevation of the Band Stand a few feet appeared to be an improvement acoustically as well as æsthetically, while we believe it adds to the comfort of the performers—no small consideration, seeing we are so much indebted to them.

The absence of a few of the intended recipients, and the paying up by the remainder, reduced the sixty-one summonses issued against unregistered British subjects, to the odd "one," on the day they were made returnable. And even this "one" proved a blunder. The defendant, Mr. How, did not appear, and the case was adjourned for the evidence of H.M. Consul. In the meantime, it was discovered that Mr. How had paid the tax on Saturday; but that, owing to some inadvertence, the payment was not made known at the Registration office, or the proceedings of Monday would have been avoided.

Mr. D. M. Henderson, the Chief Engineer to the Customs, left for Chefoo, and will at once go on to the Shantung Promontory in the *Feihoo*, to forward the work of the lighthouse. He intends, as soon as possible after landing, to start a temporary light of the sixth order, which will show a fixed bright light, visible about seven miles in clear weather.

Our Peking correspondent notes the efforts of the Chinese to work back to the old system of repelling Foreign Ministers from Peking. The Austrian, Japanese and Peruvian treaties have all been negotiated away from Peking; and the Japanese Minister is at present detained at Shanghai, negotiating with provincial officials.

A new mission church has been opened at Tse-kee, near Ningpo.

The steamers *Kiangsi* and *Ping On* have been chartered by the Trans-Pacific Steamship Company to run between Shanghai and the Japan ports. The *Ping On* left Nagasaki on Tuesday night for Hiogo and Yokohama, taking freight in connection with the s.s. *Altona* for San Francisco, to be transhipped at Yokohama. The *Kiangsi* arrived here from Shanghai on Tuesdap morning and was promptly despatched to the same ports as the *Ping On*. She will connect with the *Vasco de Gama*, which arrived in Yokohama on the evening of the 5th inst. We hear the s.s. *Shinking* is intended to run the same route for the same company.

We believe that George Oxlade, lately a telegraphic agent here, whose hasty departure from among us naturally excited much comment, and whose non-capture by the police was explained by the idea that he had gone direct to Manila, to which there is no telegraph,—really made his exit from us *via* Yokohama. Thence he went to San Francisco, where he was met by a gentleman who knew him well in Shanghai. He had gone there, and was continuing to pass under an assumed name.

In his despatch about the Woosung Bar, Prince Kung quotes from the report of the Southern Superintendent of Trade, who had examined the Bar. This document runs as follows:—The foreign merchants now wish to dredge out a space of 1,700 yards long, by a hundred yards wide, so as to make a way for the heaviest steamers to get through. But seeing that the channel [in the Yangtsze], outside the Hwangpoo, is constantly silting up, making an obstruction like a bar put across a door, and that inside there is another too, it all plainly shows that, although we see such a broad expanse of river, still, as the big ships when they come to the spot are obliged to go in a tortuous channel like a thread, we may fairly call this bar a defence made by Heaven itself for our protection.

Since foreign trade has begun at our ports no foreign nation has tried to prevent our taking measures for our defence, and to place guard stations on the frontier. Each of our arsenals now make war steamers and military arms in all respects like those of the West, for since the treaties were arranged we put no hindrances in each other's way. If we proceed as has been done at Tientsin, then the forts at Shanghai should therefore also be repaired as soon as convenient, and placed as they once were; and this bank is a feature of the place of the utmost importance in this point of view, which it is not well lightly to disturb.

It appears, further, that, if we clear this passage, the places along each shore called Kan-hoi dyke, and Yu-chao embankment, will be all washed out and made utterly useless, and the tilled lands will receive much damage. Thus the disadvantages will not be confined to the shipping interests.

The Prince then says:—"On receiving the above report, I (the Prince) have myself examined Article 10 of the Trade Regulations wherein the distribution of lights, buoys, beacons, and the like, at all the ports, and their maintenance is provided for out of the tonnage dues; but no mention is made of dredging the channels. If this proposal was calculated to strengthen amicable relations and benefit trade, so that it was no detriment to either foreign or native shipping, or if it was neither an advantage nor a detriment to native shipping—then we might perhaps arrange how to do it. But this report from the southern superintendent of trade shows that the Woosung Bar is, after all, no great inconvenience to foreigners, while if it is dredged out many serious disadvantages will arise to China, the worst of which is that connected with the position as securing the entrance to the river. All nations governing their own country have the right to take measures to protect and guard it, and each must be the judge as to how it will use this right. Among the details of this right none are more important than self protection, and, in carrying this out, preparations of an army, raising up marines, and building forts, are very prominent. At the entrance of the Woosung river there used to be forts, and now the river has made itself a bank which may be regarded not only as like a bar in a gate, but as a defence placed there by Heaven, and to be taken in the sense of a protection."

HONG KONG.

Our advices from this port are to the 4th July. The French mail of 22nd May and the P. and O. mail May 29 had arrived out. The following summary is from the *China Mail*:—

News has reached this place that the mandarins at Foochow contemplate sending an official here or to your colony for the purchase of 100 bronze guns. The object for which they are to to be bought can be easily imagined. It is also rumoured that the Imperial gunboat *Yung Po* will be shortly despatched to Hong Kong from Foochow to buy gunpowder and other munitions of war. This will give merchants at your port some brisk trade. So you see nothing will give a greater impetus to trade than war. The Chinese are heart and soul against the Japanese, and if the two Powers come to a collision, the struggle will be severe. It is the opinion of many enlightened natives here that the Japanese may prove a very ugly enemy, especially in a naval engagement, a Chinese success in which is almost despaired of.

The Roman Catholic Cathedral was illuminated on the night of the 21st in commemoration of the twenty-eighth anniversary of the elevation of H.H. Pope Pius IX. In answer to a telegram sent to Rome by the Catholic community of Hong Kong, the following answer was received on the 21st:—"Rome, 20th June, 2.55 P.M.—The Holy Father glad at the thought of the faithful European and Chinese of Hong Kong gives them with effusion of heart the Apostolic Blessing.—C. Cardinal Antonelli."

The result of the opposition line of steamers between this port and China has been to materially reduce the price of passage and of freight charges. The last steamer hence of the Pacific Mail line is said to have carried freight at 40 cents per ton, against $7 and $10 per ton some months since. It is also said that the old line is now bringing Chinamen at $12 a head, against $40 heretofore charged.—*S. F. Bulletin.*

The storm which was blowing for the few days preceding the 26th did some damage. In many dwellings and hongs shutters were displaced and windows broken. In Wyndham-street a large tree was torn up at the roots and thrown across the road by the wind. A large junk was capsized near the Water Police boat last night, but fortunately all the people were saved by the police.

The only case before the summary jurisdiction of the Supreme Court on the 26th was a charge of "marine kidnapping" preferred by Messrs. Augustine Heard and Co. against the captain of the *Duna*. Mr. Hodgkins was called to prove that a *buoy* belonging to his firm had been carried away from its moorings, but the captain of the *Duna* strenuously denied that his vessel had dragged at all. Mr. Brereton appeared for plaintiffs, and Mr. Johnson for defendant. The case was decided in favour of the plaintiffs.

Our old friend the *Ajax*, which arrived here from Liverpool this morning, was six months at home receiving thorough overhauling of hull and engines, also new boilers.

There are eight of the P. and O. S. N. Company steamships, viz., *Malwa*, *Venetia*, *Adria*, *Columbian*, *Madras*, *Bombay*, *Orissa*, and *Massalia*, in this harbour at the present time, quite a fleet.

We do not desire to cause any needless alarm, but deem it our duty to note that typhoid fever is stated to be prevalent among the Chinese near West Point. We have heard that there are

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also several Europeans down with the disease. Prevention is always better than cure.

We extremely regret to learn that news has been received, by the mail just in, of the death of Mr. G. F. Buxey, for so long a time a well known and respected resident in this colony, his stay at this port and Canton extending over a period of thirty years. Mr. Buxey left about fifteen months since in a very poor state of health, and the fears of his friends have unfortunately been verified. He died at Bombay on the 15th ult., of paralysis, aged sixty-seven years. Mr. Buxey was a director of several local companies and an active promoter of all public measures. Amongst his co-religionists especially his loss will be deeply mourned, as well as by his many English friends.

The Hong Kong and Whampoa Dock Company are evidently in luck. The P.M.S.S. *Colorado*, of 4,000 tons, was this morning safely docked at Aberdeen, and the *Japan* and *Vancouver* will shortly follow suit. That vessels of such size can now be docked with absolute safety is mainly owing to the foresight of Mr. Duncan, the secretary of the company, he having induced the direction to consent to the Hope Dock being fitted with sliding bilge pieces, so as to save the strain hitherto cast upon vessels of the largest size under the old system of shores. There will be no excuse hereafter for our flagships giving Hong Kong the cold shoulder when repairs are necessary.

We are glad to learn also that the Whampoa Dock is, despite the croakers, well employed. The M.M.S.S. *Donnai* is now undergoing an overhaul there. The *Cassandra*, again, which vessel recently lost her propeller, is being refitted at Kowloong with a new one. Altogether the Dock prospects are "looking up."

The case of Whittall *v.* Bell and others was heard before Chief Justice Smale and a special jury. It was an action brought on account of misrepresentations made by the defendant as directors to the plaintiff concerning the business of the Hong Distillery Company (Limited) when acting for the China Sugar Refinery—an estate of which he was the receiver. After occupying the attention of the Court for three days the case was ultimately adjourned.

The following items are from the *Hong Kong Times*:—

Mr. James Russell (says the *Government Gazette*) has resumed his duties as police magistrate and assistant superintendent of the fire brigade. Mr. Tonnochy (same information) is appointed to act as superintendent of Victoria Gaol until further notice, and Mr. Russell as coroner.

We hear that the Hong Kong, Canton, and Macao Steamboat Company have intimated their intention of renewing for another six months, from the 16th inst., the monthly amount of $2,500 to Kwok-Acheong, not to oppose the company by running his steamers on the same routes as those upon which the company's steamers now run.

Choy Akap, charged with the theft of clothing, and remanded to gaol, waiting his Excellency the Governor's pleasure, with the view, at the request of a mandarin, to his deportation to Canton to answer charges of crime committed in Chinese territory, has saved the authorities further trouble by hanging himself in the gaol on Saturday afternoon (June 20).

H.M.S. *Midge* steamed round the island for trial of engines and boilers on June 23rd. Went out through the Ly-ee-moon Passage 6.30 A.M., returned by East Lamma Channel 10.30 A.M.; a trifling delay occurred in going out through buoy fouling starboard screw, which necessitated the ship letting go an anchor whilst clearing, but she got well away by seven. A fresh breeze sprung up outside, and the trial of engines and boilers under the superintendence of Inspector of Machinery of Dockyard was considered on the whole satisfactory. The *Midge* remains here till Thursday, and will probably sail about noon for Nagasaki.

Most unmistakably we had a shock or shocks of earthquake, yesterday morning, June 23rd. At twenty-three minutes past nine, while seated in our "*sanctum sanctorum*," a trepidation was felt, followed by a rumbling, vibrating noise, which caused us to bend low, thinking for some dire offence we were about to find the ceiling, if not roof, coming about our ears. "Boy, boy," and these indispensable luxuries appeared upon the scene. "What for that noise, go see." The boys were scared, went into adjoining rooms and returned, saying, "no can find." Simultaneously from the region below came—not devils—printers' devils—but some of our staff, equally alarmed, who affirmed that a large iron imposing slab was seen to shake and the floor above also, and who thought a dire mishap had occurred, and no prospect of the next day's issue. Upon consultation we all agreed it was an earthquake—most unusual—the last we believe being in 1864.

A letter from Amoy, dated the 22nd June says:—Two Japanese vessels of war have been in our port for a day, and put out to sea in compliance with the order of the local mandarins. The Chinese Admiral has been here on a visit to the Foreign Consuls, but was disappointed on finding them all in neutral ground. It is rumoured to-day that 20,000 Chinese soldiers, under the command of the Viceroy of Foochow, left that place for Formosa in twenty-one vessels of war, with the intention of driving the Japanese out of their territory.

The *Chinese Mail* has received from its correspondent at Foochow some important despatches in connection with the Formosan expedition; amongst others, the precis of a communication sent by the Executive Officers of the Chinese Privy Council to Shên Paou Chên, formerly Lieut. Governor of Kiangsi, now superintendent of the Foochow Arsenal, Li Hung Chang, Governor General of Chili, Man Yu, the General commanding in Fokien, Lee Chung Hi, Governor General of Kiangsoo and Kiangsi, and to Li Hioh Nien, Governor General of Fokien and Chekiang. The substance of the despatch is as follows:—

A memorial was received on the 14th May from the Tsungli Yamen, stating that some Japanese war vessels were anchoring off Amoy, and requesting that high officers might be appointed to make observation. The despatch continues:—"Now when the Japanese Ambassador was here last year to satisfy the treaties, nothing was said about the place of the Formosan aborigines. But now they have suddenly sent out an expedition to Fokien on the plea of borrowing a place to exercise their soldiers; in this, however, their intentions are bad. According to a despatch received from the English Minister it is clear that the Japanese intend to have something to do with the aborigines, and in this opinion we are confirmed by the report of the Superintendent of Trade of the North and South, who represents a similar state of things. As this affair will involve international questions, it is necessary that precautionary measures should be at once taken so as to prevent the breaking out of hostilities. Li Hioh Nien, in failing as yet to have made a report on a matter of this great importance, has caused us a deal of surprise.

"The locality inhabited by the aborigines forms part of the Chinese territory; how, then, can the Japanese be allowed to have an eye to it? The real state of things there now must be reported on, and proper means be devised with a view to being prepared for any emergency. Lee Hioh Nien's duties being comparatively important, he cannot be suddenly withdrawn from his provincial capital. It is therefore commanded that Shen Paou Chen should take command of some vessels of war, and some soldiers, ostensibly on a tour of inspection, and proceed to Formosa, visiting the whole district where the aboriginese are, to make observations. He must not appear hostile either in word or in deed, but must carefully act according to the exigencies of the case. As to the selection of soldiers, he is to confer with General Man and Admiral Lo. As to the aborigines, let any existing disabilities against them be removed whenever possible, and let them be kindly treated and brought under control, so that they may be utilised to our benefit in the protection of our territory, and in the prevention of an invasion from a foreign country. Shen is hereby commanded also to confer with General Man on all matters, according to the exigencies of circumstances, and to ask Imperial sanction before taking any steps.

"The action of the Japanese war vessels after arrival at Fokien is to be carefully and truthfully reported by Lee Hioh Nien, and Shên Paou Chên. Any general information must be made known from time to time to the Tsung-li Yamen by Lee Hioh Nien and Li Tsung Hi for its consideration. A copy of the original communication (by the Tsung-li Yamen) is herewithforwarded for your information. This is confidentially and separately sent by express courier at the rate of 600 li a day. Respect this. Send a reply on receipt"

PHILIPPINES.

MANILA.

A sale has been made at public auction of 1,651 bars (about 202 piculs) copper from the mines of Muncayan, the price realised being $17.44 per quintal. The purity of the metal is highly spoken of, and calls for a regular exploit of these mines, which would greatly benefit the shareholders and the country.

Amongst the passengers brought on to Hong Kong by the str. *Leon* was H.E. Sr. Don Jose Malcampo Marques de San Rafael, Rear-Admiral of the Navy, and recently appointed to the post of Captain-General of the Philippines. H.E. was accompanied by his wife and three children. The Captain-General was to make his entry into Manila on the 18th, and great preparations were being made to give him a cordial reception.

The *Pampanga*, brought over in tow by the *Yuentszefee*, has safely reached Manila; she is advertised for sale by Messrs. Russell and Sturgis.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings dates to the 11th July. The London mail of 12th June arrived on 11th July. The following summary is from the *Straits Times*:—

His Excellency Sir Andrew Clarke, who left Singapore on the 19th May on a visit to the other Settlements, has decided to prolong his stay at Penang until the end of the present month. Legislative business, therefore, remains in abeyance, and the public have no means of satisfying their curiosity as to the nature of the revelations to be made, or the policy to be adopted on several important questions of deep local interest. Meantime one of these questions, the New Harbour Railway, has been revived before the public, and a number of letters on the subject,

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all anonymous, and nearly all advocating the construction of the railway by the Government, have appeared in our columns, and will be found in the body of this journal. It must not, however, be imagined from these letters that the balance of public feeling here is in favour of the Government making a railway; on the contrary, we imagine that a very determined opposition will be manifested against what seems to us a misappropriation of the colony's funds. We understand the correspondence alluded to in his Excellency the Governor's opening speech will probably be laid before Council at its next meeting, until when, we presume, it will not be made public, and we must content ourselves with the meagre information to be gleaned from other sources as to its purport.

An appeal made to the Supreme Court against the decision of the police magistrate in the case of a house owner who was fined $1,000 in consequence of one of his tenants having opened a gambling establishment, has resulted in the reversal by the Chief Justice of the decision of the lower Court, with a sweeping condemnation of the provisions of the Gaming Houses Ordinance against property owners, and the announcement that in the event of certain questions being raised before him, the Chief Justice will unhesitatingly treat this law as one passed *ultra vires*, being contrary to the law of England and the rights of the subject, and therefore a nullity. This decision will no doubt speedily bring about the repeal of the obnoxious provisions.

Merchants in Java complain loudly, and with reason, of the irregular taxations levied on imported manufactures by the Custom House authorities under the new tariff. The Netherlands Government have abolished the differential duties formerly levied, thus admitting the manufactures of all countries on payment of a uniform duty of six per cent. In working this tariff, however, the Netherlands Indian Government, instead of accepting the market value of the goods at the time of importation as the standard by which to levy the import duty, allow the Customs officials themselves to fix the valuation at a standard to suit their ideas, which are only revised every three months, taking no note of the fluctuations of the market in the meantime. The effect of this is that piece goods worth say $2.50 per piece are taxed upon an imaginary valuation of perhaps $3, thus raising their cost to the merchant three cents per piece beyond their legitimate figure, a rise sufficiently hampering to his sales at any time, but which in face of a falling market may entail upon him serious loss. It is to be hoped, in the interests of trade, that the Netherlands Indian authorities will speedily adopt a more equitable system, failing which, doubtless strong representations will be made in more influential quarters.

Latest advices from Atchin inform us that the Dutch garrison in the Kraton have been harassed by repeated attacks from the Atchinese, who gathered in great numbers in their neighbourhood, but that the Dutch troops had repulsed them, inflicting heavy losses. The garrison was, however, wearied out with hard fighting and incessant watchfulness, and reinforcements are urgently required if they are to maintain their position.

With reference to the missing portion of the crew of the *Charles Auguste*, wrecked in Torres Straits, we are glad to learn from the Java papers that they were picked up by a Swedish ship, and have arrived safely at Cheribon.

The arrivals of steamers *via* the Suez Canal have been the *Ellen Gowan* on the 29th June, *Joseph Dodds* on the 5th inst., *Glamis Castle* on the 6th inst., all from London, and *Priam* on the 10th from Liverpool. The departures homeward have been the *Mongol* on the 28th, *Glaucus* on the 30th ult., *Galatea* on the 3rd inst., *Sirius* on the 4th, and *Crocus* on the 9th, from Foochow; the *Nankin* on the 3rd and *Japan* on the 10th from Hankow,—all for London with teas; the *Achilles* on the 29th ult. and *Deucalion* on the 3rd inst. from Shanghai and Hong Kong for London, and the *Yrurac Bat* on the 4th from Manila for Cadiz and Liverpool.

We regret to hear that H.M.S. *Charybdis* got on a rock off the north end of Pankore Island last week. Some of her guns had to be taken out before she could be got off, and on examination it was found that her false keel was partially carried away.

Commercial Report.

(For dates see first page.)

IMPORTS.

Shanghai.—There has been a fair business transacted during the past fortnight and prices in some instances show an improvement. There has been more demand for 8⅓ lbs. Grey Shirtings, and common chops may be quoted two candareens per piece higher; Eagle 8⅓ lbs. are only in moderate request at a slight decline; 7 lbs. are in no demand, while 9 10-12 lbs. cloth again show a marked advance on previous quotations. White Shirtings are quiet, and for some makes lower in value. T-Cloths continue to attract attention, with the exception of Mexican 6 lbs., which are difficult of sale. Drills are in better request at improving prices. Fancy Cottons: Velvets, Velveteens, and Blue and White Handkerchiefs have met with some inquiry at rather better rates. There has been an active demand for Long Ells and Spanish Stripes, and the former, especially, have now risen considerably in value. The position of Camlets has also improved. Other descriptions have been comparatively neglected.

Hong Kong and Canton.—Cotton Yarns are more or less depressed. Piece Goods continue at unsatisfactory prices, some little attention having been paid to T-Cloths and Drills without producing any change for the better in values.

Singapore.—The market remains very quiet, and business has been on a moderate scale only. Lately there has been less inquiry for 6 and 7 lbs. T-Cloth, and prices close weaker. Grey Madapollams have declined, sales of 2½ lbs. having been made at $16 to $15½. 8¼ lb. Grey Shirtings are offered freely at $2.25 to $2.22½, but dealers are buying sparingly. Grey Yarn of all counts keeps dull. Stocks generally are ample for the present dull state of the market; 40's Grey and Coloured Yarn, 7 lbs. and 8¼ lbs. Grey Shirtings, light weight T-Cloths and White Shirtings show an increase upon last quarter.

EXPORTS.

—o—

TEA.

Hankow.—Messrs. Drysdale, Ringer, and Co.'s Report, dated 23rd June, says:—We have had a comparatively quiet market since the issue of our last; settlements being 11,039 chests, 17,261 half-chests, and 1,510 boxes; particulars of same being 718 half-chests at 2s. 1½d. per lb., 4,386 half chests and 734 boxes at 1s. 8½d. to 1s. 11d., 6,620 chests, 7,976 half-chests and 418 boxes at 1s. 5½d. to 1s. 8d., 4,419 chests, 4,181 half-chests and 358 boxes at 1s. 1½d. to 1s. 5d. The first crop tea is now pretty well all to hand, the few parcels remaining on offer being of undesirable quality, although held by Teamen for full prices. Late settlements have been made at almost the same high range of price comparatively as was established at the opening, and we consider them quite 1d. to 2d. above safe limits or over the prices at which similar Teas sold at home last year, when they were better in quality. The business of the week comprises sales of Ningchows at Tls. 20 to 29½, two small parcels realising 33 Tls. Oonfars have ranged from Tls. 20 to 28 for the better Teas, a few very common mixed parcels selling from Tls. 17 to 19. Cheong-sow-kais, Toong-shans and Soong yongs have been quickly bought up at Tls. 20 to 24. Ping-kongs, Wun-kais, &c., selling at Tls. 15 to 21½. Lee-lings have also found ready sale from 18 to 19½ and several sales of Shuntam-packed are reported at 15 to 15½ Tls. per picul.

Shanghai.—Business in Tea has been pretty brisk during the week at very firm rates. Previous to our last report there was but little disposition to buy to any extent. Supplies not arriving quickly, however, owing to a greater demand springing up in Hankow, buyers have come forward. Settlements, 43,082 chests, Reshipments 7,163 chests: Total 50,235 chests.

Foochow.—Messrs. Westall, Galtons, and Co.'s Weekly Letter says:—A steady daily business continues in this market, and on the whole no alteration can be quoted in rates. Arrivals and settlements for the week are—Congous: Arrivals, 41,450 chests; settlements, 45,317 chests. Souchongs: Arrivals, 1,460 chests; settlements, 2,417 chests. Oolongs: Arrivals, 6,660 half-chests; settlements, 835 chests. Scented Teas: Arrivals, 17,500 boxes; settlements, 14,666 boxes. Souchongs: Settlements for the time of year are small; prices are somewhat irregular, but may be considered fully up to former quotations. Oolongs: Further transactions have taken place for England, but rates show no decline. Flowery Pekoe: Some 800 chests have been taken for England and India; prices are full. Scented Teas find favour, and considerable quantities have changed hands, previous quotations being maintained. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 12,129,336 lbs., against 2,159,750 lbs. To Australia, 1,932,660 lbs., against nil last year. Freights: To London, £4 per ton of 40 cubic feet. Exchange: On London, 6 months' sight credits, to-day, 4s. 3⅞d.; on Hong Kong, 15 days' sight, private, ⅜ to ⅝ per cent. discount.; on Shanghai, 10 days' sight, private, $73½.

Hong Kong and Canton.—Messrs. Olyphant and Co.'s Circular says:—Tea has not found much favour with purchasers, the quantity really settled being small. Owing to continued depressing advices from London our market has been quiet since date of our last report, and prices have declined for most descriptions. In Congous there has been nothing done except by private contract, under which we hear that several parcels of good common to medium have been settled at reduced rates. Scented Capers: There has not been much inclination shown to buy except at still lower rates, and a considerable portion of the settlements were made prior to date of our last circular, but not till now made public. The bulk of the settlements made during the past fortnight consists of the lower grades at from Tls. 16 to 18. Fine Teas are very scarce, and the stock of Scented Capers now on offer is of very undesirable quality. Scented Orange Pekoes: A few small parcels of choice long leaf have been settled at rather easier prices, although the finest grades are very scarce. The Teas on offer are mostly medium kinds of undesirable character, for which, quality considered, very full prices are demanded. The short leaf kinds have been dealt in at lower rates.

CARGOES AFLOAT.

Woosung Dates.	Name.	From	Cargo—lbs
June 16 ...	Cutty Sark	Hankow ...	1,270,651
„ 26 ...	Japan (str.)	„ ...	3,000,000
„ 30 ...	Ada	„ ...	988,129
„ 19 ...	Nankin (str.)	„ ...	2,678,544
„ 28 ...	Venetia (P. and O. str.) ...	Shanghai ...	1,500,000
July 12 ...	Cathay (P. and O. str.) ...	„ ...	1,500,000
„ 17 ...	Thermopylae	„ ...	1,200,000
„ 20 ...	Glenlyon (str.)	„ ...	2,000,000
„ 25 ...	James Sheperd	„ ...	1,000,000
June 14 ...	Glenearn (str.)	Foochow ...	2,247,800
„ 26 ...	Sirius (str.)	„ ...	2,400,000
„ 28 ...	Crocus (str.)	„ ...	2,100,000
July 5 ...	Orion (str.)	„ ...	2,600,000
„ 22 ...	Cheops (str.)	„ ...	1,600,000
„ 28 ...	Ascalon str.	„ ...	1,000,000
Aug 4 ...	Montgomeryshire str. ...	„ ...	—

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SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	145 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	104 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	67 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$520 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	20 ...	
Union S.N. Company	100 ...	100 ...	55 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	700 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.95 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$125 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls.117 ...	12 p.c.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Shanghai „	5s. 10¼d.	5s. 11d.	5s. 11¼d.
Canton „ ...	4s. 3¼d.	4s. 3⅝d.	
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3¼d.	4s. 3⅝d.	s. 4d.
Manila „			

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 309½	236
„ Hong Kong	27 to 27⅛ dis.	—
Bar silver	Tls. 111.4.0	9 prem.
Mexican dollars	„ 72.9.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 37½ per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. premium.
Hong Kong Fire Insurance Company, $300 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 96 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $18 premium
Indo-Chinese Sugar Company, $— dis.
Shanghai Steam Navigation Company.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2⅛d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, AUG. 13.—The P. and O. Company's steamer Malta, with the homeward China mail, arrived here at 1.30, and the mail left at 2.30 A.M. for London.

NEXT INWARD MAIL.—SUEZ, AUG. 13.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Marseilles, where she may be expected on the 21st inst.

INWARD MAIL DUE SEPTEMBER 7.—GALLE, AUG. 13.—The Messageries Maritimes steamer Donnai, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JULY 17.—GALLE, AUG. 10.—The Messageries Maritimes steamer Tigre, from Marseilles on the 19th of July, left here to-day for Singapore.

OUTWARD MAIL OF JULY 3.—HONG KONG, AUG. 10.—The French mail from London July 3 arrived out to-day.

OUTWARD MAIL OF JULY 10—HONG KONG AUG. 13.—The P. and O. mail from London July 10 arrived out to-day.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, AUG. 10.—The P. and O. Company's steamship Zambesi, Captain Cotes, arrived to-day with the heavy India, China, and Australian mails, 86 passengers, £731,549 in specie, and 26,286 packages of cargo, including 24,273 chests of tea for London and 879 chests for New York. She left Shanghai on the 14th of June; Hong Kong, 20th; Singapore, 28th; Penang, 30th; Galle, July 8; Aden, 20th; Suez, 26th; Alexandria, 28th; Malta, August 1; and Gibraltar, 5th.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, AUG. 13.—The P. and O. Company's steamer Mongolia sailed to-day with the heavy India and China mails, a full general cargo, and specie, &c., value £68,436. The Mongolia takes out 38 first and 56 second-class passengers, and eight proceed by the corresponding steamer from Venice and Brindisi, making a total of 102. She proceeds through the Suez Canal to Madras and Calcutta, passengers for Bombay changing ships at Suez.

LATEST TELEGRAMS.

CHINA.

HONG KONG, AUG. 13.—Grey Shirtings, 8¼ lbs., $2.45c.; 16-24 water-twist, $1 15c. Tea—Canton, quiet; total exports from China and Japan to the United Kingdom from the 1st of June to date, 71,125,000lb. Exchange on London—six months' bank bills. 4s. 2⅛d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, June 15, Europe; from Liverpool, June 21, Hankow (str.); from New York, 23, John R. Worcester; from London, &c., Aug. 10, Glengyle (str.), Amur, Laughing Wave, Wylo.

At HONG KONG AND CANTON.—From London, July 2, Glenroy (str.); from Liverpool, 3, Ajax (str.); from Swansea, 28, Courier; from New York, 3, New Republic; from London, &c., Aug. 13, Lord of the Isles, Melbrek, Galley of Lorne.

At MANILA.—From Newcastle, Lizzie Iredale.

At SINGAPORE.—From London, June 27, Ellen Gowan (str.); July 5, Joseph Dodds (str.); 6, Glamis Castle (str.); from Liverpool, 10, Priam (str.); from Newcastle, 6, Luzon; from Shields, 10, Sea Star; from London, &c., Aug. 13, Princess Louise, Hector (str.), Buena Ventura, Iphigania.

At PENANG.—From Liverpool, July 7, Priam (str.); from Sunderland, Aug. 12, Margaret Knight.

DEPARTURES.

From SHANGHAI.—For London, June 21, Deucalion (str.).

From FOOCHOW.—For London, June 23, Galatea (str.); 24, Sirius (str.).

From HONG KONG and CANTON.—For London, June 20, Achilles (str.); July 4, Deerhound; for Callao, 28, Camilo Cavour; for London, &c., previous to August 13, Montgomeryshire (str.), Egeria (str.), Glamis Castle.

From SINGAPORE.—For London, June 27, Sylvia; 28, Mongol; 30, Achilles (str.), Glaucus (str.), Lady Hincks; July 3, Nankin; 5, Sirius (str.); 7, Crocus (str.); 9, Japan (str.); for Channel, f.o., 6, Ulva.

From PENANG.—For London, July 6, Deucalion (str.)

VESSELS LOADING.

At SHANGHAI.—For London, Sarpedon (str.), Canton (str.), Lammermuir, Sir Lancelot, Thermopylæ, Dartmouth.

At FOOCHOW.—For London, Montgomeryshire (str.), Cheops (str.).

At HONG KONG and CANTON.—To New York, Kate Carnie.

At SINGAPORE.—For London, Nicola, Tommasseo, John George; for Liverpool, Howden; for Marseilles, Halia; for New York, John Worster.

At PENANG.—For London, Hypatia.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates to London are £3 per ton of 50ft. for sailing vessels, and £4 for 40ft. by steamer, (by telegram £3).

At FOOCHOW.—To London, £4 per ton of 40 cubic feet, (by telegram £3 to £3. 10s.)

At HONG KONG AND CANTON.—To London, £3 12s. 6d. per ton of 50 cubic feet. To New York, £3 5s. per ton of 40ft, (by telegram £3).

At SINGAPORE.—To London, £2 5s. to £2 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
June 23 ...	Coulnakyle ...	London ...	Yokohama
„ 24 ...	N. Baynton ...	Bangkok ...	Falmouth
„ — ...	Cornelia ...	Batavia ...	Rotterdam
„ — ...	John Bramall ...	Do. ...	Do.
„ 25 ...	Rollo ...	Ilo Ilo ...	London
„ — ...	Lichtstraal ...	Cardiff ...	Batavia
„ 26 ...	Frank N. Thayer ...	Do. ...	Hong Kong
„ — ...	Eliza Shaw ...	London ...	Shanghai
„ — ...	Contest ...	New York ...	Samarang
„ — ...	Columbus ...	Cardiff ...	Batavia
„ — ...	Elisabeth Nicholn ...	Manila ...	England
„ — ...	Lathley Rich ...	Cardiff ...	Hong Kong
„ 27 ...	Julie ...	Newcastle ...	Cheribon
„ — ...	Springfield ...	Manila ...	New York
„ 28 ...	Ecgrateia ...	New York ...	Sourabaya

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 13, at London, from Foochow, Glaucus (str.); from Shanghai, Achilles (str.); off Deal, from Penang, Cardiganshire; 12, at Falmouth, from Rangoon, Grassmere; from Moulmain, Hartfell; from Akyab, Dolbadern Castle; off Falmouth, from Akyab, for Copenhagen, Adolph Tideman; off the Lizard, from Maulmain, Garelock; from Colombo, Lady Cecilia; 11, at Bremerhaven, from Rangoon, Ava Guiseppe; at Texel, from Rangoon, Corne Voi; at Brouwershaven, from Rangoon, Margaret Pugh; July 24, at San Francisco, from Probolingo, Cuba; 31, at New York, from Ilo Ilo, Anna; at Philadelphia, from Sourabaya, Media; Aug. 14, at London, from Singapore, China, &c., Deucalion (str.); from Foochow and Singapore, Galatea (str.); 13, at Falmouth, from Rangoon, British Princess; from Bassein, Harry Morse; from Sourabaya, B. K. Leglise; from Rangoon, Constantine; from Akyab, Profeta; from Saigon, Berar; from Rangoon, Nimrod; from Bassein, Eurydice; 14, from Rangoon, Lyctha Till, Hindustan; from Akyab, Consiglio, from Rangoon, Fellicina Ferrara; 13, off Falmouth, from Rangoon, for Hamburg, Hermann and Emma; 14, off the Lizard, from Rangoon, for Bremen, Prince Louis; from Rangoon, Carlo Frugone; at Queenstown, from Rangoon, Southern Cross; Veloce; 12, at Brouwershaven, from Rangoon, Nespucci; 14, at Liverpool, from Rangoon, North; 15, at London, from Colombo, Lady Ann; at Falmouth, from Rangoon, Proserpina; from Akyab, City of Vienna; from Rangoon, Marino; Annie Florence; Maori; off the Lizard, from Rangoon, for Amsterdam, S. F. B. Q.; 12, at Cuxhaven, from Rangoon, Dora; Virginia; —, a New York, from Hong Kong, Windward.

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DEPARTURES.—August 13, from London, for Shanghai, Agnes Muir; 5, from Cardiff, for Singapore, Verona; 13, from Liverpool, for Yokohama, Montego; July 30, from New York, for Shanghai, Star of the West; Aug. 14, from London, for Yokohama and Hiogo, Penrith; for Singapore, China, &c., Hong Kong (str.); 13, from Cardiff, for Galle, Don Juan; 14, from Shields, for Galle, Nordens Dronning; 11, from Hamburg, for Singapore, Angostura; 15, from London, for Hong Kong, Windhover; from Glasgow, for Batavia, County of Forfar.

SPOKEN.—Constantine, from Manila, July 25, 34 N., 39 W.; K. P. S. H. Singapore to New York, June 5, 36 S., 20 E.; Q.C.L. (French ship), Ceylon to Bremen, June 21, 78 days out; a British barque, Colombo to Torbay, June 30, 75 days out; P.N.M.F. (Dutch barque), Rotterdam to Sourabaya, Aug. 3, 14 N., 26 W.

CASUALTIES.—LISBON, AUG. 14.—The Gordon Castle (str.) has been safely towed into the Tagus and beached.

The *Glenearn*, which broke down off Aden, is reported at Gibraltar on the 12th inst., due in London to-day.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOVET—On the 15th Aug., at 3, Victoria-street, S.W., the wife of Fritz Bovet, of a son.

CAIRNS—On the 27th June, at No. 5, Mosque-terrace, Hong Kong, the wife of Capt. R. H. Cairns, of a son.

CRANE—On the 27th June, at Leonie Cottage, Singapore, the wife of Charles E. Crane, of a daughter.

GILFILLAN—On the 14th Aug., at No. 6, Lyndhurst-road, Hampstead, Mrs. Samuel Gilfillan, of a son.

QUEDENS—On June 28, at Swatow, the wife of Mr. G. H. Quedens, of a daughter.

RICHARDSON—On the 13th Aug., the wife of George Richardson, Mornington-villas, Bradford, Yorks., of a daughter.

ROBERTS—On the 28th July, the wife of W. H. Roberts, Agent of the P. and O. Company at Alexandria, of a son.

SILVERTHORNE—On the 16th June, at Shanghai, the wife of Alfred Silverthorne, of a daughter.

MARRIAGES.

WHEATLEY—HOBSON.—On the 12th August, at Salter's Hall Chapel, Islington, by the father of the bride, assisted by the Rev. H. C. Leonard, M.A., Edmund Wheatley, of Tientsin, China, to Sarah Louisa, eldest daughter of the Rev. Jesse Hobson.

WILSON—MARCUS.—On the 9th July, at the Parochial House, Singapore, by the Right Rev. Dr. Leturdu, Thomas Downie Wilson, of Glasgow, to Eliza Judith, adopted daughter of Mr. F. H. Marcus, of Singapore.

DEATHS.

DE GROOTE—On June 15, at Yokohama, the Belgian Legation, No. 9, Bluff, [by the accidental discharge of a pistol, Albert De Groote, aged 18 years.

DUMMETT—On the 13th Aug., at 19, Craven-hill, W., William Joseph, in his 21st year, the elder and beloved son of Jeremiah and Amelia Dummett.

HARE—On the 3rd June, at Hong Kong, Herbert Thomas Hare, Civil Engineer, aged 27, the second son of Thomas Hare, of Gosbury-hill, Hook, Surrey.

HAY—On the 29th July, at Marseilles, Eugene Hay.

PENNOCK—On the 7th July, at Hong Kong, Margaret L. Pennock, wife of Rear-Admiral A. M. Pennock, U.S. Navy.

RICKETT—On June 15, at Yokohama, John Cooper, the infant son of John Rickett, Junior, aged 6 months and 4 days.

WILLIAMS—On Aug. 5, at Foochow, suddenly, of heart disease, Robert Pennington Williams, of Messrs. David Sassoon, Sons and Co.

THE WOOSUNG BAR AND HONG KONG BLOCKADED.

(To the Editor of the *London and China Telegraph*.)

SIR,—I addressed you a short time ago on the subject of our wants in China, and the matter seems to have attracted attention, both at home and out here. The *Daily News* has republished your article, and now we have the definitive answer of the Chinese Government, refusing to dredge the Woosung Bar, on the ground that it formed one of the natural defences of Shanghai against an enemy. It has been understood here for some time that that was the ground put forward by the Chinese for their inaction. But to anyone acquainted with the local peculiarities of Shanghai this ground of objection seems puerile, and only got up for the occasion. The report of the Chinese inspector (so-called) is evidently written by inspiration from the Peking Government. The forts alluded to have long ceased to exist, and were only mud embankments with openings for guns, but the combination of those forts and Bar did not prevent our men-of-war cruising up the river and capturing the city of Shanghai in 1842; and even if the Bar did prevent men-of-war entering the river, men could be landed at Woosung and march to Shanghai, a distance of only twelve miles. Doubtless this idea of defence is a potent one to the Chinese mind, but I believe a much more potent one is the expense, as I am given to understand that it has been represented to the Chinese Government by their engineers that it would require two steam dredgers, costing £27,000 each, to do the work. I do not, therefore, wonder at their hesitating; but it seems to me that the mechanical talent in England could produce a steam dredger that would accomplish the work at a cost much below £54,000. I would certainly suggest it to their consideration. The most effective would be one similar to those used in the Suez Canal, which would run the mud by a tramway on to the bank of the river instead of putting it into boats and forming a second bar worse than the first.

The Woosung Bar is, however, thrown into the shade at present by the Formosa difficulty. The Chinese are in a regular ferment, and talk about fighting the Japanese and expelling them from Formosa; but, *more sinico*, before fighting have offered to pay the Japanese to go away. They, however, seem to have no intention of leaving the island, and a Japanese corvette entered this port two days ago, it is reported, with an envoy on board to the Chinese authorities. The Japanese refuse point blank to give any information as to where they came from or where they are going to, what they want or intend. At this stage of the affair it is impossible to predict what will be the issue, but it looks very like an intention on the part of the Japanese to establish themselves on the island. The threat of sending their gun-boats from Shanghai and Foochow is not likely to frighten the Japanese much, considering that the Chinese gun-boats are manned by fishermen, coolies, &c., and are usually either commanded by a pilot or comprador. Their fighting usually consists of running below or landing in their boats and bolting. They do not see the fun of being killed when they have wives and families to support, and have no doubt heard from Confucuis or some other sage "that he who fights and runs away may live to fight another day."

On passing through Hong Kong lately I was particularly struck with the low state of English prestige, and the degradation to which the nation has been brought by the Gladstone Government. What did I see? Simply this. The harbour of Hong Kong blockaded by Chinese gunboats, commanded by foreigners, and no Chinese boat allowed to leave or enter the harbour without being boarded and examined, and if the pass issued by *Chinese Custom House officials stationed in Hong Kong* cannot be produced, the Chinese boat is seized and sent to Canton to be condemned. Where, oh where, is the shade of Cromwell or Elizabeth? Would they have allowed a French gun-boat to anchor off Margate, and levy toll on all French vessels entering or leaving the port of London, which is exactly a parallel case? There is no Chinese port where those vessels are stationed, but they are leaving the port of Hong Kong, supposed to be British. It was British, but is so no longer. As these vessels are allowed to perform the duties of revenue cruisers on all Chinese vessels entering or leaving the port of Hong Kong, and levy export and import duties, it must be admitted that Hong Kong is a Chinese and not a British port. I deny altogether that it is a British port while this system exists. A short time ago one of these cruisers chased a junk into the harbour of Hong Kong, and fired upon her under the guns of the fort and men-of-war. The cruiser was seized by the police, or some of her men, and they were brought before the Supreme Court, but released by order of the Governor of Hong Kong, and handed over to the Chinese at Canton. This outrage throws into the shade the celebrated *Arrow* case; but Sir H. Parkes was of a different kidney, and could not see the advantage of allowing his country to be outraged by Chinese. Those gun-boats are all in Hong Kong waters, or British waters, not being half-a-mile from the shore of Hong Kong; are not within eighty or one hundred miles of any Chinese port, therefore have no right to be there at all. Any nation jealous of its independence would station a gun-boat alongside each of those cruisers, and order them to leave within twenty-four hours, or sink them if they attempted to board any vessels leaving the harbour of Hong Kong Kong! How the English Government or authorities can be blinded to the evil effects of this system is a mystery to—

Yours obediently,
SHANGHAI.

Shanghai, June 27, 1874.

Naval and Military.

The arrangements recently made for the recall of the royal marines who have been serving in Japan since November, 1870, are likely to be modified, as we hear it is not deemed advisable entirely to withdraw the force. Should it be decided to keep a battalion at Yokohama for a much longer period, steps will at once be taken to relieve that which is now on service.

We hear that the Chinese Government has expressed a desire for some English naval officer to undertake the organisation of the Chinese Navy, and that Captain Richard E. Tracey, R.N., is likely to be selected for the duty.

A new corvette has been successfully launched from the yard of the Thames Ironworks and Ship-building Company, Blackwall. She is named the Rover, and the ceremony of christening was performed by Miss Milne, daughter of Admiral Sir Alexander Milne, first sea lord of the Admiralty. The Rover is one of the same class as the Volage and Active, but with minor improvements which their trials have suggested. These sister vessels are 270 ft. long, 42 ft. wide, of 2,321 tonnage, and of 4,200 nominal horse-power; while the Rover is 280 ft. long, 43 ft. 6 in. wide, and 2,555 51-94 tonnage. She is built with a straight stem, with embrasures cut in her poop and forecastle to admit of fore and aft fire from her spar deck. Her hull is of iron of the strongest possible construction, with an outer planking of teak, and a novelty is to be tried by affixing zinc sheathing with nails of the same metal, instead of the copper, which is so liable to decomposition from the galvanic action set up when in contact with sea water in the proximity to iron. She is to be armed with sixteen 64-pounder shell guns on the main deck and two 90 cwt. rifled pivot guns on the spar deck, giving an all-round fire. It is expected that the sixteen knots speed of the Active and Volage will be slightly exceeded in the Rover.

A court-martial has been held at Halifax to inquire into the loss of the Niobe, which was wrecked on Miquelon Island. Commodore Boagle and Navigating Lieutenant Deane were the officers tried, and the court decided that no blame could be attached to them. The prisoners were therefore honourably acquitted. The court afterwards highly compli-

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mented the two officers on their praiseworthy efforts to save stores and gear after stranding, and said they left the court without a stain on their characters.

An experiment with submarine mines against the Oberon target ship, with double plated hull, to represent sections of the Hercules, has been made. The charge was 500lbs. of gun-cotton, submerged 48 feet, and fired at 100 feet from the ship's side. No harm was done to the hull, but the condenser of the engines was split, a damage which would interfere with the ship's capacity, if steaming at full power.

The Audacious, the new flag ship for China, having completed her repairs, was put out of dock at Chatham on the 8th inst. She is expected to be completed in her outfit in the course of a few weeks.

The Vigilant, 2, despatch vessel, which is to be sent to the China station, went out of Portsmouth harbour on the 11th inst. for the trial of her machinery.

The gunboat Teazer, Commander Henry A. Digby, has arrived at Spithead, from China. She will be paid out of commission.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, AUGUST 12.

We are still without a complete Cabinet. The King does not make any haste to return from his trip to Switzerland, and in the meanwhile the late and the future ministers have left the Hague to enjoy elsewhere the pleasures of the season. Thus politics have come to a complete standstill, although the papers are still speculating upon what the policy of the Cabinet *in spe* will be, and how long it will live. Most of them quite agree that its time will be very short, unless the Liberal party listens to the flatteries of the Conservatives and agrees to support the Ministers. I for one should be much surprised if this occurred. There are some who are still of opinion that the King will not approve of the list of the new Cabinet.

The steamer *Sumatra* has arrived from Batavia. No less than fifteen men belonging to the crew have been arrested; they are accused of mutinous conduct during the voyage.

A cremation society is to be organised at the Hague, at least so rumour says, but I doubt the correctness of the statement.

It is most positively asserted that the new screw steamers *Sambas* and *Palembang*, which started some time ago for Java, to reinforce our navy there, are anything but seaworthy.

In some places cases of sporadic cholera have occurred.

Mr. John Lothrop Motley has arrived at the Hague. He is now the guest of Her Majesty.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, JULY 31.

The elections took place on the 12th inst. without any disturbances. The Government holds a great majority, only fifteen members belonging to the Opposition, distinguished as *historicos* and *reformistas*, being elected. The total number of the members of the Lower House is one hundred and eight. Those called *regeneradores*, who are the firm supporters of the Government, number forty-five, and the rest of the majority have their chiefs, who are the Marquis of Avila, Balama, Jose Dias Ferreira, and Manoel Vaz. Under these circumstances, as soon as the Marquis of Avila declines to accept any measure of the Government and he influences the votes of his party for the Opposition, the Cabinet will be virtually unable to carry their measures. The Marquis of Avila is the President of the Upper House, and his reputation stands high. The Government accepted nearly almost all the names of the candidates presented by him, and it is not probable, except for some important reason, that the Marquis will oppose the Government. The journals of the Opposition begin to say that there are already some few deputies of the majority who protest against the cabinet, and they hope, at the same time, that the fifteen members of the Opposition will increase on the opening of the Cortes. This may be, but it is evident that the Lower House is composed of two parties, the one being Liberals who are more or less tied to the Monarchical principles, and the other declared republicans. The Miguelite party abandoned the struggle, for they were all convinced that defeat would add to their dishonour.

The last news from the north about the vineyards is bad. The husbandmen complain of the *aidium* and of the *phyloxera*. This is a pity, for hundreds of labourers get their living by the product of the vine grounds, and besides that, wine is an article of great consumption in the provinces amongst the peasants.

The steamer *India*, a Portuguese transport, went to Cardiff to be cleaned, where she arrived on the 23rd. She will return here on the 10th next, loaded with coal, and then will sail to Macao ten days later.

The troops on board consist of two hundred men with five officers; ond hundred and fifty of them being infantry and the rest artillery.

The new Governor of Macao, Mr. Lobo d'Avila, leaves in September by way of France.

The statement that Mr. Caral Ribeiro would replace Mr. Carro in the Colonial Ministry is incorrect.

Miscellaneous.

THE WRECK OF THE "GORDON CASTLE."

Captain Greenwood has forwarded to the Board of Trade the following particulars of the wreck of the splendid screw-steamer *Gordon Castle*, of Glasgow, 1,284 tons, from Woosung on the 11th June. He says:—"We grounded for a short time in the mud coming down from Hankow to Woosung, but came off without damage or straining. After leaving Woosung all went well until we had passed through the Straits of Gibraltar, on the 25th July. On Sunday, the 26th July, at 8 P.M., weather hazy on the horizon, wind N., blowing a strong breeze, the said steamer proceeding at full speed under steam only, I commenced my watch on deck. There was a quarter-master at the wheel, and an A.B. on look-out. At 10. 50 P.M. Cape Roca Light bore E. (true), distant six miles. The master was then on the bridge, and directed a true N. course to be steered, which was N. 30 E. by standard, and N. 14 E. by steering compass. About half-past ten Cape Roca Light became obscured, and the course ordered by the master was steered up to midnight, when I was relieved by the second mate. A few minutes after this course was set, the master went below, and left instructions to be called at 1 A.M. on the 27th, or before that, if the Burling Light was first seen, or should the weather become thick. The weather seaward was perfectly clear, but there was a fog over the land. I went below at midnight, and heard nothing till the ship struck at 2. 15 A.M. of the 27th of July. I at once went on deck and saw a huge rock towering over the bow. I ran forward to see the condition of the ship, and found the bow smashed in, and called out not to go astern with the engines. The tide was then ebbing, and the ship lay still, but falling considerably over to the starboard. Three boats were lowered, and passengers and crew got into them, remaining alongside until daylight, when we all went back to the ship. We broke out about 100 packages of tea (which we landed on the rocks) from the forehold, to enable us to secure the lower hatches. The forehold and forepeak were full of water. As the tide flowed she became more upright, and at about 2.30 P.M. she floated. There was then some water in the main-hold, but I cannot say how much. The captain then called all the men on board, and stated that he intended to take the ship to Lisbon. The passengers were landed at the Burlings, and remained there, and the crew all returned to the ship. Steam was immediately got up, and we proceeded towards Lisbon, steaming full speed, and boats towing alongside. Water coming above forecastle deck, hands were employed in baling it out. Water at this time was fast gaining on the main hold, I should say at the rate of one-and-a-half foot per hour. At seven the steamer *Stag* bore down and stood by us. When nearing Cascaes Bay, as the ship was fast settling by the hand, the forepart of the forecastle deck being level with the water, the master determined to beach her there, and from 8.30 to 8.45 P.M. he ran her aground at Lisbon. Pilot was on board at the time. At 9. P.M. the master went to Lisbon for lighters and assistance. At 1. A.M. on the 28th the engineer reported to me that the ship was fast filling, and that the water was over the stoke-hole plates. At 1.15 A.M. all hands got into the boats and remained alongside. At 2. A.M. the ship was covered fore and aft. The master returned at 5. P.M. (28th). I remained in charge of the wreck until Friday, 30th July, when the master ordered me to Lisbon, from whence I came to Liverpool in the *Puno* (str.), arriving 8th of August."

THE FORMOSA EXPEDITION.

A correspondent of *The Times* at Yokohama, who signs himself "W. G. H.," writes to that journal, giving an account of the Formosa Expedition. He concludes by giving the following opinion upon the course pursued by the Japanese:—The Cabinet at Yedo is divided. Okuma, Minister of Finance, Okubo, Minister of the Interior, and Shimadzu Saburo, uncle of the ex-Prince of Satsuma, the instigator of the Richardson murder, and now Nadaijin, or second subject in the Empire, are for prosecuting the expedition, while most of the other Ministers are against it. It is said that a reinforcement of 5,000 troops is to be at once sent to Formosa, but the report requires confirmation. The legality of the course taken by the Cabinet at Yedo can hardly be sustained, while it will be difficult, if not impossible, for the Japanese to withdraw without humiliation from the position they have taken up. Should they refuse to do so, war between the two countries can hardly be avoided.

EXTRADITION TREATY WITH THE NETHERLANDS.—The *London Gazette* contains the text of a treaty for the mutual extradition of fugitive criminals entered into between this country and the Netherlands. The crimes for which extradition is to be granted are—1. Murder (including assassination, parricide, infanticide, and poisoning), or attempt to murder. 2. Manslaughter. 3. Counterfeiting or altering money, or uttering counterfeit or altered money. 4. Forgery, counterfeiting or altering of public or private documents, including forgery, counterfeiting or altering of paper money, bank notes, or other public securities. 5. Embezzlement or larceny, comprehending any larceny that by the Netherland penal law is not considered as "vol simple." 6. Obtaining money or goods by false pretences, including the crimes designated in the Netherland penal law as peculation, abstraction or misapplication by bailees or public accountants. 7. Crimes against bankruptcy law which by the Netherland penal law are considered as fraudulent bankruptcy. 8. Perjury. 9. Rape. 10. Arson. Extradition is also to take place for participation in any of the aforesaid crimes, provided such participation be punishable by the laws of both the contracting parties. The ratifications were exchanged at the Hague on the 21st July, and were signed on behalf of Her Majesty by Vice Admiral the Hon. Sir E. A. J. Harris, and by the Netherlands Ministers of Foreign Affairs and Justice on behalf of that country. The treaty will come into force on the 17th inst.

IN reference to the fact of the honour of Knighthood being conferred upon Mr. Mutu Coomara Swamy, of Ceylon, *The Times* remarks that he is a gentleman of distinguished position in his country, his relatives having long been connected by faithful service with the British rule in the East; he is also remarkable as having been the first person who, being neither a Christian nor a Jew, was admitted a barrister of one of our Inns of Court; his "call" bears date January, 1863, at Lincoln's Inn. He has laboured hard in the local Council of Ceylon, and more especially has contributed much towards the success of the experiment now at work in some of our colonies for gradually extending the rights of self-government to the native races. He has also done much towards making the literature of India known to the western world, having published several works relating to Indian and Buddhistic philosophy; and he has given to the public an English translation of an interesting Hindu drama, named *Arichandra*, which he dedicated to the Queen.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 17, 1874.

THE REPORTED MASSACRE IN COCHIN CHINA.

We commented some time ago upon a reported massacre of Christian converts and their pastors, which, according to the French Catholic organs, had broken out with great virulence in Cochin China. The accounts then given were accompanied with such a minuteness of detail, and so careful a statement of names, circumstances and places that we could not wholly refuse credit to the story, although we expressed the gravest misgivings on many important points, and, indeed, published the narrative, as the French would say, *sous toute reserve*. Strange to relate, since the date of our article, more than two months back, not a single English newspaper, so far as we are aware, has contained an allusion corroborative of the melancholy news, not a letter has been published, not a telegram forwarded from Hong Kong, Saigon, or Singapore, which tends to throw light upon the announcement made in the columns of our Roman Catholic contemporary; while in the official memorandum submitted on the 18th July last to the French Assembly to explain the circumstances which led to the new treaty with Tongquin, and the reasons in favour of its confirmation, we find the following statement:—"The state of "anarchy which has long prevailed in Tongquin has been "a cause of constant uneasiness to the Christian community, "and to the Missionaries settled in that country. We "have recently had the most sorrowful testimony of the "hatred with which both converts and pastors are pursued "by the population, and of the bad feeling of the local "authorities. Henceforth Spanish and French citizens "will enjoy the right to practise their religion in Annam, "secured by the most serious guarantees, and Annamese "converts will not be disqualified from attending any "public assembly or entering the public service." "We "have recently received the most sorrowful testimony" *(témoignages)*, say the official promoters of the new treaty. Not a word is here dropped from the French Government which confirms the truth of the story. The authorities in Saigon are silent, the telegraph wires have refused to endorse the original sensational news; and the most that can be said in a document carefully drawn up at the Foreign-office in Paris in support of French interference in the affairs of Annam is "that we have recently received most sorrowful testimony." But when we turn to consult the Roman Catholic newspaper which originally put the narrative into circulation, we find that its editor no longer supplies his readers with detailed accounts of particular outrages. Those which were previously described in his columns with a careful statement of times, names, and places, seem to remain unconfirmed by supplementary correspondence. Nor is a word said about the steps which the French would take, and the negotiations they would open, to indemnify the sufferers for such wanton persecution. What we now have is different. It turns out only that the nobles, officials, and Government bachelors are breathing out hostility, and are urging their sovereign to authorise a persecution of native converts and a war with France. The last news is described as "alarming," and a "massacre" seemed "inevitable." We had understood from the former announcement that the "massacre had already taken place," 10,000 native Christians had, so we were assured, "been burnt, drowned, or beheaded," in the space of a few days, and so forth; but now, two months later, we read in our contemporary's columns a translation of a petition which the Government students have addressed to the Emperor *asking his sanction* to attack the native Christians, and to drive the French out of his dominions. It would seem then from this that the ruling classes in Cochin China are really embittered, partly against the French missionaries and their flocks, and partly against the terms which France has recently imposed upon the Court at Tongquin, and if their Government would but authorise them, they would gladly break out into hostilities. This is a state of things which every one must deplore, and which must make the missionaries uneasy; but it is very different from the account formerly given, which told how Christian families were being hunted down in the jungles, and whole villages being made over to pillage and conflagration. Had any such occurrences actually taken place the French Government would surely have described them in terms somewhat stronger and more precise than those which we quoted above. In the local hostility and excitement during the present negotiations with France we can readily believe, and it is even quite possible that one or two native converts may have been illused. But it is much to be regretted when any of the organs of a great religious body gives prominence to highly coloured exaggerations which kindle animosity between man and man, besides embittering the strong nation against the weaker, instead of encouraging that peace, goodwill, and reconciliation essential to the development of trade, even if we put it on no higher grounds.

ARCHDEACON GRAY'S COLLECTION.

Some weeks since we drew attention to the fact that the collection of Chinese articles exhibited at Vienna by the Venerable Archdeacon Gray had been transferred to the Crystal Palace at Sydenham, and was to be displayed there for the advantage of the public. We are now glad to learn that the collection has been opened out, and that it is most effectively displayed in one of the courts adjoining the well-known Pompeian house and garden. The articles composing the collection are arranged in a series of groups, each in its distinct cabinet. The arrangement is artistic and satisfactory, and reflects great credit upon Dr. David S. Price, one of the directors of the company, who arranged the collection. The display is very effective, and without wishing to detract in the slightest degree from the merit of the Chinese Commission at Vienna last year, we have no hesitation in saying that the collection shows to better advantage at the Palace than at Vienna. The collection is now open to the public, and we doubt not that lovers of oriental art, old residents in China, and friends of the Archdeacon, will find in this Chinese Court at the Crystal Palace a new centre of attraction. On the 7th inst. the directors issued invitations for a private view of the collection, and afterwards entertained a party of visitors at luncheon. After luncheon the health of Archdeacon Gray was proposed in graceful terms by Dr. D. S. Price, and the hope expressed by the speaker that he might soon return to England and inspect his own treasures as they now appear at the Palace was cordially echoed by the company. Mr. Thomas Thomas returned thanks on behalf of Mr. Gray, and was charged to convey the thanks of the directors to Mr. Gray for his interesting contribution. The health of Mr. Bowra, of the Chinese Vienna Commission, through whose instrumentality the loan of the collection had been obtained, was also proposed by Dr. Price, and after a cordial acknowledgment of the courtesy and hospitality of the Crystal Palace directors the party separated.

In our issue of the 4th inst. we gave a letter from *The Times'* correspondent at Nagasaki upon the subject of the Japanese Expedition to Formosa. On the 7th inst. there appeared in *The Times* a letter upon the same subject from Mr. Henry Gribble, of Nagasaki, which, to a great extent, is a duplicate of the first communication.

An Order in Council in the *Gazette* declares the port of Shanghai a foreign port of registry, and lays down the customary regulations respecting the registry of British ships there.

The honour of knighthood has been conferred upon Mr. Mutu Coomara Swamy, a member of the Ceylon Legislative Council.

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OUR TRADE WITH CHINA.

The official returns of our trade with China, exclusive of Shanghai, for the year 1873 have been issued from the Foreign-office, and the following is a summary of the figures :—

TIENTSIN.

The total trade of the port in foreign vessels was £5,901,243 12s., the value of the import and export of treasure was £1,645,101 12s., the direct trade with foriegn countries amounted to £261,792 12s., and the value of the trade with other treaty ports was £5,639,451. The value of direct British trade was £221,925, while the trade under British flag with other treaty ports amounted to £3,169,648 10s.

CHEFOO.

The total trade of the port in foreign vessels (excluding treasure) was £2,411,045, the import and export of treasure was £865,522, the amount of the direct trade with foreign countries was £224,712, and the trade with other treaty ports was £2,186,332. The value of the direct trade with Great Britian and British dependencies was £203,708, and the value of the trade under British flag with other treaty ports was £1,163,233.

NEWCHWANG.

The total trade of the port in foreign vessels was £1,501,666, the value of the treasure imported and exported was £328,739, the direct trade with foreign countries amounted to £208,463, and the trade with other treaty ports was £1,293,203. The value of the direct trade with Great Britain and her dependencies was £198,788, the value of trade under British flag with other treaty ports was £791,129, and the value of the treasure imported and exported from and to Great Britain was £50,332.

HANKOW.

The total trade of the port in foreign vessels was £12.005,893, the value of the import and export of treasure was £1,490,244 6s., the direct trade with foreign countries was £1,326,460 16s., while the trade with other treaty ports was £10,679,432 2s. The value of direct trade with Great Britain and her dependencies was £1,007,964 12s., the value of the imports and exports under British flag with other treaty ports was £2,727,564 6s.

KEWKIANG.

The total trade of the port in foreign vessels amounted to £4,052,755 13s. 4d., the value of the treasure was £657,264 6s. 8d., the trade with other treaty ports amounted to £4,052,755 13s. 4d., and the value of the return of trade under British flag with other treaty ports amounted to £1,101,060 13s. 4d.

NINGPO.

The total trade of the port in foreign vessels was £4,875,974, the value of the treasure was £805,079, the value of the direct trade with foreign countries was £728,156 13s. 4d., and the trade with other treaty ports amounted to £4,147,818. The value of the direct trade with Great Britain and her dependencies was £722,651 6s. 8d., while the value of the trade under British flag with other treaty ports was £233,228 6s. 8d.

FOOCHOW.

The total trade was £5,295,894 6s., the import and export of treasure amounted to £1,487,632 6s. 6d., the direct trade with foreign countries was £833,740 16s., the amount of direct trade with Great Britain and dependencies was £4,266,589 10s. The value of the trade under British flag with other treaty ports was £730,998 12s. The import and export of treasure from and to Great Britain and British dependencies amounted to £1,337,758 13s.

FORMOSA.—TAIWAN.

The total trade of this port in foreign vessels was £614,209, the import and export of treasure was £126,109, and the value of the direct British trade was £164,455.

AMOY.

The total trade of the port in foreign vessels was £3,590,666, the total import and export of treasure was £591,864, the trade with foreign countries was £2,228,421, the trade with other treaty ports was £1,362,245. The value of direct trade with Great Britain and British dependencies was £1,331,185, the return of trade under British flag with other treaty ports was £668,171, while the value of the import and export of treasure from and to Great Britain and British dependencies was £328,128.

SWATOW.

The total trade of the port in foreign vessels amounted to £5,150,723, the value of the treasure was £1,020,730, the direct trade with foreign countries amounted to £2,559,682, and that with other treaty ports to £2,591,041. The value of the direct British trade was £2,285,476, while that under British flag with other treaty ports was £847,923. The value of the treasure imported and exported was £771,598.

CANTON.

The total trade of the port in foreign vessels was £7,477,960, the import and export of treasure amounted to £1,546,022, the direct trade with foreign countries was £5,434,613, the trade with other treaty ports was £2,043,347. The value of direct trade with Great Britain and British dependencies was £4,943,060, the value of trade under British flag with other treaty ports was £1,333,199, and the value of the import and export of treasure from and to Great Britain and British dependencies was £1,413,887.

HOLT'S LINE OF STEAMERS.

(To the Editor of the *London and China Telegraph.*)

Sir,—The following account of the disablement of the O.S.S. *Antenor* on her last voyage from China will doubtless interest some of your readers. This vessel, while on her homeward route, had the misfortune to break her crank shaft. It occurred on the morning of the 18th March last, at about 160 miles from Galle ; the heavy thudding of the screw and the sudden stoppage of the vessel awoke us all at 5 A.M. The steamers of this line have seldom experienced accidents of so serious a nature ; in this crippled state the otherwise bonny *Antenor* was little better than a log on the water, and navigation under such circumstances was very difficult and tedious. We drifted rather than sailed in an easterly direction for three days, and sighted Ceylon on the 21st. At 8 A.M. a boat was manned and sent on to Colombo, which was about sixty miles distant. Our craft still drifted on, and reached her anchorage outside the harbour on the same night. The boat returned the following day, having telegraphed the breakdown to the owners, but it was not until the 23rd that the vessel was safely anchored in the roadstead of Colombo. The greatest credit is due to Captain Crompton for the untiring energy and ability which he displayed during these five weary days, and we feel sure that in expressing thanks for all his kindness, as well as that of his officers, we are only echoing the feelings of our fellow-passengers. It is much to be regretted, however, that the agents of this company failed to carry out the wishes of Mr. Holt in caring for the comfort and despatch of the delayed passengers ; some, with much difficulty, obtained passages by the French mail steamer of the 26th March, the others were compelled to await the arrival of the *Patroclus*, belonging to the same company, a telegram having reached the captain to the effect that she would call for them. She, however, left them in the lurch, and when she had passed Galle a telegram was received from Penang stating that she had gone on (we would ask you to bear in mind that after leaving Penang she could have no communication with her agents, unless by telegraph from Galle). Several of our number were great invalids, requiring aquick return to Europe ; to such, therefore, the detention was a serious matter, as they were forced to remain in all five weeks at Colombo, and that during the hottest season. The *Hector*, another of the same company's vessels, although she was already overcrowded, then came to our relief, and though it was particularly specified that she had only room for the *Antenor* passengers, eight additional passengers (six adults and two children) were shipped at Galle. We had thus fifty passengers in all. The means of accommodating these thirty-three adults and seventeen children was sixteen cabins of about 6ft. square, *i.e.*, about say twelve square feet for each person, or 6ft. by 2ft. You may therefore judge how terribly crammed we all were; and by the arrangements made husbands had to enter upon the privacy of a lady's cabin, in order to attend upon their wives, and *vice versa*. No blame can be attached to the doctor on board; he did all in his power to relieve and stay sickness, but his materials and aid were deficient ; indeed, his own presence on board was due to an emergency in which the vessel was placed. The food, too, was both deficient in quality and quantity. We ran short of provisions before reaching Suez, and owing to the short supply taken on board at Port Said, we were obliged to petition Captain Bewlay to put into Malta for further supplies ; but we fell short again three days after leaving that port. We need only make one other observation, and that is regarding the state of the cabins. They were washed out only once a week. For our parts this line of steamers will not trouble us again, but for the comfort of future passengers let the company take steps to prevent a recurrence of such gross mismanagement. We are, &c.,

Quarta Juncta in Uno.

August 10, 1874.

CHINESE TREATIES AND NAVIGATION.

(To the Editor of the *London and China Telegraph.*)

Sir,—It is somewhat humiliating to see old Peking arguments reproduced in the columns of the *Pall Mall Gazette*, but the letter from Sir Rutherford Alcock, which appeared in that journal on the 6th inst., reads like a musty Peking despatch disentombed from official records. One would have thought that, on the principle of *mens sana in corpore sano*, the free and fresh air of Europe would have removed the mental Peking dust from Sir Rutherford's eyes ; but this does not appear to be the case ; and, judging from the letter to which I refer, the old obstructiveness still remains. Sir Rutherford quotes from Admiral Shadwell's despatch in this wise : "The depth of water on the bar itself does not appear to have permanently altered from what it was formerly." Nothing can be further from the truth. In former days a vessel like the P. and O. s.s. *Aden* could cross the bar fully laden at almost any state of the tide, whereas, during the

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last few years, there were, I believe, several instances of her having to wait at Woosung for high water. It would be easy for the P. and O. Steam. Navigation Company and the Messageries Maritimes to multiply instances of similar detention. But Sir Rutherford (Peking-like) ignores the chief argument in favour of foreign demands. Every sailing ship and every steamer which arrives (even in ballast) at the port of Shanghai contributes to the Imperial revenue by paying tonnage dues. If she arrives (as is generally the case) with a full cargo, she still further augments the Imperial revenue. To what extent this is the case let the Customs returns testify. It is nonsense *now* to talk of making Woosung the port of Shanghai. What would Glasgow say if the Clyde Trust relinquished its duties and allowed Greenock to become the great port of the Clyde?

Aug. 11, 1874. Yours obediently, G.

The following is the letter referred to by our correspondent:—

The habit of adopting two measures, or two weights, in judging the acts of Governments has many inconveniences apart from the morality of the practice. There is—or should be—one law of nations for both hemispheres; and principles of reason and justice are not subject to variation according to the points of the compass. Before denouncing an Eastern Power as altogether in the wrong, it would be well, therefore, to be sure that the same action would not be held lawful and justifiable in one of the comity of Western nations. The Government and ruling classes of China are not ignorant of what the merchants and local newspapers are incessantly saying of an irritating and depreciatory character. Unfortunately for both parties, I think, the most offensive and least defensible of such utterances which appear in print are regularly translated for the information of the local authorities and the Foreign Office in Peking. They might very well afford, perhaps, to regard with indifference any charges not founded in truth, but there is abundant evidence that this is not the result. Easterns are as apt to take offence when unjustly treated, and to feel indignant and irritated under a sense of wrong as are the people of the West. This kind of provocation to ill-will is much too lightly given by foreigners in China, and it seems the more essential therefore that the correspondence about the bar at Woosung, to which the *Pall Mall Gazette* only cursorily alludes, should not be overlooked as an example quite in point. It might be thought that the enlightened regard for their own interests, which our merchants urge upon the Chinese as an unanswerable argument for increased facilities of trade and navigation, should suggest to them the value of mutual good-will, as the best means of securing their object. But no thought of this kind appears to prevail, and although China is at present weak, we are strong, and the day may not be so distant as our merchants seem to believe, when these conditions may materially change. The same policy which within the last twenty years has led to the creation of extensive dockyards and arsenals, and the building of a fleet of fifteen ships, among which are large iron steamers of over 2,000 tons—all on the best European models, and with the latest improvements in guns and machinery—will, to all appearance, carry them much further. The drilling and arming of their troops with breech-loaders and arms of precision has kept pace with these advances in maritime equipments. Such a country is not to be despised, and cannot safely be regarded as too weak ever to offer any effective resistance to Western States, or too contemptible a Power to claim treatment in accordance with the law of nations. The time is probably coming when the Chinese Government may feel sufficiently strong to assert their independence, and resist dictation or interference. They have done so thrice before, and will undoubtedly do so again if unwisely provoked. Only the next time they meet a Western Power in arms, it will be to fight it with other weapons than the bow, spear, or matchlock, and at less disadvantage than heretofore. With iron-clad steamers, Krupp and Armstrong guns, and some knowledge under good instruction of military science and European drill, they may make coercion a very costly affair both by sea and land. This is no reason why we should not claim the due execution of existing treaties. But it is an argument, and a very strong one as the world is governed, why there should be nothing in the policy of Western Powers, and the treatment of the Chinese, of which they may rightly and justly complain.

In respect to the bar at Woosung and the application of tonnage dues, you have already so fully dealt with the question of treaty right and obligation, that no further contention can well arise on that head. That there is an equitable claim on any Government situated as China is with respect to a foreign trade, from which it derives a large revenue is sufficiently clear. It is bound to do whatever may be in its power, within reasonable and practicable limits, to facilitate navigation and access to its ports. Whether the removal of the bar comes within such limits is the real question. The merchants contend that it does, the operation offering no particular engineering difficulty nor extravagant expenditure. It appears, however, that this is not an opinion shared by Sir Charles Shadwell, the admiral on the station, and two experienced officers under his command, from whom he required a report on the subject. The Admiral, in his reply to Mr. Wade, the British Minister at Peking, states that he found "universal agreement in opinion at Shanghai that something should be done, but much diversity of idea as to what practical measures should be resorted to, while many persons thought that no permanent good would be effected, as the river would be liable to silt up again." And he encloses two reports, one from Captain Arthur and the other from Navigating Lieutenant Tracy, of the *Iron Duke*, his flagship, adding, "You will observe that the reports differ in their recommendations, characteristic in this respect of the uncertain opinions prevalent at Shanghai." One proposal was to deepen the existing bar by dredging, the other to block up the eastern channel and dredge the western—the latter on a rough estimate being about thirty times as expensive as the former! Finally, the admiral—an officer, be it remarked, distinguished for his ability and scientific attainments—winds up by saying, "the depth of water on the bar itself does not appear to have permanently altered from what it was formerly" (though the contrary had been confidently affirmed by some of the complainants, as may be seen in the correspondence), "and the difficulty of navigation now complained of is entirely owing to the increased size of the vessels at present employed in the trade to China." There is a warning also given elsewhere, that even in the dredging so urgently called for by the merchants, care must be taken lest the deepening of one part should lead to the shoaling of some other. With these conflicting opinions as to the practicability of any plan, and doubts as to the effects upon other parts of the river, it is hardly matter of wonder or reproach that the Chinese, like any other Government, should feel perplexed, and be slow to move. If, as Mr. Wade observes, in one of his despatches, the Chinese Government, "in cases of this kind are not more expeditious than any other Government," should we, supposing the case were our own, pronounce a sweeping condemnation? The comment of the *London and China Telegraph* on this passage, that the British Minister is "evidently seeking to provoke comparisons between China and some imaginary delinquent and apathetic Government in the West," seems to me a very foolish one, and represents only too well the style of argument in common use. Why should China not be judged by comparison with the action of other Governments in like circumstances in the West? In default of positive enactments or engagements, what better or fairer test could be devised? The real ground of objection on the part of the Government is probably not so much one of cost or difficulty as of policy and security from attack. There is a Government dockyard and arsenal up the river, and few Governments are disposed to open these to an enemy to please foreign merchants. There is plainly sufficient reason for deliberation and caution on the part of the Chinese, and this ought to be a more than sufficient motive for moderation in the judgments which the mercantile communities pass on the Government, within whose terrritories they must carry on their trade. Possibly, after all, the best remedy for the silting up of the sand at the bar will be found in the contemplated project of buying up the land for a road down to Woosung, and laying down rails with a view to make that the shipping port for loading and unloading vessels, not Shanghai. If successful, two important objects would be gained by the same operation. The obstruction and delay now complained of would be obviated, and the Chinese Government, in view of the cessation of all further trouble or expense about the bar, might be induced to give their consent to the introduction of a short railroad in China for purely local purposes in connection with the trade of the port. The provincial authorities might take it upon themselves to offer no obstruction, a mode of proceeding quite within the range of their powers, and one which has long seemed to be the most likely to promise success to any initiatory step in this direction.

There is another argument in favour of such a course, in preference to costly and doubtful efforts to deepen and keep the entrance of the river free, apart from the doubts besetting all such attempts to combat natural tendencies in great watercourses; namely, that the anchorage for foreign ships opposite the settlement is perceptibly shoaling. I do not know how far the consideration that this untoward condition is mainly owing to steps taken by the foreign merchants themselves will weigh with them; but there is no doubt it ought to do so. The uncontrollable acts of the foreign holders of land on the river front—uncontrollable absolutely by the Chinese authorities, and practically so by their own—in making for their own convenience lines of bund, and extending out into the stream landing places, without the slightest regard to the possible effects on other parts of the harbour, have produced this increasing evil. Much of this was probably done in ignorance of what would be the effects; but it was not the less their act, from the responsibility of which there is no escape. There is abundant evidence of the fact; but I must not trespass further on your space. I can only trust that the importance of the trade at Shanghai, and our relations with China generally, so inseparably connected with the action taken by our agents and merchants in that country, will prove a sufficient apology for the length to which this letter has extended.—I am, Sir, your obedient servant, Rutherford Alcock.

Literature.

The Royal Commission on Historical Manuscripts has just issued its fourth report, accompanied by a most voluminous appendix. In the course of their investigations amongst the collections of manuscripts and papers, belonging to various institutions and private families in different parts of the kingdom, the inspectors appointed under this Commission have met with some curious documents connected with China and Japan, of which it is much to be regretted that they have not thought fit to give us more detailed particulars. Amongst the papers of Earl de la Warr (Baron Buckhurst) at Knole Park, Kent, they found two letters, dated Jan. 1st, 1618, and March 10, 1620, written by Richard Cock, at Japan, to Thomas Wilson, Esq., one of his Majesty's secretaries. These letters are said to be of five large pages each, and full of information about the country. Amongst the manuscripts of Lieut.-Col. Carew, at Crowcombe Court, Somerset, there is preserved a letter from Queen Elizabeth to the Emperor of China (presumably Wan-le of the Ming Dynasty), written in 1596, shortly after the East India Company was first incorporated. In the library of Trinity College, Dublin, were found some Chinese tracts, folio, a Chinese MS., 8vo, and 10 vols. of Chinese books, 8vo.

We have received a copy of the *Ceylon Directory Calendar* for 1874. The volume, besides containing almost every possible item of intelligence regarding the island, is devoted to information with reference to the growth of tea, cinchona, cocoa, and timber. The commercial portion of the volume is as complete as ever, and we congratulate the compiler, Mr. Ferguson, on the variety of the subjects treated of in his work, as well as on the care and judgment which have been used in its compilation.

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Monetary and Commercial.

It is understood that the arrangements for the issue of the new Turkish loan, in connection with the scheme of reorganising the finances which has just been adopted, are now far advanced, and that a large issue will shortly take place. Lately, it will be remembered, the plan which found favour with the Turkish Government was the issue of a 3 per cent. loan for upwards of £70,000,000, at the price of about 26, to cover all the engagements of the Turkish floating debt, and provide a reserve for the contingencies of the next two or three years, objects which would have been fully met by the effective proceeds of the loan, estimated at about £19,000,000. This plan, however, was unanimously condemned by public opinion here as adding a new denomination to the too numerous varieties of the Turkish debt, and, in substitution for it, the much wiser plan of a further issue of 5 per cents. to effect the same object has been resolved upon.

An issue is announced of £200,000 Six per Cent. Debentures of the Central Argentine Railway Company (Limited), in amounts of £1,000, £500, and £100 each debenture, which will be redeemable in 1885, and bear interest from 1st January next.

The prospectus has been issued of the General Expenditure Assurance Company (Limited), which has been established with a capital of £100,000, in 16,000 ordinary and 4,000 "B" shares of £5 each, chiefly for assuring the return of all moneys disbursed in general expenditure.

Applications are invited for 9,500 shares of £5 each of the City and County Bank (Limited), for the purpose of completing the first issue of 20,000 shares, 10,500 having, it is stated, been already subscribed. The bank was established in April, 1872, and it has declared regular dividends, the last being at the rate of 7 per cent.

At the general meeting of shareholders of the Crédit Foncier of England (Limited), the report was, after some discussion, adopted, and a dividend at the rate of 5 per cent. per annum was declared. The chairman explained the circumstances which led to a compromise of the claim against the Belgian Public Works Company, and stated that the sum accepted, f. 5,625,000 in cash, could by judicious employment be raised to f. 7,000,000 in less than two years.

The directors of the Moyar Coffee Company (Limited) have declared a dividend of 8½ per cent., free of income tax, on the capital of the company.

The suspension is announced of Mr. Henry Grendon Tippet, of Manchester, trading as Tippet and Co., and also of Bombay, trading as Grendon Tippet and Co., merchant and commission agent. His total liabilities amount to about £200,000, but the greater portion of this is upon bills receivable and to secured creditors, and it is expected that not more than about £8,000 will rank against the estate. The cause of the failure is said to be the fall in the value of cotton. The assets have not yet been ascertained.

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs' duties) remaining in the bonded warehouses of the United Kingdom on the 31st of July, 1874, as compared with the quantities in warehouse on the 31st of July, 1872 and 1873 :—

		1872.	1873.	1874.
Coffee	cwts.	555,021 ...	617,781 ...	592,031
Tea	lbs.	88,836,520 ...	66,729,260 ...	62,996,517
Tobacco, unmanufactured	„	53,916,726 ...	57,649,825 ...	74,509,174

Bar Silver has been sold at 57⅞d. per oz. standard ; showing a further fall of ¼d. per oz. Mexican Dollars have also experienced a decline iu value, and have been sold at 56 3-16d. per oz., showing a fall of 7-16d. per oz.

The bullion per P. and O. steamer *Mongolia*, which left Southampton August 13, was, in gold, to Galle, £422 ; to Singapore, £5,000 ; in silver, to Shanghai, £3,200; total in gold, £5,422 ; in silver, £3,200.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for July are very unfavourable, indicating that the partial improvement shown in June must have been due to accidental causes, and not to a permanent revival in business. The declared value of the imports last month was £32,730,628, against £35,053,634 in July, 1873 ; and of the exports, £21,142,062, against £22,957,404. The imports for the seven months were, 1872, £205,336,915 ; 1873, £216,076,458 ; and 1874, £219,913,441. The principal decline has been in cotton, coffee, corn, sugar, hides, and wool. The exports for July amounted to £21,142,062, against £22,957,404 in the corresponding month of 1873, and £23,005,330 in 1872, showing a diminution of nearly 8 per cent., consequent upon lower prices rather than upon lessened production. Compared with the corresponding month in 1872, the decline is a little over that proportion. In textile fabrics cotton manufactures exhibit a diminution in value of 6¾ per cent., linen manufactures of 3½ per cent., and woollen and worsted manufactures of 9 per cent., while silk manufactures have increased 18¾ per cent., and jute manufactures 29 per cent. Among the articles which show an augmentation in their value totals are—refined sugar, 270 per cent. ; sheep's wool, 37 per cent. ; and woollen and worsted yarn, 12½ per cent. The chief decline has been in—Alkali, 21½ per cent. ; cotton yarn, 10½ per cent. ; earthenware, 27 per cent. ; haberdashery, 11½ per cent. ; hardware, 11 per cent. ; and silk yarn, 49½ per cent. For the seven months the figures stand at—in 1872, £142,609,134 ; 1873, £148,743,961 ; and 1874, £138,973,276 —thus showing a reduction of 6½ per cent. from the corresponding period of 1873, and of 2½ per cent. from that of 1872.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		1872.	1873.	1874.
		For the Month ended 31st July.		
China and Hong Kong	lbs.	902,200 ...	1,279,770 ...	831,000
Japan	„	2,390,800 ...	773,610 ...	412,400
Straits Settlements ...	„	243,400 ...	237,600 ...	183,800
Ceylon	„	28,900 ...	8,000 ...	62,300
		For the Seven Months ended 31st July.		
China and Hong Kong	lbs.	5,125,630 ...	6,567,830 ...	8,159,300
Japan	„	7,251,060 ...	4,795,920 ...	3,452,300
Straits Settlements ...	„	1,032,910 ...	1,382,710 ...	1,440,360
Ceylon	„	73,250 ...	108,700 ...	288,300

COTTON MANUFACTURES.

To		1872.	1873.	1874.
		For the Month ended 31st July.		
China and Hong Kong	yds.	35,379,800 ...	32,927,100 ...	29,296,400
Japan	„	2,826,000 ...	2,671,800 ...	312,900
Philippine Islands ...	„	519,400 ...	1,262,300 ...	312,300
Java	„	959,400 ...	1,037,800 ...	3,652,700
Straits Settlements ...	„	10,697,100 ...	11,960,600 ...	10,462,980
Ceylon	„	3,119,000 ...	2,130,500 ...	3,187,600
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	246,805,600 ...	223,632,800 ...	252,316,340
Japan	„	14,575,800 ...	14,634,347 ...	12,121,200
Philippine Islands ...	„	8,453,260 ...	5,713,640 ...	5,863,740
Java	„	14,415,000 ...	10,860,050 ...	21,359,800
Straits Settlements ...	„	54,908,100 ...	48,376,200 ...	72,627,180
Ceylon	„	20,347,800 ...	18,614,800 ...	23,882,700

WORSTED STUFFS.

To		1872.	1873.	1874.
		For the Month ended 31st July.		
China and Hong Kong	yds.	1,592,880 ...	1,813,430 ...	980,170
Japan	„	406,140 ...	535,610 ...	45,070
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	8,789,770 ...	10,607,180 ...	7,169,970
Japan	„	1,577,280 ...	1,819,240 ...	652,050

WOOLLEN AND WORSTED CLOTHS.

To		1872.	1873.	1874.
		For the Month ended 31st July.		
China and Hong Kong	yds.	143,716 ...	253,320 ...	64,460
Japan	„	132,000 ..	184,490 ...	—
To		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	1,176,683 ...	1,405,510 ...	504,420
Japan	„	504,720 ...	699,700 ...	29,420

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	152 ...	669 ...	299
For the seven months	„	6,599 ...	1,917 ...	5,968

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and six months ended June 30, 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	1872.	1873.	1874.
	For the Three Months ended 30th June.		
China (exclusive of Hong Kong and Macao)	£1,730,661 ...	£1,393,633 ...	£994,491
Hong Kong	707,360 ...	933,295 ...	846,758
Japan	568,004 ...	449,868 ...	220,737
Straits Settlements	569,105 ...	501,334 ...	717,779
Ceylon	249,998 ...	222,978 ...	299,960
Philippine Islands	150,012 ...	144,191 ...	135,593
Java	217,250 ...	209,671 ...	236,559
Siam	11,398 ...	— ...	26,891
Cochin China	151 ...	— ...	—
	For the Six Months ended 30th June.		
China (exclusive of Hong Kong and Macao)	£3,497,942 ...	£2,852,279 ...	£2,502,163
Hong Kong	1,368,016 ...	1,716,160 ...	1,967,571
Japan	851,338 ...	861,952 ...	625,668
Straits Settlements	1,081,289 ...	968,069 ...	1,455,652
Ceylon	490,059 ...	474,543 ...	591,378
Philippine Islands	234,397 ...	231,994 ...	233,384
Java	404,990 ...	394,079 ...	564,890
Siam	22,272 ...	10,208 ...	27,541
Borneo	— ...	— ...	15
Cochin China	151 ...	— ...	38

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and six months ended June 30, 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

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From	For the Three Months ended 30th June. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)...	£1,121,293	£1,000,976	£706,913
Macao	49,420	22,794	10,461
Hong Kong	120,178	110,853	140,414
Japan	4,606	183,388	213,475
Straits Settlements	821,726	1,157,718	567,334
Ceylon	1,196,246	1,368,700	1,347,642
Philippine Islands	370,346	571,214	334,842
Java	87,819	120,984	608,235
Siam	12,637	499	—
Borneo	—	30,203	30,873
Cochin China	—	—	11,509

From	For the Six Months ended 30th June. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)...	£5,037,242	£3,857,835	£3,013,640
Hong Kong	309,814	360,713	273,376
Macao	116,643	66,226	30,008
Japan	74,410	299,798	406,231
Straits Settlements	1,640,532	1,895,611	1,304,738
Ceylon	1,942,409	2,153,686	2,173,876
Philippine Islands	672,877	865,440	886,529
Java	398,810	324,928	995,097
Siam	12,637	4,235	—
Borneo	—	30,211	38,273
Cochin China	—	—	11,509

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra	All	8¼ to 8⅝
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	14 to 15
25	Chartered Merc. of India and China	All	25 to 26
20	City	10	13½ to 14½
100	Colonial	30	58 to 60
500fr.	Comptoir D'Escompte de Paris	All	550 fr.
Th.200	Deutsche	All	Th.168
£28½	Hong Kong and Shanghai	All	28 to 32
—	International Bank of Hamburg	—	— —
50	Imperial	15	17 to 18
50	London and County	20	62 to 63
50	London Joint-Stock	15	49 to 50
100	London and Westminster	20	73½ to 74½
25	Oriental	All	46 to 47
50	Union of London	15	44½ to 45½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 7⅞
10	Eastern Telegraph	All	7⅞ to 8¼
10	Great Northern	All	10⅝ to 11
25	Indo-European	All	16 to 16½
10	Mediterranean Extension	All	4 to 4⅛
12	Telegraph Construction Company	All	27½ to 28
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 22
8	Reuter's	All	10½ to 11
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4⅛ to 4⅝
20	Globe Marine	4	1⅛ to 0⅛ dis.
50	Home and Colonial Marine	5	2⅛ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine	2	1⅝ to 1⅞ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6½	29 to 29½
25	Ocean Marine	5	4½ to 5½ pm.
20	Thames and Mersey	2	3 to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine	5	4 to 4½ pm.
	TEA COMPANIES.		
50	Assam	20	39 to 41
20	British Indian	All	7½ to 8½
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3½ to 4
20	Iorehaut, Limited	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 14
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	3½ to 3⅝
10	General Credit and Discount	7½	¼ to ⅛ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2¼ to 1⅞ dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France	All	580 fr.
£50	P. and O. Steam	All	57 to 59
50	Do. Do. 1867	10	½ dis. to ⅛ pm
100	Royal Mail Steam	60	82 to 84
402fr.	Suez Canal	—	426¼ fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
92½	Do. 7 per cent.	All	93 to 95

ARTICLES OF IMPORT.

TEA.

During the past week there has been a fair amount of business done, the Nestor and Mongol having brought fresh supplies of Shanghai, Canton, and Foochow Teas, which have been placed on the market, and afforded a fair selection of different grades. Prices on the whole show little if any variation from last week, but the demand generally is not active. In public sale about 11,500 packages have been offered, the whole of which have been sold without reserve.

Congous: Red-leaf kinds: Old season's remain much as before, a few parcels of common to medium having been sold at public auction. In new Kaisows, common have been sold from 1s. 0½d. to 1s. 2d. per lb., fair from 1s. 3d. to 1s. 5d., good from 1s. 5d. to 1s. 9d., fine from 1s. 10d. to 2s. 5d. per lb., showing little alteration. Pak Lins have sold from 1s. 9d. to 2s. 2d. per lb., but without any activity in the demand, the chief buyers being the exporters. Black-leaf kinds: Old season's have been realised, at public sale, from 11½d. to 1s. 3d. per lb., being about former rates. In new, business has been done to a moderate extent at about previous rates, say from 1s. 7d. to 1s. 10d. for good to fine, 1s. 11d. to 2s. 4d. for finest kinds. New-make Congous: The few sales made have been at rather higher prices for fair descriptions. Souchongs: A few parcels have come to hand, and been sold at full prices. Oolongs have sold in half-chests from 1s. 8d. to 2s., and in boxes at 1s. 10d. to 2s. 2d. for good to fine, being about former rates. Scented Teas: Canton Capers have been sold from 1s. 1d. to 1s. 6d. for fair to good and fine, on the whole at about previous prices. Orange Pekoes have been dull of sale, without further change in prices. Foochow Capers command a ready sale at full prices. Orange Pekoes also have been in good demand, without alteration on last week's rates. Green Teas: The demand continues limited, and at public sale prices ruling are very low for common to medium grades.

The Deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,264,000	1,930,000
Coastwise	751,000	736,000
Exports	1,499,000	647,000
	4,514,000	3,313,000

SILK.

There is no change to report in the market; business is still most limited, and prices unchanged. The first of the new China Silk has arrived (only a small quantity), and part of it has been sold, but the prices paid show no alteration. Deliveries from 1st to 12th inst. are 1,037 bales China, 149 bales Canton, 236 bales Japan, and 74 bales Bengal; total, 1,496 bales.

Messrs. Arles, Dufour, and Co.'s Circular, dated Lyons, 7th August, 1874, says:—We confirm our advices of the 4th July. The activity reported at that date has gradually made room since to a quieter tone. This time of the year is usually taken up by holidays, and considering the large purchases in June, a little stagnation now is easily accounted for. For European silk in particular the unusually large proportion of bad cocoons, which must be reeled first, has prevented so far arrivals of new silk from taking place; for Chinas the stock left in old silk is much reduced, and of undesirable quality; these two circumstances have also greatly contributed to restrict transactions. Prices of classical silk in all descriptions have remained firm so far, but on common grades, which are more plentiful, small concessions have been obtained. It is to be hoped that orders in silk goods, coupled with arrivals of new silk, will soon bring more life to our market.

COFFEE.—A quieter tone has characterised the market, and the public sales have gone off heavily, at a decline of 1s. to 1s. 6d. per cwt. in prices. Current quotations are:—Plantation Ceylon, triage, 88s. to 98s.; small to low middling, 109s. to 117s. 6d.; middling to bold, 118s. to 124s. 6d.; peaberry, 128s. to 132s.; Native Ceylon, small, 82s.; good bold, 96s.; peaberry, 101s. per cwt.

COCOANUT OIL.—There is a moderate demand for Ceylon, £34 15s. to £35 5s. being the present ruling value. In auction, 149 hogsheads, 182 pipes, 89 puncheons, were all bought in at 34s. 6d. to 35s.

GAMBIER.—The market is very firm, owing to extremely small supplies, and 15 tons block have been sold on the spot at 27s. per cwt., being a further advance; 150 tons sold afloat, part June sailing, at 25s., and part at 25s. 3d. ex ship.

HEMP.—Of 2,800 bales Manila offered in public sale, 250 bales were sold at £40 10s. to £49 15s. for white Quilot.

PEPPER.—*Black:* Of 1,700 bags offered, 300 bags only sold at ⅛d. per lb. decline; good, 6⅜d. Privately, 25 tons Singapore sold for arrival at 6⅜d. 25 tons and 400 bags Singapore have also been sold for arrival, July sailing, at 6 9-16d.; June ditto, 6⅝d. *White:* Of 800 bags offered, a small part sold in public sale at ⅛d. per lb. decline; good fair Singapore, 9d. per lb.

PLUMBAGO.—Of 369 barrels Ceylon offered by auction a small part sold at full rates; bold lump at 22s. 6d. to 23s., chips at 9s. to 12s. 6d., and dust at 9s. to 9s. 9d. per cwt.

RICE.—The market on the spot continues inactive. Some Japan rice has been sold on the spot at 9s. 3d. There is a continued good demand for soft grain cargoes afloat. One of Rangoon sold, 1,200 tons, April sailing, at 9s.; one of ditto 1,500 tons, April sailing, at 9s.; one of Bassein, arrived off coast, 8s. 10½d.; all three for the Continent. One of 430 tons Saigon at 8s. 7½d., for France; one of 1,800 tons Necransie at 9s., Liverpool quay terms; and one of 1,000 tons Rangoon at 9s., for the Continent; also part of a cargo of Rangoon, 1,000 tons, just arrived, at 8s. 6d., ex-ship.

SUGAR.—The market has improved, and a fairly active demand has prevailed at higher prices. Of 2,500 baskets 2,500 bags China offered in auction about 3,200 packages found buyers; low to good white at 15s. 6d. to 16s. 6d.; washed, 14s. 6d. to 15s.; 2,900 bags Java syrups have been sold at 15s. 9d. to 16s. The business by private contract on the spot includes 800 baskets date Penang at 16s., and 1,000 bags date China at 15s. 6d. To arrive, sales have been made of 14,900 bags Cebu Manila, off coast, at 16s. 6d., and 100 tons date Penang at 16s. 3d. per cwt.

STICKLAC.—At sale, 325 boxes Siam were bought in at £5 15s. to £6 per cwt.

SAGO.—1,300 bags pearl chiefly sold; small at firm rates, at 17s.; good medium at 17s. 6d. to 18s.

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SPICES.—*Cassia Lignea:* Of 5,300 boxes offered only 70 boxes sold, good fair red, 57s.; and part since at 55s. *Cloves:* 4 cases Penang sold at 2s. to 2s. 1d. *Cinnamon:* 19 bales Ceylon part sold—third sort, 1s. 4½d.; fourth, 1s. 1½d.; 200 packages China bought in at 10d. *Mace:* 15 packages sold—Penang, middling, 3s. 3d.; pickings, 1s. 8d.; low Java, 1s. 8d. *Nutmegs:* 50 packages, chiefly sold—Penang, 78 nuts to the lb., at 3s. 7d.; 85 do., at 3s. 6d.; 95 do., at 3s. 5d.; 110 do., at 3s. 4d.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7 10s. to £8. Bars, £9 10s. to £10. Staffordshire Best: Bars, £10 15s. to £11 10s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 11s. to £5 15s.; Swedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d. to 8d.; Sheathing and Rods, 8d. per lb.

TIN.—English Refined, £100. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 28s. 6d. to 37s.

LEAD.—WB, £22 10s.; do., other brands, £21 5s. to £21 7s. 6d. Spanish soft, ex ship, £20 7s. 6d. to £21; Sheet, £22 10s.; Shot (kegs extra), £26; White do., £28 10s. to £29; Red do., £23 15s.

SPELTER.—Silesian, £21 10s. to £22.

QUICKSILVER.—In bottles of 75 lbs. each, £22.

MANCHESTER GOODS.

A steady tone has been maintained in this market, strengthened by the firmer feeling and steady demand for Cotton, and though the enquiry has been generally but moderate, buyers have found that they could make no progress under last week's full rates. All offers at any reduction have been firmly refused.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	6	9	12	14	16	17	19
Weight...	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×13½	14×13½	16×16	16×15
Price.....	5s. 4½d. 5s. 6d.	6s. 0d. —	6s. 6d. 6s. 7½d.	6s. 9d. —	7s. 4½d. 7s. 6d.	8s. 1½d. —	8s. 3d. —	8s. 0d. —
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	23	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 4½d. —	9s. 7½d. —	11s. 0d. —	11s. 1½d. —	10s. 1½d. 10s. 3d.	11s. 9d. —	6s. 3d. —	7s. 3d. —
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	40	45	46	48	55	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	7s. 6d. —	8s. 3d. —	10s. 3d. —	12s. 1½d. —	10s. 0d. —	11s. 1½d. —	12s. 4½d. —	14s. 0d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	16×15	18×18	18×18	18×18	18×18
Price	5s. 0d. 5s. 4½d.	5s. 1½d. 5s. 6d.	6s. 4½d. 6s. 6d.	6s. 3d. 6s. 10½d.	6s. 7½d. 7s. 6d.	7s. 7½d. 8s. 6d.	7s. 10½d 8s. 9d.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	16,660	12,560	18,090	34,350	4,749	10,065
	„ Shanghai	34,820	33,390	11,990	130,815	19,580	12,033
	„ Japan ...	—	1,440	1,100	80,045	240	4,400
Total		51,480	47,390	31,180	245,210	24,569	26,498
Shipped to the same date last year.....	To Hg. Kg.	12,600	9,170	10,855	27,590	12,865	15,632
	„ Shanghai	27,640	35,270	10,140	251,217	36,830	27,890
	„ Japan ...	—	600	1,040	104,434	100	56,254
Total		40,240	45,040	22,035	383,241	49,795	99,776
Do. 1872	To Hg. Kg.	12,680	7,940	3,494	20,320	6,380	25,969
	„ Shanghai	31,900	26,540	8,130	192,382	22,794	25,361
	„ Japan ...	1,000	1,600	1,326	78,488	252	62,853
Total		45,580	36,080	12,950	291,090	29,426	114,183
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	„ Shanghai	48,140	59,330	18,140	354,972	53,960	33,688
	„ Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,225	10,183	48,156
	„ Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	„ Japan ...	1,200	2,610	3,236	146,649	593	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972
Shipments of this year arrived out as per latest postal accnts	To Hg. Kg.	12,720	7,150	6,780	16,830	2,543	2,070
	„ Shanghai	14,200	15,510	6,320	74,085	9,611	4,884
	„ Japan ...	—	840	200	25,780	—	1,360
Total		26,920	23,500	13,300	116,685	12,154	8,314

NEW YORK MARKET REPORT.—JULY 25.

COFFEE.—There is an improved demand for Brazil Coffee, and the market is fairly active. There is also a steady demand for mild descriptions. We quote as follows :—Java (Government bags) 23½c. to 26½c., Java (mats) 27c. to 28c., Singapore 20c. to 21c., Ceylon Native 19c. to 22c.

CORDAGE.—Prices are as follows: Manila Cordage, sizes above 12-thread, 16c.; ditto 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 17c.; ditto 12-thread, ⅜ in. diam., 16½c.; ditto Hay Rope 16½c.; ditto Cordage, Bolt Rope Yarns, 18c.; ditto 6-thread and 9-thread, 19c.; Tarred Manila, 15½c.; Fine Tarred Manila Lath Yarn, 17c.

HEMP.—There have been sales of 2,200 bales of Manila on private terms, understood to be at about 8½c. gold for current.

INDIGO.—There is a small jobbing demand, and we notice sales of 16 cases Manila at 70c. to 80c., and 6 ditto Bengal at $1.72½ gold.

RICE.—Foreign remains inactive; Carolina is firm.

SUGAR.—There is an active demand both for raw and refined Sugar, and business is better than of late.

SPICES.—Mace and Cloves are higher, and Pepper is very firm. We quote as follows :—Mace, $1.14 to $1.25; Nutmegs, $1.15; China Cassia, 23½c. to 24c.; Batavia Cassia, 20c. to 25c.

TIN.—Straits Tin is quoted 23¾c., and Banca 26½c. (gold).

TEA.—Some new Formosa Oolong has arrived, and sales have been made of perhaps 1,500 pkgs.; prices, however, are lower than at the opening of last year. Some new Congou is also to hand, but we hear of no sales of note; the quality of that arrived is very fine, and the impression is that the supply in the future will, as a rule, be of better quality than that of previous years. For new Japan the market is slow; there is, however, a better distributing trade, the country jobbers taking hold rather more cheerfully, as prices have a more settled appearance than earlier in the season, though as yet they are in buyers' favour. Fine grades of Green are strong, and held firmly, while business, in consequence, is only moderate. New Pingsuey are expected in about ten days or two weeks. The sales besides the above are 1,735 half-chests Japan, and 500 ditto Green. By auction, 800 pkgs. Green sold at 22c. to 68c., and 300 ditto Japan 41½c. to 57c., cash.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug. 6	Mount Royal	—	Maulmain	Milford
3	Erede	Montobbia	Rangoon	Bremerhaven
4	Madawaska	Smith	Do.	Do.
	Nyassa	—	Hong Kong	Do.
5	Richard Visan	Brewer	Pentewan	Helvoet
5	Hellas	Bradhering	Java	Marseilles
8	Nestor (s.)	Hill	Amoy and China	London
8	Asterion	Copland	Sarawak	Do.
7	Lion	Engrand	Akyab	Falmouth
11	Jan Van Brakel	Roever	Macassar	Texel
8	Lonisiana	Candolfo	Rangoon	Falmouth
8	Queen	Cawey	Batavia	Do.
13	Araby Maid	Potter	Japan	London
12	North	Hillman	Rangoon	Liverpool
12	Early Morn	Fursman	Maulmain	Falmouth
13	Riverside	Irvine	Rangoon	Deal
	Surprise	Johnson	Manila	New York
	Helene and Anna	de Boer	Batavia	San Francisco
9	City of Lucknow	Watson	Akyab	Off the Lizard
11	Mongul (s.)	Flamank	China, Singapore, &c.	London
11	Cheviot	Johns	Padang	Do.
11	Selim	Dick	Manila	Do.
9	Wilhelm	Johansen	Saigon	Falmouth
9	Tetuan	Landart	Rangoon	Do.
9	Annot Lyle	Hughes	Do.	Liverpool
7	Sumatra (s.)	—	Batavia	Texel
8	Ida Geertruida	Moerkerken	Do.	Do.
July 24	Russia (s.)	—	Hankow	Odessa
Aug. 8	Helen	Inkster	Saigon	Off Falmouth
11	Asia	Martin	Rangoon	Brouwershaven
10	Josefina	Alcatana	Maulmain	Liverpool
11	Hattie E. Tapley	Tapley	Bassein	Falmouth
11	Ivalo	Spolander	Rangoon	Do.
	Magdala	Black	Do.	Queenstown
12	Whinfell	Jones	Zebu	London
12	Vanguard	Luckes	Yokohama	Do.
13	Honigby	Vanleemsen	Java	Falmouth
11	Junak	Bonicich	Batavia	Liverpool
12	Marpesia	Storey	Rangoon	Do.
	Governor Wilmot	Lowe	Bassein	Queenstown
	St. Elena	Beralone	Rangoon	Do.
12	San Fernando	Zabalandacoc-	Do.	Do.
12	Prince Louis	Froine [cha	Do.	Off Queenstown
July 1	Maria Isabel	Leroux	Macao	Callao
2	Lola	Barreno	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 12	Celœno	Gedge	Singapore	London
6	Ironside	Vaux	Do.	Penarth
8	Ulysses (s.)	Byrne	Singapore, China, &c.	Liverpool
6	Ragnar	Foster	Galle	Do.
9	Java	Gollard	Batavia	Southampton
12	Cawdor Castle (s.)	Cowie	Singapore, Chins, &c.	London
9	Seanymph	Skovmand	Manila	Hamburg

See Shipping Postscript and Correspondents' Letters.

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VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 6 ...	Japan	... Hankow	... London
12 ...	Antenor	... Liverpool	... Singp., China, &c.
12 ...	Holland	... Java	... Holland

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Braemer Castle. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Singapore, Hong Kong, Foochow, and Shanghai: Mongol. For Colombo, &c.: Viceroy, Navarino, Africa, Hindoo. For Batavia, Samarag, and Sourabaya, via Flushing: Tromp.

SAILING VESSELS.—For Yokohama and Hiogo: Black Prince, Evelyn. For Shanghai: Corea. For Hong Kong: Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Star of the South. For Colombo: Scawfell, Conference.

At LIVERPOOL.—For Yokohama and Hiogo: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.) For Singapore and Manila: Aurrera (str.). For Singapore: Hendrick Fish. For Colombo, &c.: Burmese (str.). For Ceylon, &c.: Alexandra. For Galle: Ellen Munroe. For Batavia and Sourabaya: Emma and Robert. For Batavia: Urania.

At GLASGOW.—For Singapore: Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

N. Q. D. L. (Dut. ship), Liverpool to Singapore, June 28, 13 N., 27 W.
PERDENLAUW (?) (barq.), Newport to Singapore, June 13, 30 S., 26 W.
FALCON, London to Hong Kong, June 23, 8 N., 27 W.
SIRES, Manila to London, July 31, 43 N., 27 W.
COLIBRI (Ger. brig.), Cardiff to Singapore, May 27, 4 N., 23 W.
WARDEN LAW (barque), Newport to Singapore, June 13, 30 S., 26 W.
EMMA (Dut. barq.), Newcastle to Batavia, July 2, 10 N., 26 W.
MERIDIAN, Singapore to Liverpool, June 10, 29 S., 43 E.
EUGENE (ship), Java to Falmouth, July 12, 15 N., 27 W.
LADY DOUGLAS, London to Sarawak, April 12, 32 S., 16 W.
L. J. ENTHOVEN, Liverpool to Singapore, July 28, 13 N., 27 W.
HENRIETTA ADRIANA, Cardiff to Singapore, June 24, 8 N., 24 W.
NIZAM, Swansea to Galle, June 15, 27 S., lon. 22.
ZUID HOLLAND, Newcastle to Batavia, June 15, 47 days out.

FREIGHTS AND CHARTERS.

We have no material change to note in berth rates of freight to and from the Eastern ports since our last issue.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL. — To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Batavia: 50s. meast. To Cheribon: 60s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 35s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £27, f.c. To Penang: £27, f.c. To Colombo: £26. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: (small) 32s. To Singapore: 25s. To Galle: 20s. To Batavia: 27s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s To Singapore: 21s.

CASUALTIES.

The Johanna (ship), of Alblasserdam, from Rotterdam to Batavia, anchored off Broadstairs, Aug. 10, having lost anchor stock; she has been supplied.

The Nenuphar (barq.), of Sunderland, Souter, from Colombo, which arrived at St. Helena July 21, reports having experienced a terrific gale on 22nd June, in lat. 33 S. lon. 33 E., and is making four inches of water per hour. [The above vessel proceeded, 21st July, for London.]

The Jan Van Brakel, Roever, from Macassar, arrived at Falmouth Aug. 8, with loss of foretopsailyard and jibboom.

MAURITIUS.—(Aden, Aug. 8).—The Francois Felix (Fr. barq.) was caught on the edge of a cyclone, but did not sustain much damage (the above vessel sailed from Saigon, May 24, for Marseilles).

BATAVIA.—(Singapore, Aug. 7).—The John Tucker, from Ilo Ilo to Queenstown, with sugar, has been totally wrecked on a reef in Macassar Straits; crew saved.

NAGASAKI.—(By telegram, received 7th Aug.)—The Estepona returned 31st July; tank top started; has executed temporary repairs; sails again for Shanghai immediately weather permits.

MISCELLANEOUS.

At SUEZ, Aug. 12, Harrington (str.), from Java, for Holland. Advices from St. Helena July 21, state that the *Gazelle*, Louer, from Java to Falmouth, which put in there 9, with damage, proceeded on the 14th.

At ST. HELENA, July 15, Peru, Cumpsty, from Colombo; 21, Kedron, Mann, from Singapore, and sailed for Liverpool.

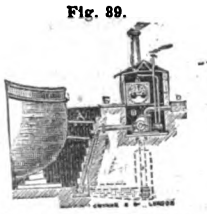
At PORT ELIZABETH, July 8, Zehlinaa, Chalmers, from Bassein.

At MAURITIUS, June 24, Georges Ville, Joubert, and sailed for Batavia.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

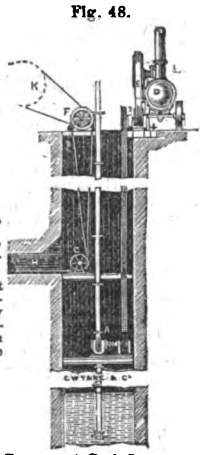
Fig. 89.



GWYNNE & Co.'s PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

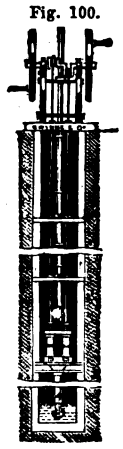
Fig. 48.



GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.

Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

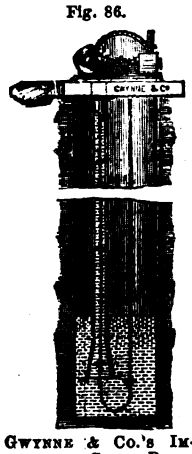
Fig. 100.



GWYNNE & Co.'s IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

For Hand-power, adapted for ordinary wells of any depth, of most carefulconstruction, and on the most approved system.

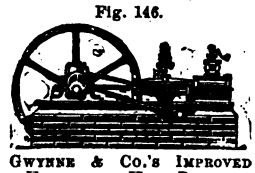
Fig. 86.



GWYNNE & Co.'s IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & Co.'s IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

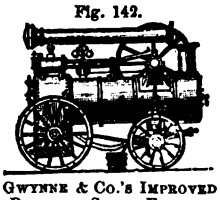
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.

GWYNNE & Co.'s IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

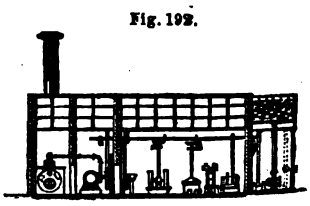
Fig. 142.



GWYNNE & Co.'s IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

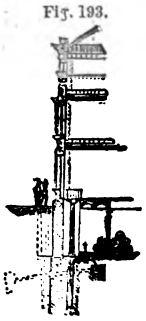
Fig. 192.



GWYNNE & Co.'s IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.



GWYNNE & Co.'s IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

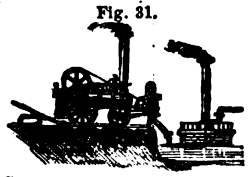
Fig. 121.

GWYNNE & Co.'s BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

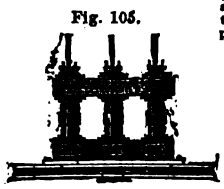
Fig. 31.



GWYNNE & Co.'s PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

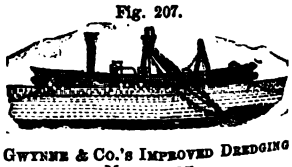
Fig. 105.



GWYNNE & Co.'s IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



GWYNNE & Co.'s IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

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(Registered in Berlin as a Limited Company, under Prussian Law.)

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15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

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German Bank of London (Limited).

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MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

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Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

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LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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QUEEN'S ROAD, HONG KONG.

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Special Agents for the
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Established in 1833.

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Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

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Reserve Fund, $1,000,000.
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LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
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The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

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They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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Close to the Landing Place, Depot of
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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C, and 25, Cockspur-street, S.W.

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Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy ...	August 30	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly ...	Sept. 13		
Peiho ...	Sept. 27		
Mei-Kong ...	Oct. 11		
Sindh ...	Oct. 25		
Provence ...	Nov. 8		

The Steamers of the 30th August and 27th September and 25th October connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 13th Sept., 11th Oct., and 8th Nov. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
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For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

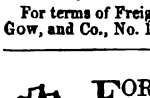
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Aug. 25
Glenearn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

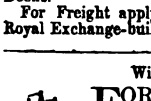
With despatch.



FOR HONG KONG, the well-known favourite clipper INVINCIBLE, A1 13 years, 657 tons register, E. BRAITHWAITE, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With quick despatch.



FOR SHANGHAI, the well-known clippper, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander: South West India Docks.

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Port.	Ship.	Class.	Dock.	To sail.
Singap., Bat., Samarng., & Sourabaya... Yokohama & Hiogo	Banca, s.s. (new).....	A1	S.W.I.D.	With des.
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For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.

FOR YOKOHAMA AND HIOGO, the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

For Freight or Passage apply to the Owners, Messrs. BARING, BROS., and Co., 8, Bishopsgate-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, (corner of Cornhill), E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO.—Last shipping day, 24th August. To sail on 26th August, full or not full. The magnificent Clyde-built steamship BRAEMAR CASTLE, 100 A1, 2,182 tons register, 300-horse power nominal, A. MARSHALL, Commander, now loading in the South West India Dock. This well-known steamer has accommodation for a few first-class passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; with immediate despatch; the favourite full-powered screw steamer NANKIN, 100 A1, 1,830 tons register, 300-horse power nominal; R. MCNABB, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill).

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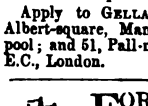
Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; and 51, Pall-mall, S.W., or 109, Leadenhall-street, E.C., London.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Braemar Castle, s.s.	100	Thos. Skinner & Co.	Aug. 26
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Aug. 30
Nankin, s.s.	2,423	Norris & Joyner...	Sept. 1
Star of the South ...	665	Wright Bros. & Co.	Sept. 10
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15

LIVERPOOL.

Agamemnon, s.s. ...	1,550	Alfred Holt ...	Aug. 26
Nestor, s.s. ...	1,414	Alfred Holt ...	Sept. 8

GLASGOW.

Normanby, s.s. ...	1,300	T. Skinner & Co.	Aug. —
Brisbane, s.s. ...	1,500	„ „	Aug. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

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IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

JAMES BANNERMAN CUMMING

(LATE OF SINGAPORE),

EAST INDIA AGENT,

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RUTTER'S TABLES, Now ready.

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3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Venice	GAETANO FERRI, Piazza de Leoni, 316.
Rome	PIALE, Piazza di Spagna.
Brindisi	G. RIVELLI.
Lisbon	AUGUSTE PEDRO CARLHO, Rua dos Poyaes d'S. Bento 20.
New York	WM. H. FOGG and Co., 32, Burling Slip.
San Francisco... ...	WM. E. LOOMIS, Washington-street.
Port Said	ZANNOS and BROADBENT
Aden	COWASJEE DINSHAW.
Point de Galle ...	T. M. BARKER, Oriental Hotel.
Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co.
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG, & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	H. FOGG and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK
Yokohama	

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 573.] LONDON, MONDAY, AUGUST 24, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Aug. 24.
JAPAN—Yokohama	—	—	July 20*
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA—Peking	—	—	„ 22
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	„ 28
Kiu-kiang			
Chin-kiang			
Shanghai	May 15	June 27	July 4
Ningpo			
Foochow			
Formosa			
Amoy	—	—	
Swatow			
Hong Kong	„ 29	July 3	„ 11
Canton			
Macao			
PHILIPPINES—			
Manila			5
COCHIN-CHINA			
Saigon			„ 14
SIAM — Bangkok			
BORNEO			
Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 12
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore			„ 18
Penang	—	—	
CEYLON—			
Galle			
Colombo	—	—	

* *Via* San Francisco,

THE MAILS, &c.

The French mail, with advices dated as above, was delivered, *via* Marseilles, this morning, its due date. The next inward (P. and O.) mail, with dates Yokohama, 8th; Shanghai, 11th; Hong Kong, 18th; Singapore, 25th July, is due, on Monday next, the 31st inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived Aug. 21.—From Yokohama: None. From Shanghai: Messrs. Siegfried, Guierry, Gerard Bray, Eustace. From Hong Kong: Messrs. Erdmann, Burmeister, Gust, Hitzerotts, Menoche, Dreyer, Coles. From Saigon: None. From Batavia: Messrs. Kloot, Schroter, Oullet Van Braan Maeris, Leclaire, Nicolas, Baron de Grovestius, Mr. and Mrs. Stelling, Mr. and Mrs. Stuffken, and Mrs. Barge. From Singapore: Messrs. Stefens, Burkhardt, Lucardie, Piepers, Birkhoat, Morice, Salmeron, Valdivielo, Moral, Charpentier, Martin, Maurique, Borda, Nogueras, Rodriguez, Anton, Mr. and Mrs. Croll, Mrs. Glinz.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nizam*, from Southampton, Aug. 20.—To Shanghai (*via* Bombay): Dr. W. Valentinez, Dr. C. Adolf, Mr. Kardaetz, Dr. E. Reimann, Mr. F. Deickmille, Mr. Eckke.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Hong Kong: Miss Neale and servant, Mr. Albert Leigh. To Ceylon: Mr. C. J. D. A. Cole. To Singapore: Mr. J. Barkinshaw.

Per P. and O. steamer *Zambesi*, from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan, Miss King. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood, Mr. T. Skinner.

Per P. and O. steamer from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. and Mrs. Skinbrigge.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh. To Hong Kong: Mr. T. Thomas. To Galle: Mr. Ridley. To Batavia: Mr. B. A. Bergendakes, Mr. Bernard, A. Bergendahi.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Riechmann. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson. To Batavia: Mr. Fraser.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane, Miss Lechler, Miss Peter, Miss Sness, Miss Graham. To Batavia: Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Galle: Mr. Karslake, Mr. Cross, Mr. and Mrs. Vandespare.

Per French steamer *Sindh*, Aug. 25 (booked from London).—To Shanghai: Seven missionaries.

To Java, per Nederland Company's steamer *Koning der Nederlanden*, from Nieuwediep, Aug. 15.—Mr. and Mrs. E. Fricswyk and two children, Miss A. M. H. Hoogenstraten, Mr. and Mrs. P. J. Janssens, H. B. van Rhyn, J. J. Beeringh, Mr. and Mrs. J. van Kiss, Mr. and Mrs. M. Levie and one child, Mr. and Mrs. C. Samuels, two Brothers Loonen, Mr. P. J. L. Vrydag, Mr. J. Thie, Mr. J. Cores de Vries, Mr. and Mrs. D. N. F. Kiehl, Mr. and Mrs. C. W. v. d. Ven, Mr. J. A. van der Meer, Mr. and Mrs. J. Bayer, three children, and servant, Mr. and Mrs. L. J. Godefroy, Mr. N. H. M. Bollaan, Mr. and Mrs. F. H. van Olfen, Mr. J. P. van der Lith, Mr. J. Leber, Mr. A. J. B. Logeman, Mr. J. van Assen, Mr. W. van Assen, Mr. E. van Assen, Mr. and Mrs. H. Koen and three children, Mr. R. F. L. Romkes, Mr. H. Maas, Mr. C. Kooyman, Mr. C. Blairon, Mr. C. Kaag, Mr. J. C. Schaaf, jun., a detachment of 200 soldiers, under command of Mr. J. W. A. Kooyman, captain of infantry, accompanied by his wife and six children, and the following officers:—H. F. Weychardt, accompanied by his wife and three children, W. F. Bonga, E. S. Maller, W. F. H. S. Petter.

Summary of News from the Far East.

JAPAN.

The Pacific Mail Company's steamer *Colorado* arrived at San Francisco on the 8th Aug., with dates from Yokohama to the 20th July. The following has been telegraphed to the New York papers:—

The great subject of interest still continues to be the Japanese expedition to Formosa. The Japanese have quite succeeded in the primary object of the expedition, and might retire with good grace. Indeed, they have nothing else to do there, unless it be true that they think of colonising, and that, to all foreigners and to many among themselves, appears mere folly.

The Mikado has made no public appearance during the month.

The Emperor pays out of his privy purse the expenses of a foreign doctor to attend the troops in Formosa.

The Deliberative Assembly commences its sitting in September.

There is a report that the Japanese have left the Island of Saghalien and gone to Yesso.

It has been publicly mentioned for some days, and not contradicted, that the would-be assassins of Iwakura, lately Japanese Ambassador to Foreign Powers, have been decapitated.

The Japanese Government has appealed to the Circuit Court of California against an adverse decision given by a United States Consul, in the last suit against the Pacific Mail Steamship Company, for $10,250 damages, for breaches of contract.

Shipments of tea from here continue to be on a larger scale than in former seasons. In consequence of the excessive competition among buyers, prices have run too high to leave a margin of probable profit to buyers.

The Government is evidently opposed to the circulation of foreigners in the interior unless they will agree to be subject to Japanese law.

CHINA.

SHANGHAI.

Dates by this mail extend to the 4th July. The outward French mail of 22nd May was expected on the morning of the 5th July. We take the following items from the *North China Herald*:—

The Chinese are reported to be pushing on the making of ammunition at the Shanghai Arsenal, with the view of putting their gunboats in a state for active service. Though some of the

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vessels have been afloat a considerable time, their equipment has never been completed, but now that emergency arises the tardy Mandarins are having the spur applied to them. Lead-cased shot for rifled ordnance, common shot, fuses, cartridges, &c., are being turned out, and occasionally shipments are made "for Tientsin." The making of shell has not, we believe, been so far accomplished, and the torpedoes are said to be not altogether a success.

A memorial, addressed to the Recreation Fund Trustees, against the rumoured intention to appeal the recent case, is in circulation, and has already received a large number of signatures. It is stated that the Fund Trustees have already applied for leave to appeal, and are prepared personally to bear the costs.

Meetings of the Mih-ho-loong Hook and Ladder and Rifle Companies have been held at the Truck-house, for the purpose of electing a first assistant foreman of the former and a lieutenant in the latter Company. The vacancies had been caused by the resignation of Mr. Groom. Captain Rice occupied the chair, and expressed the regret of the members at the prospect of losing the active and efficient services of Mr. Groom. At the unanimous desire of both companies, Mr. Groom, after explaining the reasons which had induced him to resign, consented to withdraw his resignation, and resume the two offices. The announcement was received with much applause and formal, motions were proposed, seconded, and carried unanimously, that the withdrawal should be received. Four new members of the Hook and Ladder Company were elected, viz., Messrs. S. Campbell, Mackenzie Bradley, Grose and Andrew; and Mr. W. Pryer was placed on the Committee in the room of Mr. Low, resigned.

The Temperance Society's opening meeting in the new Hall went off successfully. The programme included several good songs, a recitation, a telling address by Rev. Mr. Thomas, and a Shakesperian reading, from the *Merchant of Venice*, which was admirably given. The President, Mr. Blethen, made a few remarks at the close in a congratulatory and hopeful strain, and intimated that it was intended to hold fortnightly meetings during the summer. The meeting marks an important epoch in the history of an excellent, and, we are glad to be able to say, flourishing institution.

The new regulations for jinricksha traffic have come into force. Stands have been fixed, and notice boards are to be put up in order that the coolies may have before them the rules by which they are to be guided. The police have recently been endeavouring to bring the men to a sense of what is required of them, by restricting as much as possible the practice of perambulation in search of hire. Generally the offenders have been cautioned and allowed to go, but on Monday a first example was made by taking one to the Mixed Court, where the Magistrate ordered that he should be locked up for the day. The result is a great improvement in the behaviour of this class of public servants; when they do try "crawling," instead of persecuting pedestrians with the incessant iteration of "master, sit down," they venture only to bring their vehicle close to the intended victim, and to halt a moment, in the hope that he may be induced to step into it unsolicited. It will be no slight boon, in the crowded state of our streets, to have them kept under strict regulation.

The list of Silk shipped by the *Venetia* gives, for London, 2,151 bales; Marseilles, 232; Lyons, 147; Milan, 50; Basle, 10; Bombay, 73; total, 2,663 bales. In addition, there were from Shanghai 67, and from Japan 66 bales waste silk for London.

There was a parade of 120 men of all ranks and companies of the S.V.C. on Monday night, including one gun of the Artillery and a few Rangers. The night was very hot, and the men of No. 2 looked enviously at the white jackets worn by Nos. 1 and 3, instead of the customary woollen tunic. Ammunition having been served out—rather unequally, for some got too much and some none at all—the column was marched out by the Maloo and Sinzah roads. An unseen enemy was engaged at the Gas-works, and the fight was continued by alternate skirmishing of companies until the Sinza village was passed. The march was then continued along Carter-road, and was hastened by the lowering aspect of the sky. An occasional halt was made for volley firing, and the Bund reached about eleven, when the men gladly dispersed, in search of dry clothing and cool drinks.

It was announced that the occurrence of the Volunteer parade would necessitate the omission of Wednesday's band performance, the usual practice night being taken up by it. The public were agreeably surprised on Wednesday, however, by having an exprses put into their hands intimating that, "by special desire," the weekly concert would come off as usual. A change of programme was provided, and the gardens were thronged. The night was charming; a cool breeze came from the river, the moon shone out on the scene, and to add to the panoramic effect on the water, a public-spirited yacht-owner had his craft garlanded with Chinese lanterns from stem to mast-head and mast-head to stern. The performance altogether was a great pleasure, and we are sure the public fully recognise their obligations to the members of the W. I. S. for the exertions they made to accomplish it. We are sorry to hear that the absorption in the orchestra for Chiarini's Circus, of the subsidised portion of the society's band, embracing most of the *forte* instruments, is likely to interrupt the weekly performances.

The translations from the *Peking Gazette* include a case which is very interesting as a sample of Chinese criminal jurisprudence. A man who murders his mother, though unmistakably lunatic, is, in conformity with the statutory punishment for the offence, sentenced to be sliced to death, while various small punishments are inflicted on neighbours who were cognisant of the man's condition and failed to report it to the authorities.

A meeting of Treaty Consuls was held on the 30th of June last, at which the representatives of Austro-Hungary, Denmark, Great Britian, Italy, Portugal, Sweden, Norway, and the United States were present. Intimations were received from the representatives of France, Japan and Russia of their inability to attend the meeting. After various correspondence had been read, it was agreed that Mr. Medhurst, on behalf of the Consular Body, should address the Taoutai in regard to his reports to the Governor-General upon the Woosung Bar, and the possibility of dredging it.

The suggestion contained in Mr. Seward's letter to the Council of June 25th, in regard to the tax on the Yangtse-poo Road, was approved, pending the response of the Council. Mr. Seward reported that the Taoutai has expressed himself favourable to the proposal of the Consular Body for the delineation of a Bund line on both sides of the river, and requested the Magistrate of the Mixed Court, and the Commissioner of Customs, to consult in regard to it. At Mr. Glover's suggestion, Mr. Medhurst and Mr. Seward had met Mr. Glover, Mr. Henderson, and Mr. Viguier for consultation. The latter has undertaken to prepare, as a first measure, a chart of the river, tracing upon it lines already determined, and those which he is prepared to recommend. This chart will be submitted to the Consular Body in the course of about two months. The matter of the requisition upon the Taoutai for a part of the cost of the Szechuen Road bridge was left for consideration, after the further views of the Council shall have been communicated.

FOOCHOW.

(FROM A CORRESPONDENT.)

The successful putting up of a telegraph connecting the foreign settlement at Foochow with Pagoda anchorage is an accomplished fact. From the foreign settlement it is to be carried into the Governor General's yamun in the city. Each of the telegraph post has an official notice painted on it warning the people not to interfere with them in any way, for if they do they will be severely punished. This line of telegraph cannot possibly pay the company; it is put up simply as an experiment, with the hope that they may induce the Viceroy to allow them to make an overland telegraph from the settlement to Amoy. Time will show what can be done. If there are complications with Japan no doubt it will be allowed, but not without. It is wonderful how Feng Shuy and such other obstacles to improvements vanish when the authorities are determined to carry a thing through.

Were it not that the Viceroy wishes to get speedy news of any Japanese vessels that may be cruising about, and wishing to place himself in instantaneous communication with the arsenal down at the anchorage, I fear the whole body of Foreign Consuls would have had to appeal a long time before they could have induced the authorities to allow them to erect a telegraph along the river to the Pagoda.

Thus far the Japanese excitement has done good, and will, I am convinced, do much more good to China before the affair is ended. China begins to perceive that she cannot look calmly on and see a near neighbour, whom she has hitherto looked upon almost in the light of a tributary State, going ahead and adopting the arts and sciences of Western nations and placing her in the background.

Whether the invasion of Formosa by the Japanese will end in war or not, there is this much certain, that China will find that if she wants to keep apace with Japan she must also cultivate the arts and sciences of the West, and I am inclined to think one of the first steps will be to have telegraphs stretching from one part of the Empire to the other. Railways may follow if China can only be brought to see the use of them, which, with an increasing fleet, she must do, for her ships will require coal, abundance of which there is in China, only waiting for a tramway or a railway to take it to a place of shipment.

It is generally thought that in the event of a war with Japan that the whole wooden fleet of China will be useless, and will be utterly unable to cope with the two Japanese ironclads. It is rumoured that the Chinese have telegraphed to Europe for the purchase of ironclads, which they think, if they can once get to China, they will be a fair match for the Japanese. China is, however, doing her utmost to prevent an open rupture; she is totally unprepared for war. She is painting up old forts, and placing old rusty guns in position. Woe betide the unfortunate men who fire them. I hear at the Arsenal they are getting drawings of torpedoes made—whether for use in this war I do not know.

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HONG KONG.

Dates extend to the 11th July. No later mail had arrived out.

We take the following from the *Daily Press* :—

Mr. Taro Ando has been appointed Vice-Consul for Japan at Hong Kong.

Our Macao correspondent informs us that Dr. Magalhaes' resignation from the military service has been accepted at Lisbon, and that he will now be no longer under the yoke of military discipline, from which he has suffered so much. Dr. Magalhaes has written a letter to the *Independente*, in which he states that he will discontinue the *Oriente*, but will devote his time to writing a volume, which will elucidate many points connected with the history of Macao in his time—that is from 1869 to 1874—and will give a sketch of the lives of the various Governors of Macao and Timor.

The *Bulletin* says that San Francisco promises to be the great tea depot of the United States. Recent critical examination of teas in store here for two or three years were found to be nearly as fresh and good as when first imported. Other tests have recently been made here by New York tea sharps with like results. Tea-tasters from Japan have also been here recently looking into this matter, and they are astonished to find their old teas keeping so well here ; they even say that in this dry climate teas will keep here three years in better condition than even four months in Japan or China. This is a very important matter, and goes to settle the question of making San Francisco the great depot and tea distributing point for the whole United States.

Her Majesty's ship *Challenger*, Captain G. S. Nares, was to leave New Zealand for China about the end of June.

Two Chinese in Gilman's bazaar over a squabble clashed choppers at each other, and were so seriously injured that the police had to send them to the hospital, and the symptoms of one before noon became so alarming that Dr. Wharry deemed it advisable to send for a magistrate to take the dying man's depositions. Mr. May, with a Court interpreter, accordingly repaired to the hospital for that purpose.

The Surveyor-General, in his endeavour to bring the roads and footpaths of the colony into their proper state and use, has obtained the removal of the numerous pork stalls, bird cages, money changers, and other like obstructions on the footpaths, which impeded his progress and that of the public. The long-standing obstructions in Cochrane-street came under Mr. May's notice yesterday, having been brought up by P. C. No. 8. The masters of the places named were told they would be given till Monday to clear away the obstructions, and if not done by that time the stalls would be seized and the owners punished.

A new weekly paper, entitled the *Celestial Empire*, has been issued at Shanghai at the *Evening Gazette* office. It is very well got up and arranged, and the first number contains good articles, a carefully written chronicle of the week, and commercial report.

The Inspector-General of Customs has issued, in conjunction with the usual annual returns of trade at the treaty ports, an abstract of trade with each foreign country since the year 1866. As illustrative of the progress which has been made, it may be noted that the direct trade with Great Britain, which amounted to fifty millions of taels in 1866, has increased to sixty-five millions of taels in 1873.

THE FORMOSA EXPEDITION.

(*Daily News Correspondent.*)

TAKAO, JUNE 20.

The Japanese occupation of Linkian is now causing very great agitation amongst the Chinese in Formosa, and matters look as if the two nations were very soon to come into collision over it. We have the gunboat *Dwarf* from the south, bringing very little news of the invasion. The extreme heat, and the fact that the Japanese have routed the most dangerous savages in those parts, have led to a cessation of hostilities for the present. The Japanese have partly removed to the opposite side of the island from Linkian, leaving still a camp with about 3,000 men at that place. Several Chinese villages have asked their protection, and many of the savage tribes are friendly. Progress in following up the Boutang savages is somewhat slow, on account of the mountainous nature of the country.

From time to time there have been arrivals of steamers and junks at Taiwanfoo with detachments of soldiers, arms, and ammunition, until I am informed there are now 20,000 Chinese troops in the island to suppress rebellion or defend it against invaders. The 3,000 or 4,000 troops sent to Changhoe to quell the disturbances there, have not returned to Taiwanfoo with the Chintai, but await the ripening of the rice crop in that district, with a view to securing it for their own benefit. This fact is interesting, in so far as it shows how Chinese troops are paid and fed, or rather left to pay and feed themselves—contrary to all discipline and proper control. About one-half of the Fokienese troops are armed with rifles and one-half with matchlocks, the Formosa men having only bows and arrows and spears ; but it is one thing to put rifles and sword bayonets in the hands of that the Chinese, and quite another thing to expect they will keep them well and understand their use. I observed that those who have them always keep the bayonets fixed, sometimes with scabbard and sometimes without it, and lug the combined arm about just as they would one of their long spears, with a bit of paper stuck in the barrel, and the lock rusted up. They are not oppressed with platoon exercise nor company drill, and blaze about with blank cartridge in the most promiscuous manner outside their barrack gate, just like a lot of boys with toy cannon. One man may have a percussion rifle, while his next neighbour labours away for an indefinite period of time trying to fire off an old matchlock with a fuse made of hempen rope, the disadvantages of the latter not being in any way discouraging to the simple-minded "brave."

Amongst the most recent arrivals at Taiwan-foo, there are three gunboats and one frigate or corvette, and these vessels may have some useful modern armament on board for the defence of Formosa. I did hear that the *Anlan* had a battery of Krupp guns from Canton. I have observed, however, a great quantity of rubbish being landed, in the shape of gingals—new, and evidently just out of the maker's hand—spear-heads, and hand grenades.

As yet the action of the Chinese had taken no particular direction, and it is possible they may only intend to stand on the defensive, but there has been lately a great stir at Taiwanfoo in anticipation of the arrival of a very high Mandarin who, backed up by twenty ships of war (four have already arrived and one or two war junks) is to "order" the Japanese away, and in the event of their refusing to expel them by force of arms. Rumour also adds that *all foreigners* will be set upon and killed at the same time. This Mandarin turns out to be Shen Pao Chen, formerly of the Foochow Arsenal, and he is accompanied by M. Giquel and M. Sejonzack. The party arrived on the 18th at Taiwanfoo, and I understand are soon to proceed to Linkian.

(*To the Editor of the "North-China Daily News."*)

SIR,—During a somewhat protracted residence here I have been a reader of your and other foreign journals published in China, and also of the papers published in the Chinese language. In all these I have discovered evidence of misapprehension, which may perhaps form a source of mischief, as regards the relations subsisting between my country and China. I beg therefore you will allow me to make a few remarks on the Formosan question in your issue of to-morrow morning.

The Formosan savages have repeatedly inflicted injuries on my countrymen which have lately been alluded to in your paper. For example, they slaughtered fifty-four Japanese belonging to the district of Yoyeyama, and in 1871 four shipwrecked men belonging to the district of Bitchu were robbed and maltreated and their junk rifled of everything. Claims for their wrongs have never been investigated by the Chinese Government, although years have elapsed since the occurrence complained of, which proves that the savages were far beyond Chinese influence, and over whom their authority did not extend.

I would add, moreover, that Prince Kung and other authorities of the Tsung-li Yamen discussed this matter last year at Peking with Mr. Soyeshima, and made not the slightest objections to the punishment of the savages by the Japanese Government, leaving them entirely at the disposal of Japan.

Our Government regarded this answer to their remonstrance as decisive, and accordingly decided on the Formosan expedition, which, we hold, is justified on two grounds—first, the disclaimer of responsibility on the part of the Chinese Government for the conduct of the savages ; and, second, their neglect of inflicting punishment. I have no doubt, therefore, that International law admits that, when a Government demands the punishment of those who have offended its people, and punishment is not inflicted, an expedition may be rightfully fitted out to obtain redress on the spot where the offence was committed.

Besides, the Japanese in this case having first obtained the assent of the Chinese Government to their taking the matter in hand themselves, no further communication was necessary.

Mr. Yanagiwara, the Japanese ambassador to China, is now at Shanghai, and I believe that he is negotiating on the matter with Mr. Pau (a special commissioner from his Majesty the Emperor of China, together with the Taoutai), to place the question on a friendly footing, which seems quite feasible, seeing that Prince Kung and the other Tsung-li Yamen authorities will not deny their former acquiescence.—

Very truly yours, MAKOTO.

Shanghai, 2nd July, 1874.

BORNEO.

—o—

SARAWAK.

The *Sarawak Gazette* of 1st July has the following :—

Our rice harvest is now over, and is doubtless the most abundant we have had for years. We have received reports of the most satisfactory nature from all parts of the country; the least favourable being from Simanggang, where the crops were exceptionally good in the upper parts of Sakarran and Batang Lupar, but poor down river, on account of the ravages committed by rats.

The fine season so favourable to rice partly accounts for this abundance, but we are of opinion that the real reason lies deeper by referring to the trade returns we find scarcity of rice commenced with the working of gutta, the high price paid for that article caused rice culture to be neglected and farming a secondary consideration, as the wealth so easily obtained gave those engaged in collecting it the means of purchasing not only rice but luxuries.

In 1872 over three thousand tons of rice were imported from Singapore, in 1873 three thousand seven hundred tons. This year it has not reached nine hundred tons, and shows two hundred piculs imported in the month of June, against five thousand eight hundred piculs last year.

The gutta export is now much smaller, owing to its scarcity and the difficulties of collecting, farming has therefore received more attention, and a large increase in the production of rice, the result. Rice is getting cheaper every day ; and being exported to the Brunei side. The people are working steadily at their farms and collecting rattans ; and, in spite of the falling off on the export of gutta and import of rice, we consider it a sign of prosperity far healthier than that attained in 1871 and 1872 by the rush after gutta, inasmuch as it benefits the whole of the population instead of enriching the few.

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STRAITS SETTLEMENTS.

—o—

PENANG.

No. 1.

PROCLAMATION AS TO PERAK.

By his Excellency Colonel Sir Andrew Clarke, R.E., C.B., K.C.M.G., Governor and Commander-in-Chief of the Straits Settlements.

Whereas an Engagement was entered into at Pulo Pankor on the 20th day of January 1874, at the instance of the Chiefs of Perak, and executed in the presence of his Excellency the Governor of the Straits Settlements, for the pacification of the country, the re-establishment of the Royal Family and Chiefs in their respective ranks and authority, for the security of the people in life and property, the advancement of trade, and the development of the resources of the country; which engagement was entered into by the said Chiefs of their own free will, and with the intent and desire that the same should be carried into effect under the protection, and with the aid of Her Majesty's Government; and Whereas the said Engagement has been approved.

Now be it Known to all Men, that, in terms of the said Engagement, Sultan Abdulla Mahamed Shah, son of the late Sultan Jaaffar Al MaAllum Shah, is recognised by Her Majesty's Government as Sultan of Perak and its Dependencies, and all Her Majesty's subjects and persons being in the Territories of Perak are required to take notice thereof, and to govern themselves accordingly; and Whereas, certain evil disposed persons are said to be engaged in conspiracies to disturb the peace of the said country of Perak, and to incite to rebellion against the lawful authority of the said Sultan Abdulla, and to the waging of unlawful war in Perak, such persons are hereby warned and required to desist from such practices, under the pains and penalties in that case made and provided.—By his Excellency's Command,

A. E. H. Anson, Lieut.-Governor of Penang.

Lieut.-Governor's Office, Penang, 13th July, 1874.

No. 2.

By his Excellency Colonel Sir Andrew Clarke, R.E., C.B., K.C.M.G., Governor and Commander-in-Chief of the Straits Settlements.

Whereas by an Engagement entered into at Pulo Pangkor on the 20th day of January, 1874, at the instance of and by the Chiefs of Perak, it was among other things agreed that the Baudahara Ismail, then acting as Regent Sultan of Perak, should on the recognition of Sultan Abdullah Mahomed Shah (son of the late Sultan Jaaffar Al Ma Alum Shah) be allowed to retain the title of ex-Sultan, with a pension, and that a small territory should be assigned to him; and whereas the terms of the said Engagement have been approved.

Now be it known to all men, that, in terms of the said Engagement, the said Ismail is recognised as ex-Sultan of Perak, and the sum of $1,000 is assigned to be paid to him monthly out of the revenues of Perak, and all the private property, in mines, lands, houses, cattle, &c., held by the said ex-Sultan Ismail, is preserved to him for his own use and purposes, and a portion of territory shall hereafter be marked out, by Commissioners to be appointed for that purpose, to be governed by the said ex Sultan Ismail, and hereafter no Taxes or Customs or other Duties shall be levied by the said ex-Sultan Ismail on persons other than those living on his own property, or in the territory to be so assigned to him.—By his Excellency's Command,

A. E. H. Anson, Lieut.-Governor of Penang.

Lieut.-Governor's Office, Penang, 13th July, 1874.

No. 3.

By his Excellency Colonel Sir Andrew Clarke, R.E., C.B., K.C.M.G., Governor and Commander-in-Chief of the Straits Settlements.

Whereas by an Engagement entered into at Pulo Pankor on the 20th day of January, 1874, at the instance of and by the Chiefs of Perak, it was among other things agreed that a certain portion of territory, that is to say the watershed of the Kreean river, on the southern side of the river, should be declared to be British territory, as a rectification of the southern boundary of Province Wellesley, to the mutual advantage of both countries, the boundaries of which territory will hereafter be marked out as provided by the said Engagement; and whereas the terms of the said Engagement have been approved.

Now be it known to all men that the watershed on the South side of the Kreean River, the inner boundaries of which will hereafter be marked out, is hereby declared to be British Territory, and that no authority is to be exercised and no taxes are to be levied in the said Territory, and anywhere in Perak to the South of the Kreean river, except by the Government of the Straits Settlement and by H. M.'s Resident or Assistant Resident in Perak, acting on behalf of the Sultan of Perak; and, with a view to the levy of the lawful revenue of the said places and securing the lives and property of persons trading in the said River Kreean, notice is hereby given that, on application at the Police Station at Nebong Tubal, by any person desiring to bring produce or goods up or down the said River Kreean, passes will be issued, and protection given, by the Officers in charge of the said Station, and all persons are warned against interfering with persons and boats in the said river, or attempting to take taxes in money or kind, under any pretext whatever. And further be it known that the rights of all persons now occupying and being in possession of lands in the said territory will be respected, and their lawful holdings guaranteed and secured to them, and for this purpose all such persons are invited to lodge their claims at the office of the Lieutenant-Governor at Penang, and all persons desiring to acquire unoccupied lands for the purpose of occupation, cultivation, or mining, can apply at the same office.—By his Excellency's Commander, A. E. H. Anson,

Lieut.-Governor of Penang.

Lieut.-Governor's office, Penang, 13th July, 1874.

Commercial Report.

(For dates see first page.)

IMPORTS.

Shanghai.—The business of the past week has been large. Business in Grey Shirtings was rather more brisk. White Shirtings are not moved without difficulty. There is a steady inquiry for T-Cloths. Drills of the ordinary kind have been wanted by the Northern traders. Jeans and Fancy Cottons are dull. Woollens have remained steady.

Manila.—During the past fortnight a considerable amount of business has been transacted at late quotations, although in some few cases prices have shown a somewhat downward tendency. For some classes of Coloured Goods, suitable for the rainy season now commencing, large sales have been made at a slight advance upon previous rates, but Prints continue difficult to move at remunerative prices.

EXPORTS.

—o—

TEA.

Hankow.—Messrs. Drysdale, Ringer and Co.'s Report dated 30th June, says:—Since our last there has been very little doing, settlements being 7,370 chests and 7,052 half-chests, particulars of same are as follows:—4,886 chests and 5,498 half-chests at 1s. 4¾d. to 1s. 7¼d.; 2,984 chests and 1,242 half-chests at 1s. 1½d. to 1s. 4½d.; and 312 half-chests at 1s. 1¼d. There were 3,320 boxes shipped to Shanghai on native account. The only feature of interest during the week has been the arrival of the second crop Teas. They are chiefly from the Younglow-toong district and a few sales have been made from Tls. 20 to 22, one or two mixed parcels realising up to 23. This is about the Tael price paid last year, but with the favourable rates of exch. and freight they lay down a little under last year's prices. As regards quality, the few better parcels are about on a par with those of last year, but the bulk of the Tea to hand, so far, is of very inferior character. Buying has been confined to three or four houses and when the best Teas have been picked out we shall probably see much lower rates; or what is more likely, the Tea will be hurried forward to Shanghai. The first crop leaf may now be considered all to hand and we estimate that it shows a falling off of quite two millions compared with that of last year. Whether the deficiency will be made up in the later packings remains to be seen.

Shanghai.—Our Black Tea market has been very firm during the week, and a fair business has been done, though supplies have come forward very sparingly. The better grades of Ningchow have been more in demand than any other class, but most late settlements of these kinds shew fully Tls. 2 worse than was obtainable a fortnight ago. Second crop Teas have as yet only been shewn here to a small extent, and business in these has not commenced; but latest Hankow advices report that teamen were commencing to ship to this port. The quality so far proves to be anything but fine. Settlements during the week—13,136 chests at Tls. 19 for Shontam, up to Tls. 42 for fine Ningchow in boxes. Stock, 13,000 chests. Green: The market for Pingsueys continued strong up to the date of departure of the Pacific mail, but prices seem easier during the past two days, though still above those of last year at same date. Arrivals have been on a fairly large scale, and of good averge quality. Settlements for the week—9,663 half-chests Pingsuey, at Tls. 36½ to 53—according to assortment. Stock—Pingsuey, 22,900 half-chests; Shanghai-packed, 1,100 half-chests; total, 24,000 half-chests.

Manila.—Small sales have been made of Coffee. Sugar is weaker, but Hemp has advanced, the current price being $6.75 to $7 per picul.

Saigon.—Quotations for Rice are maintained with but very little alterations. Exports to Europe, Calcutta, and Java, have entirely ceased.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	145 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	97xd...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	550 ...	12 p.c.
French Gas Company	50 ...	50 ...	67 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$520 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	20 ...	
Union S.N. Company	100 ...	100 ...	55 ...	12 p.c.
Yangtaze Ins. Association ...	500 ...	500 ...	700 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$1,550 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.s.
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.97 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$125 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to July 3, 1874	26506240	12758234	85082	6349545	45699101	2147
From June 1, 1873, to July 3, 1873	20798095	2181000	—	4524675	27503770	3082

Shipments since last report, and included in above total :—

June 12 per Cutty Sark	From Hankow	...	1,270,650	
— 13 ... Zambesi (str.)	... Shanghai, &c.	...	1,270,073	
— 13 ... Achilles (str.)	... Do.	...	1,877,933	30
— 14 ... Glenearn (str.)	... Do.	...	2,201,317	
— 15 ... Braemer Castle (str.	... Foochow	...	2,354,758	
— 15 ... Nankin (str.)	... Hankow	...	2,678,544	
— 16 ... Sylvia (str.)	... Canton	...	944,310	
— 17 ... Glaucus (str.)	... Foochow	...	1,917,493	
— 18 ... Japan (str.)	... Hankow	...	2,199,966	
— 19 ... Mongol (str.)	... Foochow	...	2,245,160	
— 20 ... Iraouaddy (str.)	... Shanghai, &c.	...	340,653	
— 20 ... Deucalion (str.)	... Do.	...	1,683,149	304
— 21 ... Zambesi (str.)	... Do.	...	—	363
— 23 ... Galatea (str.)	... Foochow	...	1,793,566	
— 24 ... Sirius (str.)	... Do.	...	2,086,888	
— 27 ... Iraouaddy (str.)	... Shanghai, &c.	...	—	1,070

TO THE CONTINENT.

	Bales.
From June 1, 1874, to July 3, 1874	2337899	844
Do. do. 1873, to July 3, 1873	2059357	1462

Shipments since last report, and included in above total :—

June 21 per Zambesi (str.)	From Shanghai, &c.	...	—	71
— 27 ... Iraouaddy (str.)	... Canton	...	2,890	489

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to July 3, 1874	2562373	23
Do. do. 1873, to July 3, 1873...	741388	319

Shipments since last report, and included in above total :—

May 22 per Great Republic (str.)	From Yokohama	...	352,222
— 26 ... Oregonian (str.)	... Shanghai	...	19,936
— 31 ... Vancouver (str.)	... Yokohama	...	578,335
June 6 ... Alaska (str.)	... Do.	...	283,983
— 10 ... Golden Age (str.)	... Shanghai	...	170,920
— 13 ... Vasco de Gama (str.)	... Canton	...	266,953
— 20 ... Deucalion (str.)	... Do.	...	59,823
— 27 ... Altona (str.)	... Do.	...	135,299

TO AUSTRALIA.

From June 1, 1874, to July 3, 1874	1,910,011
Do. do. 1873, to July 3, 1873	—

Shipments since last report, and included in above total :—

June 14 per Legislator (str.)	From Foochow	...	487,732
— 21 ... Amoy (str.)	... Do.	...	960,558
— 26 ... Elise	... Do.	...	440,721

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Shanghai „	5s. 9¾d.	5s. 10d.	5s. 10¼d.
Canton „ ...	4s. 3¾d.	4s. 3¾d.	
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3½d.	4s. 3¾d.	4s. 4d.
Manila „			

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	226¼
„ Hong Kong	27 to 27¼ dis.	—
Bar silver	Tls. 111.3.0	9 prem.
Mexican dollars	„ 72.9.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 20 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. premium.
Hong Kong Fire Insurance Company, $300 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 92 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 94 per cent. dis.
Shanghai Steam Navigation Company, 85 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2¼d.

LATEST TELEGRAMS.

THE JAPANESE EXPEDITION TO FORMOSA.

HONG KONG, AUG. 18.—Negotiations are still proceeding between the Chinese and Japanese Governments upon the Formosa question. China is stated to have given the Japanese ninety days to withdraw from Formosa, and is making immense preparations for war in the event of Japan refusing this ultimatum. The newspapers are confident of a peaceful solution, but among the Chinese there is a prevalent opinion that war will ensue.

TYPHOON IN JAPAN.

SHANGHAI, AUG. 22.

A severe typhoon prevailed at Nagasaki on the night of the 20th inst., causing much damage ashore and afloat and considerable loss of life among the native population.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, June 28th, Ambassador (str.).

At SHANGHAI.—From London, June 29, Bengal (str.); Aug. 19, Duke of Abercorn ; 21, Glenfinlas (str.), Galley of Lorne (str.).

At HONG KONG and CANTON.—From London, Aug. 13, Galley of Lorne (str.) ; Glenfinlas (str.).

At MANILA.—From London, June 27, Ambota (str.); from Liverpool, 21, Grand Master.

At SINGAPORE.—From Newport, July 14, Europa ; from Hamburg, 18, Essen (str.).

DEPARTURES.

From SHANGHAI.—For London, June 27, Canton (str.) ; 28, Sarpedon (str.).

From HONG KONG and CANTON.—None.

From MANILA.—For London, June 29, John Tucker, for Liverpool, via Cadiz ; 24, Irurac Bat (str.) ; for New York, 23, Elmstone ; 27, Johanne ; July 1, Carrick, for Boston ; June 14, Mindoro.

From SINGAPORE.—For New York, July 17, John Worcester ; for London, Aug. 21, Glamis Castle (str.).

VESSELS PASSED STRAITS OF SUNDA.

Aug. 8, Elmstone, Manila to New York.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 17, at Texel, from Rangoon, Ivalo ; 18, at Helvoet, from Rangoon, Constantia ; at Brouwershaven, from Rangoon, Grasmere ; at Antwerp, from Pentewan, Freedom ; 19, at New York, from Colombo, John Kendall ; from Zebu, Merom ; Aug. 19, at Brouwershaven, from Bassein, St. Elena ; Moonlight ; 21, off Dungeness, from Java, Wm. Mackinnon (str.); at Portland Roads, from Hankow, Japan (str.) ; 20, off Scilly, from Rangoon, Americana ; at Leith, from Hong Kong, Orient (str.); 6, at San Francisco, from Hong Kong, Nightingale ; 23, off the Wight, from China, Nankin (str.)

DEPARTURES.—Aug. 21, from London, for Cardiff and Penang, Vanguard ; 20, from Cardiff, for Singapore, Houri ; for Atchin, Twee Cornelessen ; 19, from Penarth, for Galle, Antonio Ferraro ; for Singapore, Sollecito ; 22, from London, for Colombo, &c., Africa (str.) ; 20, from Greenock, for Java, Sourabaya ; from Sunderland, for Colombo, Chittagong.

MISELLANEOUS.—At Table Bay, July 14, Roslyn Castle, Gutheru, and sailed for Galle ; 18, Arundel Castle, Fulton, and sailed for Galle. At Simon's Bay, July 15, Tromp, Hoekstra, and sailed for Batavia. At Algoa Bay, July 15, Gwendoline, Tallack, and sailed for Batavia.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DUNMAN—On the 1st July, at Shanghai, the wife of R. Dunman, of a daughter.
MORRIS—On the 27th June, at Foochow, the wife of Benjamin John Morris, of a daughter.
PENNEY—On the 5th June, at Kobe, the wife of G. Penney, of a daughter.
QUEDENS—On June 28, at Swatow, the wife of Mr. G. H. Quedens, of a daughter.
SKINNER—On the 27th June, at Hongkew, the wife of G. Skinner, of a son.
SPARKES—On the 14th Aug., at Brighton, at the residence of her mother, the wife of Charles Henry Sparkes, C.E., of Colombo, Ceylon, of a daughter.

MARRIAGES.

MACKIE—FRASER.—On the 18th Aug., at Holy Trinity Church, Finchley, by the Rev. Henry N. Collier, David Mackie, of the Oriental Bank Corporation, to Georgina Shepherd, third daughter of the late Hugh Fraser, of Calcutta.
WILSON—MARCUS.—On the 9th July at the Parochial House, Singapore, by the Right Rev. Dr. Leturdu, Thomas Downie Wilson, of Glasgow, to Eliza Judith, adopted daughter of Mr. P. H. Marcus, of Singapore.

DEATHS.

GROTH—On the 29th June, at Ningpo, Mr. Joh. Groth.
GUNN—On the 20th Aug., at Woodbine-cottage, Elgin, N.B., Hector Gunn, late Manager of the Agra Bank at Lahore, and last surviving son of the late George Gunn, Rhives.
HEWETT—On the 16th Aug., at Lightcliffe, Yorkshire, Arthur Fleming Hewett, late of Calcutta, aged 39 years.
KING—On the 15th Aug., at Margate, Henry David King, late R.N., eldest son of D. King, of Gibraltar.
MACKENZIE—On the 15th Aug., James Joseph Mackenzie, of Sidney Lodge, Wimbledon, late of China and Calcutta, eldest surviving son of the late Kenneth Francis Mackenzie.
SCORGIE—On the 19th June, at East Point, Hong Kong, Mr. Harvey Scorgie.

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SHANGHAI MORALITY.

(To the Editor of the *London and China Telegraph.*)

Sir,—I must congratulate you on being the first journalist who has denounced the open profligacy that is carried on in Shanghai, to the ruin of many promising young men. The Settlement is overrun with European women of various nationalities, who are allowed to ply for hire and drive in carriages with livery servants on the Bubbling Well-road, or Rotten-row of Shanghai, without interference by the police. It is well known that young men who are foolish enough to visit the dens of these women have heavy bills sent in to them next day, under threats of exposure if not paid. This has already led to the ruin of several members of our community, and it is, in my humble opinion, high time that something was done to check this species of swindling. The female swindler is notoriously difficult to deal with. The Municipal Council ought to instruct the police to banish those individuals from the public streets in the daytime. It has been done in London, and it is now possible to walk down Regent-street with your wife or daughter without being jostled by abandoned women in a state of semi-nudity. The shopkeepers of Regent-street found it interfered with their business, so it was put down; I therefore fail to see why it cannot be kept under in Shanghai. An auction was lately held in Shanghai at one of these houses, furnished in the most sumptuous style, the proceeds of the sale amounting to two thousand pounds. The question arises, therefore, from whom did this money come? One of the fraternity lately retired with a fortune of £15,000 (Tls. 50,000.) The local press have not used their influence in exposing this evil, but may, perhaps, do so. It has been denounced from the pulpit, but still it flourishes like an "upas tree," killing all who approach too near its deadly influence.—I am Sir, your obedient servant,

Shanghai, July 4, 1874. Pater Familias.

Miscellaneous.

JAPANESE RAID ON FORMOSA.

The *Standard* has the following upon this subject:—From the great value of the trade we carry on both with China and Japan a war between these two empires could hardly fail to affect our interests in the East. But there is another point of view from which the quarrel that has thus suddenly sprung up is still more deserving of attention. It is quite evident that the empire of Japan is at this moment one vast powder-magazine. Within the past dozen years changes have been effected there greater even than those which the first French Revolution accomplished in Europe. Japan has been made to traverse five centuries at a bound—that is to say, a society of the fifteenth century has been transformed all at once into one of the nineteenth. As was inevitable, the revolution has dissolved the bonds that cemented classes together, and, as the conduct of the Samurai on the present occasion proves, discontent, if not disaffection, is rife in the land. Evidently passions may at any moment burst their bounds, and plunge the empire into anarchy. But it is, perhaps, more probable that the Government may allow the military class to have their way and engage in foreign war. At present it would seem as if the first quarrel would be picked with China. A few years ago, while the Taepings were in strength, while Yunan was in the hands of Mohammedan rebels, and other Mussulman hordes were encroaching on the north, such a quarrel would have been a serious matter for China. But her Government has now reasserted its authority everywhere except in Turkestan. It has introduced European discipline in the army, provided itself with armour-plated steamers, and equipped its troops with European arms of precision. Considering the enormous population it disposes of, China is evidently no longer a foe to be despised, and in seeking a quarrel with her Japan would seem to be courting disaster. But the quarrel, should it proceed to extremities, will probably compel China to postpone her meditated attack upon the ruler of Eastern Turkestan, that Ataligh Ghazee whom Mr. Forsyth has just been visiting. Turkestan, as the reader doubtless is aware, was formerly a Chinese province. It has thrown off the yoke. But China is not ccustomed to acknowledge the success of insurrections, and as she has now put down all other rebels, she is understood to be preparing for an attack upon the Toorkish Amer. The subjugation of this State by the Chinese would certainly not be conducive to Anglo-Indian interests.

RUSSIA AND CHINA.

The *New York Herald* has the following:—Sooner or later there must come a new collision in Central Asia. The steady advance of the Russian frontier in the direction of Kashgar is sure to rouse the resistance of the Chinese Government. But the Celestial Empire is already paralysed at the extremities; it is not impossible that an attack from without would result in a tumbling to pieces of that vast, but decaying, empire. The fact that China has viewed without effectual opposition the practical dismemberment of numerous outlying provinces is sufficient indication of the fatal disease that already has its seat in the heart of the Government at Peking. In what shape shall come the final struggle we cannot tell. But it now seems inevitable that the political complications in Eastern Turkestan and other parts of Central Asia will soon be as threatening to the peace of Europe as the Eastern question has ever been. It is quite possible that China will be the Sick Man, while Turkey is recovering its sound health. The Peking Government has promised to recover Nan-lu, as they still call Kashgar, as soon as the Mohammedan revolt in the Western Provinces, begun eighteen years ago, shall have been quelled. China keeps up the form of bearing on the official roll the names of the Ambans of the dismembered provinces; but this conciliation to its ancient national pride has no weight. The shears of fate are slowly clipping off the frayed edges of the Celestial Empire. This generation may see its final collapse.

Import of Java Sugar into the Clyde.—The trade between the Clyde and the island of Java (says the *Liverpool Journal of Commerce*) is increasing so extensively that Java now holds position as one of the largest raw sugar exporting islands to the Clyde. Up till the end of last month Java stood next to Cuba in the amount of sugar sent to the Clyde, and even exceeded Trinidad, and, considering the great distance the sugars have to be carried, the Java is about as cheap as the Cuba sugars. The unusually rapid expansion of the manufacture of this raw sugar, and its increasing import to the Clyde, have been remarkable. Only four years ago the total arrivals of sugar cargoes from Java were two vessels of 1,466 tons. In 1871 the number increased to five ships of 3,030 tons, while in 1872 the number reached twelve vessels of 10,563 tons. Last year the import from Java, owing to a scarcity, fell to five vessels of 4,047 tons, but in the seven months of this year there have arrived in the Clyde no fewer than twenty-seven vessels of 15,103 tons, being nearly a half of the amount imported from the various Cuban ports, 2,000 tons over the import from Trinidad, and three times the import from the Brazils or Porto Rico, We have drawn up the following statistics of the imports of sugars at the Clyde for the seven months past:—

	Vessels.	Tons.		Vessels.	Tons.
Cuba	76 ...	32,196	Mauritius ...	16 ...	7,731
Brazils	21 ...	5,244	Grenada	2 ...	530
Trinidad	27 ...	12,926	Tobago	3 ...	873
Demerara ...	4 ...	1,662	Surinam	5 ...	1,357
Porto Rico ...	15 ...	4,024	Jamaica	6 ...	1,882
St. Kitts, &c. ..	6 ...	1,929			
Java	27 ...	15,103	Total		85,547

Wesleyan Missions in China.—From the annual report just published, it appears that the Wesleyans have in China thirty missionary societies and 9,000 members. Yet there are nine provinces out of the eighteen which have a population of 180,000,000, without any Protestant missionary among them. In the Wesleyan China mission there are six principal stations or circuits, five chapels, eight other preaching places, twelve missionaries, twelve catechists, seventeen day-school teachers, 233 members, 164 on trial, 504 scholars, and 608 attendants on public worship. The Canadian Wesleyan Missionary Society maintains two missions and two missionaries to Yokohama. The Australian Conference also has a mission to the Chinese.

The China Trans-Pacific Steamship Company's steamer *Vancouver*, Captain T. Shaw, arrived at Yokohama, from Hong Kong, on the 16th inst., and sailed again for San Francisco on the 18th inst. The company's steamer *Vasco de Gama*, Captain J. F. Rice, arrived at Yokohama, from San Francisco, on the 13th inst., and left again on the 15th inst. for Hong Kong.

GERMANY.

(from our own correspondent.

Hamburg, August 18.

The draft of the new Bank Law, which is the production of the Privy Councillor, Dr. Otto Michaelis, a high functionary in the Chancellor's office, and reputed to be a great authority in matters of finance, has now been a fortnight before the public, and subjected to the ordeal of discussion in the press and the financial circles on 'Change. Public opinion is decidedly unfavourable to it, and it will have to be greatly modified before it can be accepted by the Parliament and become the law of the land. The object to be achieved is gradually to put such a pressure on the banks of issue as to induce them to forego many of their privileges without compensation. For this purpose they are not only to pay a tax of one per cent. on the total amount of their notes in circulation, but a further duty of five per cent. per annum on the nominal sum of notes they issue beyond the gold coin and bullion in their coffers. At the same time, the field of their circulation is proposed to be limited to the territory of the State whose Government has granted them their concession. These are, no doubt, hard conditions, and it is thought will be a death blow to the greater number of those banks of issue in the duodecimo Sovereign States, such as Gera, Buckeburg, Brunswick, Saxe-Meiningen, and Weimar. The proceeds of these taxes are to be paid to the Central Imperial Treasury, to be applied to general purposes, and are estimated to amount to 3,000,000 reichs marks per annum. It is not proposed by the present Bill to establish a central privileged institution like the Bank of England, and even the operations of the Bank of Prussia are to be restricted to the issue of an uncovered sum of forty-five million marks. Those banks that agree to the proposed conditions are to receive a guarantee of twelve years' further existence (till 1887), and their notes will be taken for full at their nominal amount in payment of taxes, postage stamps, and other sources of revenue at all the public offices in the Empire. At the expiration of the twelve years it is the present intention to amalgamate all the banks of issue then in existence into a central bank with one sole issue of notes, in the profits of which they will participate in proportion to the amount of their own capital, and under such other conditions as may then be suggested as desirable. The scheme was drawn up for submission in the first place to the Bundesrath, in order to receive the opinions and suggestions of the Governments, and it was not intended to publish it till these views were ascertained; and it was only by the indiscretion of a high official that the text of the draft and accompanying annexes got into the newspapers at so early a period. But the public ought to feel very much indebted for affording them an opportunity of having the draft of the Bill so soon within their reach, as it is a measure of great national importance, and requires some study to grasp the details and become master of the subject, whilst it will do no harm to let the Governments see what impression it makes on the public.

In the meantime great excitement and alarm exists among the shareholders and managers of the banks of issue, who much fear they will

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be swept away and lose their privileges. They therefore convened a meeting, which was held last week at Berlin, and after discussing the subject in all its bearings for eight hours, finished by appointing a committee—consisting of the Dessan Country Bank, the Bank of Frankfort, the Bank of South Germany (at Munich)—who are to meet at Frankfort next week and draw up a memorial containing proposals to be submitted to the Government after obtaining the approval of the other banks, the managers of which are to be convened to a general meeting at Berlin in the course of September.

To make the matter more complicated, it is ascertained that there are no less than thirty-three banks of issue in Germany, with various privileges as to amount of notes and duration of existence from their territorial Governments, granted long before the unification of the country and its consolidation as an Empire. They may be divided into four classes. The first consists of those whose concessions may be revoked at any time. The second class contains those whose privileges are revokable any time after giving two years' notice. In the third category are the banks whose concessions have to run for a fixed period, and expire at different dates. The fourth class contains those whose privileges are of unlimited duration. Hamburg is conspicuous by not being included in this list, as the Bank of Hamburg is based on the safer footing of metallic currency and bullion, and the private banks never for a moment thought of applying for a concession for issuing paper money, but content themselves with the profits arising from loans on security and at interest, discounting bills, and the other legitimate branches of banking business.

In my last letter I mentioned that the directors of the Hypotheken Bank of Hamburg recommended a dividend of 20½ thalers per share. At the ordinary annual general meeting held here last week Herr Th. Reincke, of Altona in the chair, the report of the directors having been previously printed and distributed, was taken as read; the dividend for the working year ending June 30 was confirmed. Messrs. Th. Reincke and Dr. Hubner, who go out by rotation, were re-elected as members of the Council of Administration, the election of Senator Ed. Johns as one of the directors was confirmed, and Alexander Schnars, Louis Levy, and B. Hahlo (the manager of the Vereins Bank) were re-elected as auditors for 1874.

The Anglo-Deutsche Bank has also published its balance-sheet for the first six months of the present year, but there is not only no dividend, but rather a dead loss of no less than 5,152,941 reichs marks, and as the original paid up share capital was fifteen million marks, it follows that just one-third of it is gone.

The Berlin *Spenersche Zeitung* contains the following:—"Mr. Adams, First Secretary of the British Embassy in this capital, and who performs the functions of Chargé d'Affaires during the absence of Lord Odo Russell, has just finished the second part of his History of Japan, and hopes to see it published in the course of October next. This gentleman, who resided several years in Japan, where he held the appointment of Secretary of Legation to the Embassy at Yedo, has the reputation of having a thorough knowledge of Japanese history, and the first volume of his work, which reaches down to 1864, has been received by the public with due recognition of its merits. The second part treats of the history of Japan from 1865 down to 1871."

A young Japanese student of the University of Berlin, by name Susum Sato, has just passed his examination, and taken his degree as Doctor of Medicine. He is said to be a son of the Court Physician of the Mikado, is twenty-six years of age, and has had some practical experience of his profession, having served through a campaign in his native country as assistant army surgeon. He selected dysentery in children as the subject of his dissertation, which he wrote in very good German, after which he made a speech in Latin, as usual, in which he asked the Dean of the Faculty—Professor Dr. Bardeleleben—permission to be admitted to the degree of Doctor of Medicine, to which the Dean replied, "*Longum iter fecisti, factus es nostralis, primus ad gradum promotus; sed antea opus est ut tuo modo obstringeris temet ipsum jure jurando doctroalis.*" He then tendered to him the usual oath, omitting the words about the *sanctum evangelium*. The young Doctor, who passed his examination *magna cumlaude*, is now about to proceed to Vienna, and after visiting Italy, France and England will return to his native country.

By Imperial Patent of August 10 Herr D. T. Bauermann is appointed German Consul at Macassar, and Herr Wilhelm Ganslandt in the same capacity at Aden.

Arrivals from the Far East.—Messrs. H. Barckausen, German Consul at Rangoon; H. C. Bager, and J. Dieckmann, from Rangoon; W. Abraham, from Bombay; Max, from Peking; M. B. Feilmann, from Calcutta; A. H. Hahmann, from Japan; and C. Ahlers, from Bombay.

COMMERCIAL.

Some small parcels of the new crop of tea have come to hand, and of these 210/4 chests finest Souchong and 400/8 ditto superfine Moning Congou were sold at good prices. In other sorts no sales by importers. The deliveries of rice are satisfactory; some fresh cargoes have come to hand, but were previously sold for delivery on arrival. Cassia Lignea in better request, and commands a steady sale at 60 to 61 marks. Pepper rather neglected; Singapore quoted at 70 to 71 marks and Penang at 66 to 67. One hundred chests of Star Annis arrived here *viâ* England and sold immediately, as also 137 serons flava China root,—the latter for the interior.

SHIPPING.

Arrivals.—Theodore Ducos, from Tahiti; Dora, Virginia, and Sarakosty, from Rangoon; Dorothea, from Bassein; Wega, from Rangoon.

Sailed.—Angostura, to Singapore; Seenymphe to Manila.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Amsterdam, August 19.

The King will return on the 26th from his trip to Switzerland, and perhaps the issue of the Ministerial crisis will then be known. It seems that his Majesty made many objections on the list being presented to him by Mr. Heemskerk. After a troublesome correspondence, the Premier *in spe* went to Montreux to obtain an audience. Rumours say that the King does not at all incline to appoint Mr. Van der Does de Willebois as his Minister for the Foreign Department, and that he will maintain Mr. Gericke; at the same time he would not wish to trust the portfolio of the Colonial Department to Mr. W. van Goltstein, who is thought to be not thoroughly *au fait* in colonial matters to stand at the head of this important department. I need not add that general dissatisfaction prevails that the crisis lasts so long. Several papers, especially the local ones, became very angry that they had to wait so long for a solution, but the public shrugged their shoulders; they had not to pay one penny more or less for taxes, with or without a Ministry. It seems quite certain that the second Cabinet of Mr. Heemskerk will not be a *da capo* of 1866. On the contrary, I think, we may expect a Ministry that will work, and will give us a Reform Bill, perhaps more liberal than the Liberal Cabinets have laid before the members. The papers are in the meantime earnestly occupied in preparing a coalition between the moderate Liberals and the Conservatives, who will form a centrum, whilst the Radicals and Clericals will form the wings. I should be much surprised, however, if these plans were realised.

Complaints are made in our press about the fact that the Dutch residents in Germany must either leave that country or become Germans. It is more than probable that our Government will take reprisals by obliging the Germans, who reside in mass in our country, to become Dutchmen, or to leave Holland.

It creates some uneasiness and disappointment that so many invalids ask for their dismissal from the Asylum Bronbeek, not less than seventy-one having left that institution. They were cared for in a most liberal manner, and had at their disposal all that could be expected, but they prefer to live on their small pension where they wish. Our India soldiers, it seems, are too much cosmopolitan to content themselves with a comfortable home of this kind. Of the number that left the house fifteen engaged themselves for service at Atchin, and thirty-six accepted a social position. Amongst the visitors who visited the asylum yesterday was General Verspyck. Some rumours say that if a third expedition to Atchin be carried out this able officer will be appointed commander-in-chief.

You will remember that some time ago there was much ado about the new East India brigade. The Government had some difficulty in finding a town where it would be established, and when this was found nothing else was heard of the brigade. It looks as if the Government are of opinion that this institution is no more necessary.

I hear that endeavours are being made here to find the necessary capital to establish an East and West India Trading Company on a very large scale, to import and export for own account. It is said that already some millions are subscribed for. The plan, however, does not meet with the sympathy of the first hand traders.

Miss Kruseman (Mina), *alias* Stella Oristorio di Frama, the Dutch championess of women's rights and an authoress of some reputation, will next winter make her *debut* on the Dutch stage.

The steamer *Tromp*, which some months ago went ashore, has since been entirely reconstructed in England, from whence she will start to Java.

The Italian steamer *Maddaloni*, lately arrived from Batavia, has been sold for £50,000.

At Zaandam, in the province of North Holland, an exhibition is opened of antiquities.

At the Bourse it is still dull.

COMMERCIAL.

The markets for Colonial Produce were somewhat firmer, and the general opinion is that a revival in business will take place within some weeks. Important auctions and sales by private tenders are near at hand.

Coffee.—In waiting for the Trading Company's auction only a limited business took place, but prices remained firm. The sale, which will take place to-day, includes 100,021 bales. The valuation for good ordinary is 58c. to 58½c. The Government crop in Java was valued at 919,677 piculs, and the private crop about 100,000 piculs.

Tea.—The market is very firm, and prices are well maintained. There are, however, no first hands affairs to report. Business was limited to direct wants for consumption.

Raw Sugar.—The refiners and exporters only demand the superior qualities, so that it is still very difficult to find buyers for inferior sorts. Only about 1,000 mats changed hands at unaltered prices. The Trading Company advertised a September auction, which will take place on the 27th, when 89,700 mats Java will be offered.

Rice is dull; 500 bales Java were sold at f. 7⅞; whilst 1,142 bags Revius and 1,779 bags Indramayoe were sold at secret prices. Important cargoes arrived from Rangoon.

Spices met with much demand, and prices are consequently very firm. Some lots Nutmegs and Mace were sold at advanced prices. Cloves without transactions. Pepper unaltered. The quotation is for Nutmegs: No. 1, 205c. to 210c.; No. 2, 195c. to 200c.; 3, 170c. to 172c.; No. 4, 125c. to 130c. Mace: D, 235c. to 270c.; E, 225c. to 230c. Black Pepper: 37c. to 37½c. White: 70c. to 75c. Cloves: No. 1, 106c. to 107c.; No. 2, 105c. to 106c.; No. 3, 103c. to 104c.

Java Tobacco.—In waiting for the important parcels which will within some days be offered by private tenders there is but a very limited demand.

Cotton met with a good demand in consequence of the improvement of the prices in the principal import harbours.

Advices by telegram announce that the report of the Directors of the Hong Kong and Shanghai Bank announces that owing to losses incurred no dividend would be paid for the half-year ending June, and $225,000 had been written off the reserve fund, leaving $775,000.

A large quantity of Armstrong guns and gunpowder is being prepared for shipment to China, per *Mongol*.

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The London & China Telegraph.

LONDON: MONDAY, AUGUST 24, 1874.

THE NEW TREATY WITH ANNAM.

The new treaty with Annam has lately been approved by the French Assembly, and will shortly come into operation; it may be worth while, therefore, here briefly to notice its contents, calling attention to one or two provisions in it which appear to us defective, and summing up the net gains to commerce which may be anticipated from the concessions which have been obtained. Since 1862, the date when the last treaty was concluded between France and Tongquin, the French, it may be remembered, have added three more Annamese provinces to their own territories, and to obtain from the Court of Annam a recognition of their rights over these newly-acquired possessions was the chief object the French had in view in negotiating a fresh agreement. The war in 1870 seems to have delayed matters for several years, and the result of the French explorations into Northern Indo-China and Yunnan have in the meanwhile brought to light the feasibility of opening up a channel for trade down the river Song-koi. The bases of the commercial intercourse which it will in future be lawful to carry on through the Annamese dominions are settled in the present treaty, but a supplementary convention is shortly to follow which will contain detailed provisions for the more exact adjustment of mercantile relations. It appears that Annam has of late years been exposed to two dangers, which cripple all its resources. The first has arisen from the presence of bands of Chinese rebels, who pass and repass through one of the richest provinces so often as defeat obliges them to seek shelter on foreign ground, and who are not seldom pursued across the border by regular troops from China. The second difficulty is occasioned by pirates, whose fleets beset the coasts, and practically destroy all commerce. Under these circumstances France agrees to aid Annam by a present of five gunboats, fully armed, and to be employed in clearing out the pirate junks; she also supplies some artillery and rifles, and undertakes to lend her active assistance to the Court at Hué in the reorganisation of its army, in the re-establishment of order, and in the creation of a customs service. In return for these benefits the Annamese are to recognise the full rights of France to her dominions in lower Cochin-China, binding themselves to conclude no future political alliances with any other states. At the same time full permission is conceded to the Emperor to enter into any commercial treaty he may think fit, provided that he notifies the French of his intentions, and makes no agreement which is opposed to the engagements of the present convention. France has a just claim to the gratitude of all foreign powers because she has not reserved to herself alone the benefits obtained by this negotiation. What she has done is to have the new ports thrown open to navigation without distinction of nationality, and the waters of the Song-koi from Yunnan to the sea declared a common highway for every flag alike. Whatever is conceded by the treaty is conceded to all foreigners. No favours are to be enjoyed by France which may not be shared in by men of another race.

After the ratification of this treaty three ports will accordingly be thrown open to commerce. These will be Thin-nai, in the province of Binh-Dinh (to be opened twelve months hence), Ninh-Hai, in Hai-Dzuong province, and Hanoi, apparently the most populous city in the country. The navigation of the Song-koi is to be guaranteed from the sea right up to Yunnan. *Other ports or streams will hereafter be opened to commerce if the number and importance of the relations established shall prove such a step to be advantageous.* This last clause is a most valuable reservation. In each of these new Treaty Ports France is to appoint a Consul, with a body guard never exceeding 100 men, to secure his own safety, respect for his authority, and the orderly conduct of the foreigners under his charge. Some restrictions are, however, to be imposed on the privileges conceded to European traders; probably it has been found necessary, in consequence of the disturbed state of the interior, and the insecurity of human life among an unsettled, lawless, and hostile population, to hedge the intercourse between natives and foreigners with such precautionary limitations as will prevent quarrels and disputes from arising in places which the French officials would find it a hard matter effectually to control. Thus the right to navigate the Song-koi and to carry on a trade between Yunnan and the coast is conditional on abstaining from all attempts to do business with the people who dwell on the borders of that stream. No foreigner will be permitted to travel through the interior unless provided with a passport in due form. And any breach of the rule which forbids such a traveller to trade will be punished with the confiscation of his wares. Disputes between foreigners are to be amicably settled through the agency of the French Resident, but if a friendly compromise seems unattainable the Resident, with the aid of an Annamese official, is to decide the suit according to the justice of the case. Crimes and offences committed by Frenchmen, or other Europeans, on Annamese territory are to be investigated and judged by the competent tribunals at Saigon. We are not wholly satisfied with this stipulation. Natives at all times are very disinclined to travel far from their homes, and it is hard to expect an Annamese to journey all the way to the extreme south of Cochin-China to make his complaint and furnish the evidence required to ensure conviction. Only very grave cases indeed ought to be relegated to Saigon for investigation. Is an Annamese peasant, unacquainted with the language or the ways of foreigners, to be dragged with his witnesses several hundred miles in order to lay his complaint against some drunken sailor who perhaps has given him a knock on the head? In fact, the local French Resident ought to be empowered to adjudicate and punish all minor offences on the spot, perhaps we should even say let him deal with *every* crime, however heinous, for the more heinous the crime the more important it is that it should be punished, and that those who reside where the wrong was committed should know that the wrong-doer had been brought to justice. This point may well be illustrated by the position we ourselves occupy in Siam. There we have undertaken by treaty to punish all British subjects who may have been guilty of a breach of the law, yet we further direct the Consul to send all grave cases to be tried at Singapore. But as we cannot compel the Siamese plaintiff and his witnesses to attend at Singapore, too, convictions are rendered impossible, and our treaty obligations are thus left unfulfilled. Another unwise provision in the Treaty which we have now been discussing is to be found in the twenty-second Article, which begins by declaring that the Treaty is made "in perpetuity." No such agreement as this should be "made in perpetuity." The country has only just been thrown open, and a revision or modification of this agreement may very probably be found desirable at some future date, but a treaty made in perpetuity can never be revised. What ought more properly to have been stipulated is that the Treaty should continue in force for ten years, and after that term be subjected to a revision. The Roman Catholic religion is henceforth to be fully tolerated in Cochin-China. The guarantees which the Articles in the Treaty give that the missionaries and their flocks shall no longer be bullied or insulted are of the amplest possible kind. Their effects will not perhaps be visible at once, but as the priests are now to be allowed to teach, preach, and worship without let or hindrance of any kind, their influence upon the population through the schools which they conduct may, in a few years, work a complete social and moral revolution among the rising generation in Cochin-China. On the whole, not many things have been done of late by the European Powers in the East—certainly nothing by our own Government—which have given us such unmixed satisfaction as this new Treaty between France and Cochin-China.

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THE STRAITS COURTS JURISDICTION ACT.

THIS is an Act to confer on the Courts of the Straits Settlements power to deal with offences, committed outside the Colonial boundaries, against the persons or property of those who dwell in territories which adjoin the colony, either by British subjects, or by "others" who may be resident in the colony at the time they committed the offence, or at least have resided there some six months previous to the occurrences complained of. "*Others*" is the term used in the preamble, but the principal clause of the Statute employs terms which fortunately are more precise. It says:—"Crimes . . . committed outside . . . the Straits "Settlements at any place in the Malayan Peninsula, "southward of the 9th degree of latitude (south that is of "Kra), or in any island within twenty miles from the "coast thereof," by a British subject, or by the subject of any of the Native States south of 9 deg. lat. N., who at the time he committed the crime, or within six months before its commission, was resident in the colony, may be tried and punished in one of the Criminal Courts of the Straits, just as if the crime had been committed within the colony. This power is modified by the provisions of the second and last clause, which authorises the apprehension of any such offender within the colony, and therefore inferentially not outside it.

The extent to which the British Legislature has been willing to augment the powers of the Straits authorities over crimes committed outside the narrow borders of their own colonies may be correctly gathered from the foregoing sketch; but it was the original intention of the ATTORNEY-GENERAL for the Straits, who framed the measure, to take very much greater powers. Under the Bill as first introduced, not merely British subjects, or those belonging by birth to certain neighbouring native States, were brought under the jurisdiction of the Courts; the proposal was that the Straits magistrates should have power to try subjects of Her MAJESTY and any other person neither a subject of Her MAJESTY nor of any civilised power. But as "civilised power" is a broad term, too vague for lawyers to define, and entirely dependent for its correct interpretation on the standard of comparison adopted, it was found indispensable to modify a phrase which might tend some day to disturb our friendly relations with China, Japan, or Siam; and which might cause a practical miscarriage of justice if out of two offenders the one who was an "uncivilised" native were to be punished, while his associate a "civilised" European got off scot free. There was no way out of this difficulty except by a change which has totally altered the scope and bearing of the Act.

No very high standard of intelligence is needed to comprehend the objects of the promoters of this measure. Both among the islands and on the mainland a state of lawlessness and insecurity prevails. There are really no Governments which can be called efficient except in sarcasm, and hence a great deal of crime and violence is committed by rascals who yet live in perfect security, and without disguise, under the reluctantly-conceded and undeserved protection of the British flag. It is the same old case which has been so often illustrated in Birmah. The wrong-doers live on British soil, and cross the border when they have a little robbery in view. The evil is glaring enough, but how are we to remedy it? Logically, by taking territorial possession of the districts where no effective rule exists, and where, as a consequence of our own local supremacy, the once respected native potentates have sunk into contempt among the remnant of their subjects. Illogically, by some such imperfect legislative machinery as the Act before us now provides. We shrink from annexation. And there are indeed reasons of the gravest character to restrain us from any such course; but Lord STANLEY was undoubtedly right when he said that by the present measure we have introduced a new and doubtful principle into the code of International—or rather Inter-Asiatical—law, and arrogated to our sovereign legal authority outside her own dominions, not based, as in extra-territoriality concessions, on voluntarily granted treaty rights. This is a new feature in our legislative policy, and hereafter perhaps experience may lead us to regret its inauguration. But until time has made us better acquainted with the practical working of such a plan, it would be premature to pass a very pronounced opinion about an expedient which is altogether untried. Among settled and civilised nations an extradition treaty has always been the resource which met the difficulties of the case, but extradition treaties are for obvious reasons in this instance inapplicable. We should be lothe, therefore, to pass censure upon the genuine efforts made to solve the difficulties of the question merely because those efforts are theoretically faulty and have never yet been tested.

But it is much more easy to point out real defects when we examine the details of the statute. Thus the alteration we alluded to above, though unavoidable, has spoilt the measure in one of its most important objects. If there are any ruffians who more than others use their cunning to defraud the native peasantry, or band together to commit violence and depredation, we must look for them among the lawless lower classes of the Chinese. Yet a Chinaman cannot now be touched by the Act, because he is neither a British subject nor the subject of any Southern Malayan State. Disputes will arise again as to what constitutes a "resident," and as to how such residence is technically to be proved. There will be acquittals, too, in consequence of the incompleteness of the evidence. Suppose a fisherman living on one of the islands charges a Singapore Chinaman with robbery; the plaintiff has no knowledge of our law, he comes without proper witnesses, the defendant gets off, and the poor sufferer returns, out of pocket, to tell his friends that after all it is not true that they can get redress by applying to Singapore. This is really a very important point, and one which seems not to have been raised in the discussion of the Bill. What is the use of taking jurisdiction to try crimes committed in places where the QUEEN'S writs and summonses do not run? The defendant cries out that the charge is not true. The fabrication of his enemies, and he even goes so far as to name certain witnesses who, could he but get them summoned, would establish his entire innocence. If we sent up nearly to Kra for the evidence, could we enforce attendance? We trow not. Who is to pay for the expense of bringing those witnesses down? and what jury would convict a man whose counsel would not fail to press that he was being condemned without means to clear himself? The answer is one that *will* not be evaded. Take the accused to the scene of his offence, and let him be tried by the Courts there. In other words, *extradition*.

One word more and we have done. By this statute we give very insufficient redress to British subjects whose persons or property may be injured in the territories referred to, because we punish only offenders of specified nationalities, and not even those unless they reside in the Straits Settlements and are caught there; yet we find ourselves able to do this little for our own people and at the same time go out of our way to protect those whom it is not our business to protect, the inhabitants, that is, of neighbouring States, who can follow offenders into their own local Courts if they choose, and whom there is really no earthly reason for taking unasking and annexing under our special patronage and shelter. Not to speak of the opportunity which we thus give for vexatious, malicious, and vindictive charges, to which natives are but too prone, and which in the case of a wrong alleged to be done outside British ground it is difficult to disprove, an accusation of this sort might put the victim to great loss and annoyance, even though it broke down in the end, and then the alien can return to his own territory, where no damages against him are obtainable in his own Courts. We have no wish to be hard upon a piece of legislation framed with the best possible intentions, but really it reminds us of a race-horse that has broken down. The animal is as handsome all over as any man could wish, but when we come to feel his forelegs, test his breathing, and run one's hand over his hocks, we find him too groggy on the pins, too short in the wind, and too strained in his muscles to be worth backing.

JAPAN AND CHINA ON FORMOSA.

THE intelligence which we recently published, to the effect that the Chinese had come to an agreement with the Japanese for their withdrawal from Formosa on condition that all expenses incurred in connection with the Expedition were paid by the Chinese Government, would appear, as far as we can judge, to be substantially correct;

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and we doubt not that the Japanese are very glad to escape from their peculiarly awkward position on such terms. Some tribes of aborigines had previously given in their submission, and, we are informed, had "accepted the flag" of Japan. Supposing that the intelligence we refer to should prove to be, in the main, correct, the Japanese are to be congratulated on this solution of what promised to be a particularly disagreeable difficulty, and from which it was not very obvious how they could possibly retreat without serious humiliation and loss of national prestige. We give the Japanese all credit for the result they have attained—a result which gives them the superiority, and places them on a footing of equality with Western nations, for, unless we have been specially bent on territorial aggrandisement, this has been the end of all our wars. In the case of Formosa the Japanese would not have gained much by retaining possession of a few square miles of hilly ground, subject to the inevitable risk of being constantly harassed from the neighbouring mainland of China; while now to evacuate the island on the stipulation that the Chinese bear all the expenses incurred by the despatch of the expeditionary force, must be looked upon as a satisfactory conclusion to what was at one time a doubtful enterprise, the more so as the Japanese have effected the great objects which they had in view, viz., the punishment of the inhuman and inhospitable savages on the sea-board of Formosa, and the indulgence of the warlike ardour of their own soldiers, which they were unable otherwise to repress. Judged by the canons of international law, the Japanese, as we have before pointed out, did wrong at the outset in invading a portion of the Chinese Empire without a formal declaration of war, but having done so and having practically got the upper hand, through the cowardice and dilatoriness of the Chinese Government, it is to their credit that they have been willing to withdraw their forces on such moderate terms as those which we have indicated. It is to be hoped that the Chinese, on their part, will profit by the lesson which they have received, and that since they have publicly and explicitly laid claim to the sovereignty of the whole island of Formosa, they will not be forgetful of the grave obligations which, by this assertion of their rights, they have voluntarily undertaken in the face of the world at large; otherwise the day will assuredly come when they will have to confront a condition of things from which it will be in vain for them to hope to escape at so small a pecuniary sacrifice as on the present occasion.

We had hardly penned the foregoing remarks when the Hong Kong telegram of August 18th, to be found in another column, came to hand. Although the intelligence contained in this telegram somewhat alters the complexion of affairs, we think we may fairly assume that what is therein styled an *ultimatum*, is simply a formal embodiment of the terms we have before indicated, and that the matter will end there.

Monetary and Commercial.

About 1,000 chests of damaged Tea, ex *Gordon Castle* (str.), have been sold at Lisbon at about 2d. per pound, buyers paying Custom House charges and warehouse expenses.

Tenders for £500,000 in bills on India were received at the Bank of England on the 19th inst. The amounts allotted were:—To Calcutta £453,200; Bombay, £45,800; and Madras, £1,000. Tenders on all presidencies at 1s. 10d. will receive about 10½ per cent.; above in full. These figures show rather an increased demand for means of remittance to the East. On the last occasion when the bills were sold tenders at 1s. 9¾d. received 10 per cent.

The report of the Submarine Telegraph Company, which was submitted to the meeting on the 18th inst., states that the receipts for the half-year amount to £53,643, and recommends the payment of a dividend at the rate of 15½ per cent. per annum, leaving £224 to be carried forward. It is mentioned that the general stagnation of trade, especially on the Continent, has doubtless affected the company's revenue for the last six months, but notwithstanding this disadvantageous circumstance, and the division of certain profits with the Post-office, the total receipts will compare favourably with those of any corresponding half-year, with the exception of 1873, when they were unusually large.

At an adjourned meeting of the shareholders of the Thetis Marine Insurance Company (Limited), held on the 19th inst., it was resolved, after a full statement of the affairs of the company had been explained and discussed, that the business be continued, and that the directors be authorised to issue debentures not exceeding £50,000, for half of which applications have been received.

The directors of the Merchant Banking Company (Limited) have declared an interim dividend of £1 per share, being at the rate of 8 per cent. per annum, the same as at the corresponding date of last year.

The Anglo-Indian Spinning and Manufacturing Company has been introduced, with a capital of £300,000, in 29,985 ordinary shares of £10 each, and 150 fully paid up Founders' shares of £1 each. The company is formed for the purpose of erecting and working in India cotton mills for spinning and weaving, and it is intended to erect the first mill in Bombay.

The Eastern Extension Australasia and China Telegraph Company's cable between Singapore and Batavia was interrupted near Batavia; the repairing ship Agnes effected the repairs, and the cable is now working.

Since the 14th inst. no new feature has been developed in the Manchester Market; a quiet and inanimate tone has prevailed, without, however, causing producers to exhibit any signs of depression, prices being fairly steady, and the transactions have principally passed at the rates current last week.

Bar Silver has been in good enquiry during the last few days, chiefly for Russia, and, in the absence of supplies, the price has advanced to 58d. per oz. standard. There have been no transactions of importance in Mexican Dollars, but owing to the rise in Bar Silver any dollars on sale would probably realise a somewhat better rate.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8¼ to 8¾
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	24 to 25
20	City	10	13½ to 14½
100	Colonial	30	58 to 60
500fr.	Comptoir D'Escompte de Paris ...	All	550 fr.
Th.200	Deutsche	All	Th.168
£28¼	Hong Kong and Shanghai ...	All	26 to 29
—	International Bank of Hamburg ...	—	— —
50	Imperial	15	17 to 18
50	London and County	20	60½ to 61½
50	London Joint-Stock	15	49½ to 50½
100	London and Westminster ...	20	73½ to 74½
25	Oriental	All	46 to 47
50	Union of London	15	44½ to 45½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅝ to 7¾
10	Eastern Telegraph	All	7¾ to 8⅛
10	Great Northern	All	10⅝ to 11⅛
25	Indo-European	All	16 to 16½
10	Mediterranean Extension ...	All	4 to 4¼
12	Telegraph Construction Company ...	All	27½ to 28
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 22
8	Reuter's	All	10½ to 11
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 4⅝
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine ...	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅝ to 1⅝ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6¼	29 to 29½
25	Ocean Marine	5	4½ to 5½ pm.
20	Thames and Mersey	2	3 to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 4½ pm.
	TEA COMPANIES.		
50	Assam	20	39 to 41
20	British Indian	All	7⅝ to 8⅛
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3½ to 4
20	Iorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	3½ to 3¾
10	General Credit and Discount	7½	¼ to ⅜ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2½ to 1½ dis.
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	580 fr.
£50	P. and O. Steam	All	57 to 59
50	Do. Do. 1867... ...	10	⅛ dis. to ¼ pm
100	Royal Mail Steam...	60	82 to 84
402fr.	Suez Canal...	—	426¼ fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
92½	Do. 7 per cent....	All	93 to 94

ARTICLES OF IMPORT.

Prolonged dulness has been the chief feature in the Produce Markets, and several articles of importance have undergone a considerable reduction in value, among which may be enumerated Coffee, Pepper, Cloves, and Cassia. For Sugar, however, an active demand has prevailed, and extensive sales have been effected at an advance of 6d. per cwt. The better qualities of

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new season's Teas have been in good demand, but all other kinds are lower.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—The arrival of steamers during the past week with large cargoes has kept our market fully supplied with new samples, and although the trade have bought to a fair extent and exporters rather more freely than usual of late, a large proportion of the tea remains unsold, whilst in nearly every case there has been some concession in prices, though not more than could have been expected in the face of such large quantities offering. In all about 20,160 packages have been printed for sale without reserve, a considerable quantity, consisting of new Teas from recent arrivals, which found buyers at the decline above quoted. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,160,000 ...	1,908,000
Coastwise	723,000 ...	634,000
Exports	835,000 ...	1,010,000
	3,718,000 ...	3,552,000

Congous.—Red-leaf kinds: Siftings and broken-leaf, of new import, have been sold from 8d. per lb. to 1s. 1d. per lb., the latter with exceptionally good quality. Fair to good Kaisows from 1s. 2d. to 1s. 6d. have been difficult of sale at a decline of 1d. per lb.; fine also from 1s. 7d. to 1s. 11d. show easier rates, with only a limited enquiry; finest from 2s. to 2s. 5d. are firmly held, being in moderate supply. Pak Lin kinds have been saleable for the good kinds under 1s. 11d. per lb. and really fine sorts. Black-leaf kinds: Common to fair, of new import, have sold from 1s. 1d. to 1s. 3d. per lb., being ½d. to 1d. per lb. lower: fair to good medium from 1s. 4d. to 1s. 6d. per lb. also show ½d. per lb. decline; fine from 1s. 7d. to 1s. 10d. meet with only a moderate demand at rather lower prices; finest from 1s. 11d. to 2s. 3d. have been firm, whilst superior chops continue saleable for export at extreme prices. New-make Congous: Common to fair have sold from 1s. to 1s. 2d. per lb.; good from 1s. 3d. to 1s. 5d. per lb., being about previous rates. Souchongs: Only a few sales have been made without material change in prices. Oolongs have been difficult of sale at a reduction of fully 2d. per lb.—*Scented Teas:* Canton Capers have been sold to a fair extent at rather better prices. Orange Pekoes show no material alteration in price, the demand being quiet. Foochow Capers continue to command full prices. Orange Pekoes also have been in fair request, last week's prices being fairly maintained.—*Green Teas:* There has been rather more offered for sale, and consequently rather more business doing. The finer kinds from recent arrivals have sold fairly well, but the common to medium kinds have been dull of sale at comparatively low rates. At public sale, old season's Teas are only saleable at low prices.

SILK.

Public sales, chiefly "without reserve," are announced for the 26th to 28th instant, and a full quantity will be offered, with a fair probability of business resulting from the assembling together of buyers. Meantime the market is without change, and transactions are of the most limited nature pending the approaching sales. Deliveries, 1st to 19th inclusive:—China, 1,684 bales; Canton, 236 bales; Japan, 374 bales; total, 2,294 bales.

COFFEE.

A larger supply of Plantation Ceylon has been offered by auction, and the demand having gradually fallen off a dull tone has prevailed, and prices have declined nearly 5s. per cwt., at which there has been more demand, and firmer rates have been paid; middling coloury closes at 115s. 6d. to 118s., Native Ceylon has been offered freely, and of 4,686 bags in auction about 3,100 bags sold, prices after slight fluctuations closing 2s. 6d. lower, at 90s. 6d. to 91s. for good ordinary. The closing quotations are as follow:—Plantation triage 91s. to 100s., ordinary 105s. 6d., small 107s. to 112s. 6d., low middling grey 113s. to 115s., middling 115s. 6d. to 118s., good middling to fine middling bold 118s. 6d. to 122s., pea-berry 127s. to 131s. 6d., Native small 80s. to 85s., good ordinary to fine ordinary 90s. 6d. to 92s. 6d., good to fine bold 96s. to 99s., pea-berry 98s. 6d. to 105s.

The Dutch Trading Company's August public sale of 100,021 bags Java, held on the 19th inst. at Rotterdam, began better than was expected and prices were barely 1c. below the valuations, but prices gradually gave way as the sale proceeded, and at the close they were 2c. below valuations. Good ordinary Java sold in the beginning at 57c. to 57½c., but closed at 56c. to 56½c., against 59c. to 59½c., at the July sale. The result of the sale is considered favourable, but it has given little support to this market.

SUGAR.

The indications of an improvement in this market have been fully borne out, the demand having been upon a greatly extended scale, giving an active tone to the market, and an upward movement to prices. Additional firmness has been derived from the satisfactory statistical position, the deliveries being not only much in excess of the landings, but larger than those of the previous year; and the surplus stock, which had been previously reduced from 90,000 tons in April to 26,000 tons a fortnight ago, has now almost disappeared.

Manila and other brown Eastern kinds have been in better demand, and prices are 3d. higher for low, and 6d. for good; low China has been sold in large quantities at 15s. 6d.; for arrival unclayed Zebu has been sold at 16s. 6d., and 17s. is obtainable for Ilo Ilo. Date Penang has continued in demand, and slightly higher prices have been paid. The sales include 100 tons for arrival at 16s. 3d., and on the spot 3,500 bags soft brown at 19s. 3d. to 19s. 6d., and 2,930 baskets 1,400 bags date sort at 16s. to 16s. 6d. per cwt.

Cutch.—The market has been quiet at steady rates. In auction, of 1,000 boxes fine Pegue of fresh import 700 boxes sold at 22s. 9d. to 23s. (the latter for BB Flag). Privately 200 boxes fine Pegue (in papers) have been sold at 24s.

Coir Goods.—The public sales of Yarn went off flatly, although the supply was moderate, and a larger portion than usual was bought in; prices of low and common qualities were 10s. to 20s. lower, but good sold steadily. Of 102 tons Ceylon 65 tons sold, very low red at £17 5s., low coarse to very common at £23 5s. to £25 15s., fair common to medium at £26 5s. to £29, good medium to good at £32 5s. to £37 5s., fine at £38 to £43 15s., superior at £50 to £53. 1,499 ballotts (8 tons) Ceylon Fibre sold at £17 10s.

Cocoanut Oil continues steady; fine Cochin £42, Ceylon £34 15s. to £35.

Camphor.—China has been firm, and closes fully 2s. 6d. per cwt. higher; last week in auction 54 boxes realised 75s. to 75s. 6d., and within the past few days about 150 cases have been sold up to 77s. 6d. re-weights.

Essential Oils.—*Aniseed* has been firm, and there have been about 35 cases sold on the spot at 8s. 6d., afloat further lots offering; at auction 5 cases were quitted at 8s. 5d. *Cassia* quiet, but firmly held; small sales at 4s. 8d., but 4 cases sold under the hammer at 4s. 6d. to 4s. 7d. *Nutmeg* quiet; 7 cases retired. *Cinnamon* scarce; of 20 cases offered, a few sold at 2½d. per oz. for common leaf; fine sold last at 7s. to 8s. *Citronelle* quieter; of 94 cases few only sold at 1⅝d. per oz., being easier; the bulk held for 1¾d. *Lemon Grass* very firm, sales at 2¾d., and no sellers.

Gums.—*Benjamin:* Sumatra steady; of 92 cases, a few sold; middling to fine seconds £7 7s. 6d. to £10; Siam steady; of 9 cases offered 5 sold at £22 5s. to £24 per cwt. for fine partly run. *Copal* quiet; private sales at previous value; 81 cases at auction retired. *Damar* easier; of 335 cases, about half sold at 46s. to 50s. for good part specky to fine. *Gamboge* quiet; of 32 cases, half sold at £9 15s. to £12 for middling coarse mixed to good clean pipe.

Gambier has been firmly held on the spot, in which position very little is to be had. Afloat 100 tons sold near at hand at 25s. 6d. to 25s. 9d.

Galls show a further advance; 50 cases China sold on the spot at 53s., and 300 cases afloat at 52s. per cwt.

Galangal Root is firm at the previous value.

Hemp.—There has been rather more inquiry for Manila, but owing to the firmness of holders sales are confined to about 1,100 bales, chiefly good roping, at £38. A good supply of Manila was offered at the auctions, but except Quilot, which sold with competition at rather dearer rates, there was little demand, and the whole was bought in. Of 2,767 bales, only 250 bales white Quilot sold, commencing at £47 10s., and rising to £49 15s.

Isinglass.—At the periodical auctions on the 18th inst. East India descriptions were generally difficult of sale, and a large portion was bought in or withdrawn, prices of tongue being 2d. to 3d. lower for Bombay and 3d. to 4d. lower for Penang, leaf selling rather cheaper, but cake brought firmer rates. Of 82 cases Penang 65 cases sold, good to fine bold and clean tongue at 3s. 11d. to 4s. 3d., mixed 3s. 7d., ordinary 2s. 9d. to 3s. 3d., very low 1s. 7d., good to fine pale thin leaf at 4s. 2d. to 4s. 6d., thick 3s. 11d. to 4s., inferior at 2s. 10d. to 3s. 1d., cake at 1s 5d. to 1s. 7d.

Japan Wax.—The market has been steady, and about 300 cases have been sold, fine at 58s., fair at 56s., common at 52s. 6d. per cwt.

Pepper.—*Black* has been very quiet, and about 1,500 bags have changed hands on the spot at 7⅛d. for Singapore, and 6 9-16d. to 6½d. Penang, and at auction of 2,179 bags about one-fourth sold at 6⅞d. for Penang. Afloat, about 100 tons Singapore at 6¾d. for close at hand, and 6 9-16d. to 6½d. distant. *White* has also been very dull, and of 1,229 bags at auction about 400 sold at 9d. to 8¾d. for fair, and more recently 9d. fine, being cheaper at each transaction. Privately, very little business has been done.

Rhubarb.—Market for China steady; of 212 cases offered two-thirds sold, selected pale fracture large at 4s. 5d., medium slightly wormy fair and good 2s. 1d. to 4s., middling dull 1s. 4d. to 1s. 10d., wormy medium and small 11d. to 1s., high dried rather rough dull colour 1s. 5d. to 1s. 6d., do. small common damp 9d. to 9½d.

Spices.—*Cassia Lignea:* The extensive supply of 5,240 boxes unworked, chiefly per Lennox Castle, was offered by auction, but the whole was withdrawn with the exception of 70 cases good fair, which sold at 1s. decline at 57s. Since the sale a large portion of the above has been sold at 55s. *Cinnamon:* Of 23 bales Ceylon 8 bales sold, second at 1s. 6d., third sort at 1s. 3d. to 1s. 4½d., fourth at 1s. 1½d. 197 boxes broken China bought in at 10d. *Chips:* 51 bags chiefly sold at 3½d. to 4½d. *Cloves:* There is less demand, and of 15 cases good Penang 4 cases sold at 2s. to 2s. 1d. *Nutmegs:* Of 25 cases Penang of old import about one-half sold at previous rates, 78's at 3s. 7d., 85's at 3s. 6d., 95's at 3s. 5d., 110's at 3s. 4d. 3 casks Java 106's sold at 3s. 3d., 10 casks limed bought in at 2s. *Mace:* 3 cases Penang sold, middling at 3s. 3d., pickings at 1s. 8d., and 1 case low Java at 1s. 8d.

Sticklac.—The stock of Siam, which is extensive, is being firmly held, and the demand is improving; a few cases have been sold at £5 10s. to £5 15s. for good quality.

Sapanwood continues scarce and in request; 26 tons Ceylon sold at £12 15s. to £12 17s. 6d.; of 19 tons Manila 14 tons sold at £11 per ton.

Sago.—Prices of small pearl declined about 6d. per cwt. early in the fortnight, about 1,000 bags being sold at 16s. 6d. to 17s., but the demand has subsequently improved, and the above decline has not only been recovered, but a further advance of 6d. established. Privately about 1,000 bags have been sold, closing at 17s. 6d. for fair to 18s. for fine small. In auction 1,589 bags were nearly all sold, the bulk small pearl at 17s., good medium at 17s. 3d. to 18s. *Flour* remains dull of sale at 15s. to 15s. 6d.

Tapioca.—There has been a good demand for old, and prices have advanced fully ¼d. per lb., business having been done in both Penang and Singapore up to 2d. per lb. In auction 721 bags old Penang were bought in above the value at 2½d.—*Pearl:* 258 bags were all bought in, good small and medium at 23s. 6d.

Tin has been quiet, but prices have remained steady at the advance noted in our last report. Quotations are—Straits on the spot £93 10s. to £94 10s., afloat £94; Banca £99 10s. to £100; Billiton £95 per ton.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug15	Proserpina	Ivancich	Rangoon	Falmouth
15	City of Vienna	McDonald	Akyab	Do.
15	Marino	Ivancich	Rangoon	Do.
15	Annie Florence	Fraser	Do.	Do.
15	Maori	Sim	Do.	Do.
15	S.F.B Q.	—	Rangoon, for Amstrdm	Off the Lizard
12	Dora	Nienburg	Rangoon	Cuxhaven
13	Virginia	Minneman	Do.	Do.
	Windward	Stannard	Hong Kong	San Francisco
17	Early Morn	Fursman	Maulmain	London
18	Sylvia (s.)	Johannessen	China, Singapore, &c.	Do.
88	Glenearn (s.)	Auld	Foochow	Do.
19	Sirius (s.)	Collin	Do.	Do.
18	Dorothea	—	Rangoon	Dover
18	Nancy Pendleton	Pendleton	Akyab	Falmouth
15	Dorothea	Moller	Bassein	Hamburg
15	Saarikoski	Hidva	Rangoon	Do.
July30	Active	Jacobsen	Hakodadi	San Francisco
Aug15	Jason	Rasmus	Tjilatjap	Brouwershaven
17	Dona Feliciana	Portundo	Manila, &c	Liverpool
18	Scindia (s.)	Gibb	Galle, &c.	London
16	Toivo	Snellman	Rangoon	London
16	Societa	Benvenuto	Do.	Do.
16	John Bramhall (s.)	Hood	Batavia	Do.
15	Hattie E. Tapley	Tapley	Bassein	Bremerhaven
14	Grondwet	Kamminga	Batavia	Zierikzee
14	Annie Braginton	Smith	Saigon	Brouwershaven
17	Trait d'Union	Demaux	Samarang	Falmouth
19	Emmanuel Accame	Rado	Akyab	London
19	City of Vienna	McDonald	Do.	Deal
18	Salsette	Darke	Maulmain	Glasgow
16	Helens	Inkster	Saigon	Copenhagen
15	Wega	Mahl	Rangoon	Hamburg
16	Lesseps	Steen	Do.	Cuxhaven
17	Governor Wilmot	Long	Bassein	Bremerhaven
18	Glaucus (s.)	Wilding	Foochow	London
13	Achilles (s.)	Russell	Shanghai	Do.
15	Cardiganshire	Griffiths	Penang	Do.
19	Grassmere	Lester	Rangoon	Falmouth
18	Hartfell	Moddrell	Maulmain	Do.
18	Dolbadern Castle	Pike	Akyab	Do.
13	Adolph Tideman	Petersen	Akyab, for Copenhag.	Off Falmouth
18	Garlock	Greenwood	Maulmain	Off the Lizard
17	Lady Cecilia	Wilkinson	Colombo, &c.	London
11	Ava Guiseppe	Gamba	Rangoon	Bremerhaven
11	Come Voi	de Boero	Do.	Texel
11	Margaret Pugh	Jones	Do.	Brouwershaven
July24	Cuba	Stabel	Probolingo	San Francisco
31	Anna	Jessen	Ilo Ilo	New York
	Medea	Nieuwkirk	Sourabaya	Philadelphia
Aug14	Deucalion (s.)	Butler	Singapore, China, &c.	London
14	Galatea (s.)	Taube	Foochow & Singapore	Do.
13	British Princess	Stewart	Rangoon	Falmouth
13	Harry Morse	Patten	Bassein	Do.
18	B. K. Leglise	—	Sourabaya	Do.
13	Constantine	Jorns	Rangoon	Do.
13	Profeta	Lundini	Akyab	Do.
13	Berar	Hughes	Saigon	Do.
18	Nimrod	Lyle	Rangoon	London
13	Eurydice	Edwards	Bassein	Falmouth
14	Lyeka Till	Renese	Rangoon	Do.
14	Hindostan	Macaulay	Do.	Do.
14	Consiglio	Consigliere	Akyab	Do.
14	Felicina Ferrari	Pastreino	Rangoon	Do.
13	Herman and Emma	Nilder	Do.	Off Falmouth
14	Cerlo Frugone	Frugone	Do.	Off the Lizard
14	Southern Cross	McDonald	Do.	Queenstown
14	Veloce	Ferrandi	Do.	Do.
12	Vespucci	Serro	Do.	Brouwershaven
14	North	Hillman	Do.	Liverpool
15	Lady Ann	Wilson	Colombo	London
17	Prince Louis	Konig	Rangoon	Bremerhaven
17	Wilhelm	Johannsen	Saigon	Do.
	Lewis M. Lamb	Williams	Singapore	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug15	Agnes Muir	Lloyd	Shanghai	London
5	Verona	Collins	Singapore	Cardiff
13	Montego	—	Yokohama	Liverpool
July30	Star of the West	—	Shanghai	New York
Aug14	Penrith	Moignard	Yokohama and Hiogo	London
14	Hong Kong (s.)	Comley	Singapore, China, &c	Do.
13	Don Juan	Cattoor	Galle	Cardiff
14	Nordens Dronning	—	Do.	Shields
11	Angostura	Tiemer	Singapore	Hamburg
15	Windhover	Findlay	Hong Kong	London
	County of Forfar	Lamont	Batavia	Glasgow
17	Serra da Elena	Serra	Galle	Newport
17	Wm. Woodbury	Curtis	Singapore	Cardiff
17	Akbar	Samson	Do.	Do.
17	Theresa	Meyer	Do.	Do.
17	Alnwick Castle	Yelland	Galle	Do.
16	Charite	Herve	Hong Kong	Do.
16	Marie	Petersen	Do.	Do.
4	Mystic Belle	Plum	Anjer	New York
17	Kng.der Nederlndn(s.)	Bruyns	Batavia	Southampton
18	Oliva Speciosa	Dodero	Singapore	Cardiff
19	Urania	—	Batavia	Liverpool
19	Affezione Seconda	—	Galle	Do.
18	Cornelia	—	Batavia	Shields
July17	County of Berwick	McLean	Do.	Buenos Ayres

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 14 ...	Harrington	Java	Holland
10 ...	Colombo	London	Colombo, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL. — For Yokohama and Hiogo: Peneds. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn, Braemer Castle. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Singapore, Hong Kong, Foochow, and Shanghai: Mongol. For Colombo, &c.: Viceroy, Scindia, Hindoo. For Batavia, Samarang, and Sourabaya, via Flushing: Tromp.

SAILING VESSELS.—For Yokohama and Hiogo: Black Prince, Evelyn. For Shanghai: Corea. For Hong Kong: Invincible, Tamesa. For Penang: Glenisla, Ben Nevis. For Singapore: Star of the South. For Colombo: Scawfell, Conference.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.), Nestor (str.). For Singapore and Manila: Aurrera (str.). For Singapore: Kendrick Fish. For Galle: Ellen Munroe. For Batavia and Sourabaya: Emma and Robert.

At GLASGOW.—For Singapore: Stanfield, Brisbane (str.). For Java: County of Sutherland (s.str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ivea.

SPOKEN.

CONSTANTINE, from Manila, July 25, 34 N., 39 W.
K. P. S. H., Singapore to New York, June 5, 36 S., 20 E.
Q. C. L. F. (Fr. ship), Ceylon to Bremen, June 21, 78 days out.
A British barque, Colombo to Torbay, June 30, 75 days out.
P. N. M. F. (Dut. barq.), Rotterdam to Sourabaya, Aug. 3, 14 N., 26 W.
P. C. K. Q. (Eng. ship), Colombo to London, May 18, 25 S., 55 E.
T.G.H.V. (Labrador of Liverpool), Batavia to Rotdm., July 8, 2 S., 23 W.
ORIANA (of Glasgow), for Sourabaya, July 9, 4 N. 23 W.
BONITO, New York to Anjar, June 16, 22 N., 20 W.
FIERY CROSS, Osaka to Falmouth, July 26, 14 N., 26 W.
V. B. S. C. (J. C. Munroe), London to Anjer, July 12, 10 N., 25 W.
AMERIKA (Span. barq.), Manila to Santander, July 9, 11 N., 30 W.
ANTON, Palawan to Liverpool, July 29, 39 N., 34 W.
MAASLUIS, Newcastle to Atchin, July 10, 11 N., 26 W.
MARIA ADOLPHINE, Newcastle to Atchin, Aug. 3, 14 N., 25 W.
OTTO, Rotterdam to Sourabaya, Aug. 3, 14 N., 26 W.
FALCON, London to Hong Kong, June 29, 5 S., 30 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are steady at the undermentioned quotations. In homeward chartering there is not much doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL. — To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 45s. to 50s. weight, 40s. meast. To Hong Kong: 45s. to 50s. weight, 40s. meast. To Singapore: 50s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 45s. weight or meast. To Foochow: 85s. meast. To Chefoo: 90s. meast. To Manila: 85s. weight or meast. To Batavia: 50s. meast. To Cheribon: 60s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Penang: 30s. weight or meast. To Colombo: 35s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £27, f.c. To Penang: £27, f.c. To Batavia and Sourabaya: £26. To Colombo: £26. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 37s. 6d. To Singapore: 25s. To Galle: 21s. To Batavia: 27s. To Sourabaya: 30s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s. To Manila: 28s. to 30s.

MISCELLANEOUS.

Advices from New York, August 8, state that the wreck of the John Tucker, Taylor, from Ilo Ilo to the Channel, which was lost in Macassar Straits, had been sold for 1,000 guilders.

LISBON.—(By telegraph.) A large quantity of tea still on board the Gordon Castle (str.); smells well, although wet.

The steamer *Ly-ee-Moon*, well and favourably known to most of our readers for her speed, the hospitality of her commander, and the uninterrupted success which attended her while running on the coast of China, arrived home from Yokohama last September, and has been converted from a paddle into a screw vessel by Messrs. W. Walker and Co., on the Thames, undergoing at the same time various alterations and improvements. These alterations are now nearly completed, and in the course of a few days the vessel will be ready for her trial trip. It is expected by her present owners that the *Ly-ee-Moon* will maintain her reputation for speed, notwithstanding the reduction effected in the consumption of coal from ninety to sixteen tons per day. With a consumption of sixteen tons of coal a day it is believed the vessel will attain a speed of fourteen knots, with 1,300 tons of cargo and 180 tons of coal in her bunkers. The accommodation for all classes of passengers is admirable; the saloon, ladies', and first-class cabins are elegant, and, different from what is usually the case, are placed forward instead of aft, thereby avoiding the nuisance of smoke, noise of the screw, and the unpleasant odours arising from the engine-room. All the arrangements are designed for the convenience and comfort of passengers in the East, while at the same time good tonnage capacity is obtained. The whole of the plans and arrangements have been designed and superintended by Captain Geo. R. Stevens, who brought the vessel home, and who in a few weeks will take her out (unless sold) to China and Japan.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketting.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Dewa Gungadhur	Singapore	London..	June 26	400	12	...	...	...	...	...	10	...	16	...	...	...	...	...	...	...	...	...	77	1079	...	...	...	...	960	305	300	35	...	...	...
Canaan	Sourabaya	,,	,, 26	...	77	12	...	3	...	...	30	...	513	...	...	...	...	...	...	2300	59	...	21	...	...	...	...	...	18	200	168	43	...	...	...
Carnarvonshire	Yokohama	,,	July 6	...	16	...	5	...	...	...	...	...	322	193750	...	...	...	...	...	...	...	99	92	...	...	170	25	400	200	2478	409	...	...	33	60
Do.	Hiogo	,,	,, 6	...	...	...	50	...	...	...	..	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	14	200	...	...	78	...	...	...	...
Chinaman	Hong Kong	,,	,, 9	...	300	50	...	...	160	...	...	...	870	...	...	...	...	...	...	...	...	730	92	...	...	...	181	399	557	...	120	...	...	...	10
Eme	Batavia	,,	,, 17	...	51	24	...	...	19	...	...	...	1144	...	...	...	...	...	...	11300	61	15	148	...	...	...	45	1049	315	...	405	£35	150	...	...
Do.	Sourabaya	,,	,, 17	...	...	...	...	...	...	...	...	11100	321	165073	...	...	...	...	...	9200	87	...	...	...	...	...	...	...	...	...	...	...	...	59	...
Velociry	Shanghai	,,	,, 29	...	150	...	...	6	13	...	...	...	241	...	...	...	...	...	...	...	...	...	60	386	...	800	180	229	593	...	1381	...	...	1335	25
Omba	Do.	,,	,, 29	1136	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4600	...	...	18	...	...	440	...	...	286	...	...	...	...	...	...
Letty Gales	Colombo	,,	,, 30	...	...	46	...	...	11	...	...	2085	1431	...	...	...	...	...	...	...	65	58	26	...	...	...	...	...	637	1759	104	...	...	...	18 & 200rns
Yanikale	Batavia	Livrpool.	,, 10	78	99	...	...	...	...	114	42	...	476	17362	...	...	...	...	249	4000	...	6	...	...	...	...	...	...	30	...	321	160	...	...	...
Do.	Sourabaya	,,	,, 10	...	...	...	..	...	...	...	...	70	156	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	75	...	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Dewa Gungadhur	Singapore	...	73	...	...	...	...	...	...	7	...	...	...	...	...	38	...	408	...	...	...	34	500	...	...	...	...
Canaan	Sourabaya	22900	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...
Carnarvonshire	Yokohama	...	7	25	9	249	...	...	...	903	...	534	...	...	...	6	...	34	...	...	...	...	...	109	44	30	...
Do.	Hiogo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chinaman	Hong Kong	57500	25	122	...	10	...	...	...	...	17	...	...	...	...	16	...	...	120	...	...	50	166	116	...	...	...
Eme	Batavia	25250	172	200	...	246	128	...	...	15	...	25	...	...	25	13	517	682	30	...	...	...	130	59	...	100	...
Do.	Sourabaya	20000	...	...	...	58	...	...	...	...	...	...	...	...	25	18	...	...	...	...	...	...	142	39	...	...	...
Velocity	Shanghai	100400	245	16	...	144	47	...	...	...	...	...	...	...	17	60	245	...	66	960	...	...	...	...	55	...	...
Omba	Do.	...	55	...	...	63	28	...	...	...	...	...	...	...	26	17	...	...	91	...	...	25	532	26	...	...	...
Letty Gales	Colombo	11500 &£6	614	32	...	4	...	...	...	168	...	47	...	...	26	17	...	...	91	...	...	25	532	26	...	...	...
Yanikale	Batavia	...	13	2400	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	379	...	...	...	100	5	...
Do.	Sourabaya	...	713	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per *Dewa Gungadhur.*—Cement, £457.

Per *Canaan.*—Cement, £185.

Per *Carnarvonshire.*—To Yokohama: Railway materials, £2,860; clay, £17; horse hair, £24; cement, £536. To Osaka: Cement, £345.

Per *Chinaman.*—Bricks, £9; fire clay, £2; boat, £50.

Per *Eme.*—To Batavia: Sponge, £4; tombstone, £20; cement, £680; carriages, £580; quicksilver, £40; billiard, &c., table, £146. To Sourabaya: Sponge, £4; cement, 38 tons.

Per *Velocity.*—Cement, £49; fire clay, £2; flints, £70; fire bricks, £50.

Per *Letty Gales.*—Cement, £1,132; grindstones, £14; manure, £280; chalk, £10; sponges, £4.

Per *Lake Leman,* from London to Singapore, cleared July 2.—Coals, 1,450 tons.

Per *Banian,* from Liverpool to Singapore, cleared June 27.—Coals, 1,000 tons.

Per *Nola,* from Liverpool to Singapore, cleared July 11.—Coals, £558.

Per *Cutwater,* from Liverpool to Singapore, cleared July 16.—Coals, 1,355 tons.

Per *Ragnar,* from Liverpool to Galle, cleared Aug. 1.—Coal, 1,513 tons.

Per *Alice Ritson,* from Greenock to Singapore, cleared June 27.—Coal, 753 tons.

Per *Hope,* from Greenock to Java and Singapore, cleared July 20,—Coal, 750 tons.

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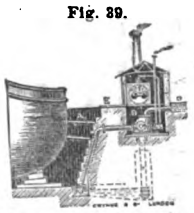
GWYNNE and Co., Hydraulic and Mechanical Engineers,

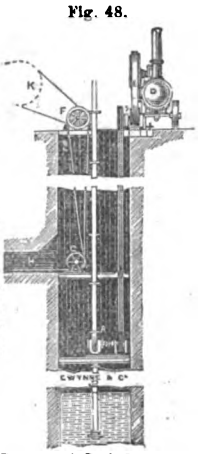
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



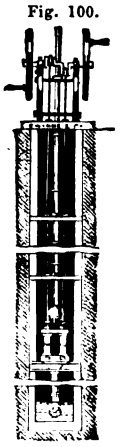
GWYNNE & Co.'s PATENT PUMPING MACHINERY, S APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.



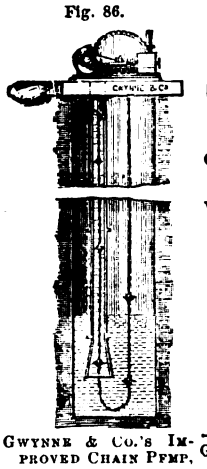
GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



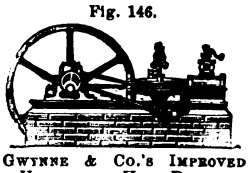
GWYNNE & Co.'s IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.



GWYNNE & Co.'s IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

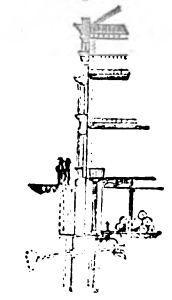


GWYNNE & Co.'s IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig 154.

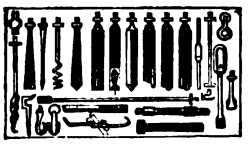
GWYNNE & Co.'s IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 193.



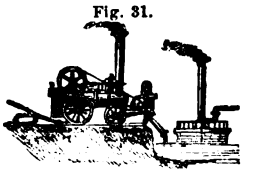
GWYNNE & Co.'s IMPROVED HYDRAULIC LIFTS.
Worked by the supply from tank at the top of the building, or from main pipe any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



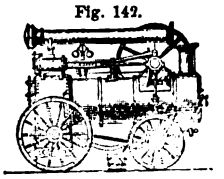
GWYNNE & Co.'s BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



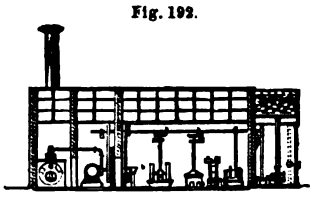
GWYNNE & Co.'s PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 142.



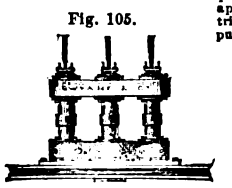
GWYNNE & Co.'s IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power.

Fig. 192.



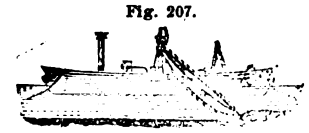
GWYNNE & Co.'s IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 105.



GWYNNE & Co.'s IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



GWYNNE & Co.'s IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

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Oriza Bouquet Legrand.	Oriza de Caroline,	Oriza Ylang-Ylang,	Jockey-Club,
Oriza de la Floride,	English honey,	New mown hay.	Japanese héliotrope,
Oriza fleuri,	Oriza mignon,	Lily of the valley,	Court perfume,
Oriza Derby,	Oriza sweet smell,	Empress bouquet,	Flowers of France,
Oriza de l'Exhibition,	ORIZA-OIL to preserve and polish the hair		Opoponax,

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PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200,000.

Reserved Fund ... ... f.30,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.
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MANAGER.—Theod. Dromel.

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The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

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Reserve Fund, $1,000,000.
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They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

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J. LYONS, Manager.
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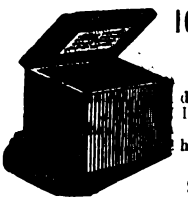

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

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Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy	August 30	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly	Sept. 13		
Peiho	Sept. 27		
Mei-Kong	Oct. 11		
Sindh	Oct. 25		
Provence	Nov. 8		

The Steamers of the 30th August and 27th September and 25th October connect at Aden with the Steamers for Reunion and Mauritius.

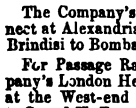
The Steamers of the 13th Sept., 11th Oct., and 8th Nov. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

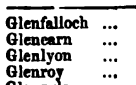


GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Aug. 25
Glenearn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

With despatch.



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For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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CHINA TRANS-PACIFIC STEAMSHIP COMPANY. San Francisco to Yokohama and Hong Kong. The steamers of this Company have made the fastest passages on record. The steamship VANCOUVER will leave San Francisco on the 15th September. Through tickets from Liverpool, via New York and the Pacific Railway, to Yokohama, £73 18s. To Hong Kong, £10 extra.

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Port.	Ship.	Class.	Dock.	To sail.
Singap., Bat.., Samarng., & Sourabaya...	Banca, s.s. (new).....	A1	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr	S.W.I.D.	With des.

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With quick despatch.

FOR YOKOHAMA AND HIOGO, the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

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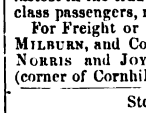
THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; with immediate despatch; the favourite full-powered screw steamer NANKIN, 100 A1, 1,830 tons register, 300-horse power nominal; R. MCNABB, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

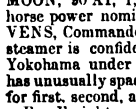
For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill).

Steam via the Suez Canal.



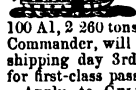
TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, last shipping day 15th Sept., the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,200 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within E.C. (corner of Cornhill).



SINGAPORE, HONG KONG, FOOCHOW, SHANGHAI, s.s. MONGOL, via Suez Canal. This magnificent Clyde-built steamship, 100 A1, 2 260 tons gross, 400-h.p. nominal, J. FLAMANK, Commander, will load in Victoria (London) Docks; last shipping day 3rd Sept.. Has splendid accommodation for first-class passengers, including bedding, &c.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; and 51, Pall-mall, S.W., or 109, Leadenhall-street, E.C., London.



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Braemar Castle, s.s.	2,182	Thos. Skinner & Co.	Aug. 26
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Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Aug. 30
Nankin, s.s.	2,423	Norris & Joyner...	Sept. 1
Star of the South ...	665	Wright Bros. & Co.	Sept. 10
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 15

LIVERPOOL.

Nestor, s.s. ...	1,414	Alfred Holt ...	Sept. 8

GLASGOW.

Normanby, s.s. ...	1,200	T. Skinner & Co.	Aug. —
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Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

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A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 5's. 6d. per five lines, and 6d. for each additional line.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 574.] LONDON, MONDAY, AUGUST 31, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Aug. 31.
JAPAN—Yokohama	May 29	July 10	July 20*
Yedo			
Osaka and Hiogo	„ 22	„ 11	„ 14*
Hakodadi			
Nagasaki	—	—	„ 7
CHINA—Peking	—	—	„ 2
Tien-tsin	—	—	„ 6
Chefoo	—	—	„ 5
New-chwang	—	—	„ 3
Hankow	„ 15	„ 1	„ 7
Kiu-kiang	—	—	„ 8
Chin-kiang	—	—	„ 3
Shanghai	„ 29	„ 8	„ 12
Ningpo	—	—	„ 10
Foochow	„ 29	„ 5	„ 14
Formosa	—	—	„ 11
Amoy	—	—	„ 15
Swatow	—	—	„ 16
Hong Kong	June 5	„ 14	„ 18
Canton	—	—	„ 16
Macao	—	—	„ 17
PHILIPPINES—			
Manila	May 22	June 29	„ 7
COCHIN-CHINA			
Saigon	June 5	July 10	„ 19
SIAM — Bangkok	—	—	„ 16
BORNEO—			
Labuan	—	—	„ 6
Sarawak	—	—	„ 10
JAVA — Batavia	„ 12	„ 16	„ 20
Samarang	—	—	„ 12
Sourabaya	—	—	„ 15
MALACCA STRAITS—			
Singapore	„ 26	„ 25	„ 26
Penang	„ 26	„ 23	„ 27
CEYLON—			
Galle	July 10	„ 29	Aug. 5
Colombo	„ 10	„ 31	„ 4

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. and Pacific mails, with advices dated as above, were delivered, *via* Brindisi and *via* San Francisco, this morning, their due date. The next inward (French) mail, with dates Yokohama, 15th; Shanghai, 19th; Hong Kong, 25th July; Singapore, 3rd August, which is due on Monday next, the 7th proximo, left Galle on the 13th inst., two days late.

List of Passengers.

PASSENGERS OUTWARD.

Per French steamer *Iraouaddy*, Aug. 30 (booked from London).—To Yokohama: Mr. and Mrs. O. Voigh, Mr. Konnagai. To Hong Kong: Mr. T. Thomas. To Singapore: Mr. Fabian. To Galle: Mr. Ridley. To Batavia: Mr. B. A. Bergendakes, Mr. Bernard, A. Bergendahi.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Riechmann, Mrs. Bogard. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson. To Batavia: Mr. Fraser. To Galle: Mr. Thompson, Miss Thompson, Mr. Winglo, Miss Winglo.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs. Deane, Miss Deane, Miss Lechler, Miss Peter, Miss Sness, Miss Graham. To Batavia: Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Galle: Mr. Karslake, Mr. Cross, Mr. and Mrs. Vandespere.

Per P. and O. steamer *Khiva*, from Southampton, Aug. 27.—To Hong Kong: Miss Nealc and servant, Mr. A. Leigh. To Singapore: Mr. J. Barkinshaw. To Ceylon: Mr. C. J. D. A. Cole.

Per P. and O. steamer *Zambesi*, from Southampton, Sept. 10.—To Hong Kong: Mr. [illegible]gge. To Singapore: Mr. J. W. Withan, Miss King. To Ceylon: Mr. R. W. D[illegible]r, Mr. Dashwood, Mr. T. Skinner.

Per P. and O. steamer from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. and Mrs. Skinbrigge.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 8th July; and by the Pacific mail we have twelve days later news, viz., to the 20th July; the French mail from London May 22 arrived out on the 9th July, and the following P. and O. mail of May 29 was received on the 10th July. The *Japan Mail* supplies the following items of intelligence:—

The position of matters in reference to Formosa remains unchanged. Despatches were sent from Peking to the Court at Yedo, the contents of which or of the replies they produced have not yet been made public, but the present attitude of both nations is unquestionably warlike. From China we have intelligence of great activity in the preparation and purchase of war material, while extensive contracts have been made by the Japanese Government for arms, ammunition, and clothing. It is said that negotiations have been entered upon for the purchase of two or more of the steamvessels at present trading in these waters.

The question of foreign travel in the interior has been somewhat abruptly closed by the resolution of the Government to defer all further discussion on it until the revision of the treaties takes place. The Government does not consider that the country is yet ripe for its acceptance of the proposals of the Foreign Representatives, and has instructed its Ministers abroad to represent to the Ministers of Foreign Affairs of the various countries to which they are accredited the grounds for this decision. An announcement has been made in the official *Gazette* to the effect that foreigners going into the interior, either at the instance of the Government or of Japanese Associations, must be furnished with passports, or passes, issued by the Minister for Foreign Affairs. Hitherto such passes have been granted to foreigners by the Department under which they were engaged, or, if in the employ of private individuals, by passes obtained in any manner open to such private employers.

On the night of the 9th July a terrific typhoon raged about and between Hiroshima and Simonoseki; the damage done is said to be immense. The crops have been ruined and property to a vast extent has been damaged. Yokohama was visited on the 10th July by a rain storm of almost unparalleled violence, lasting from about 9.30 until nearly midnight, when it began to clear. At half-past eleven o'clock the barometer stood at 29·32 having fallen two-tenths of an inch in the course of the storm. The warm season has now fairly set in, the rains having terminated. Judging from the reports from the provinces a more than average rice-crop may be anticipated.

Mr. E. W. Clark, of the *Kaisei-gakko* (College), has had the honour to exhibit to the Mikado and his Court, at the Imperial Palace, a series of views taken in foreign countries. The Imperial party expressed much gratification in witnessing the scenes depicted.

There is a rumour current in Yedo that the Japanese inhabitants of the island of Saghalien have all left, and retired to the island of Yezo. No public notification has, however, appeared relative to it.

The Yedo Saibansho (Prefecture) has delivered judgment in the case of the police charged with the assault and imprisonment of William Woods, a constable of the British Legation Escort. The Inspector of Police has been committed to prison for 100 days, and his subordinates for the shorter term of fifty days.

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A letter from Capt. Belknap, of the *Tuscarora*, announces that soundings to the enormous depth of 4,658 fathoms, or five-and-a-quarter miles, have been found in the Japan stream. This is a greater depth by nearly a mile than has ever yet before been accurately sounded.

Dr. Wheeler, R.N., formerly attached to the British Legation at Yedo, has been presented with a testimonial and a flattering address by the English residents on his removal to Yokohama.

The Government of Japan has lost its suit against the P. M. S. S. Company, and has notified its intention of appealing the case to an American tribunal.

The new Temperance Hall was opened on the 6th July. A large number of seamen from the ships in harbour was present, and the chair was occupied by Sir H. S. Parkes.

The band of men who attempted to assassinate Iwakura have been decapitated.

The following items of news are from the *Japan Herald* :—

Very little news of interest or consequence has come to hand at present with respect to the Formosan Expedition, but from all accounts it seems that the Chinese are making preparations for a resort to offensive measures if the continuance of the Japanese should compel them. It is rumoured that the Japanese Government is increasing the strength of the army, and that additional troops will be despatched to Formosa to support the expedition. By special information from China we learn that the flotillas of Kwangtung and Fohkien have had orders to join in the Formosa waters, under the command of the high Mandarin Shen Pao Shen, quondam commissioner of the Foochow Arsenal. Shen is a man of great talent, who has conducted enterprises against the Taeping and Mahometan rebels successfully and with credit. He has for adviser Monsieur Prosper Giquel, who in the years 1861 to 1864 was commander-in-chief of the Franco-Chinese force which operated in the province of Chekiang against the Taepings, so that if the Japanese want to fight the matter out, they must get some better commanders than the so-called Generals they so much affect. M. Giquel understands war. The Kwantung flotilla is in excellent order, and fit for any service. The Fohkien fleet crews are strong, sturdy men, but as most of the Foochow ships have only been under foreign discipline since November last, they can scarcely be put into the first line of battle. The gunnery, however, is pretty good. The Fohkien corvette, the *Yangon*, has thirteen guns, all able to pierce the sides of the Japanese so-called ironclad, and the two heavy pivot guns can pierce the sides and breastwork of the *Stonewall*. From letters we have received we are of opinion the Chinese will not attack at present, as their numerous troops now in Formosa are not formidable in direct attack to forces with any pretension to discipline; but endeavour will be made to reduce the Japanese by sea and land blockade. In two months more China will have a very large force ready, as the trained troops who served so well under Ward, Holland, Gordon, and Giquel are being called in to Ningpo and Fongwô-shan. It is thought that 20,000 to 25,000 of these men can be collected. Colonel Chesney, in his paper on "Chinese Gordon," has the highest opinion of the fighting qualities of these tough and trustworthy troops.

It will probably be remembered when Date went to China to negotiate a treaty between that nation and Japan, a clause was agreed to by which the two countries entered into an offensive and defensive alliance with each other. Upon its being subsequently pointed out how dangerous such a stipulation was to the peace of Japan, because under its operation she was liable to become entangled in any complications with foreign Powers that China might fall into, the Japanese Cabinet, prior to the ratification of the treaty, sought to have the clause in question expunged, and Soyeshima was instructed accordingly. The reason that Date gave for agreeing to the clause was that as Japan contemplated hostilities with Korea, it was a stroke of policy to secure, if not the actual assistance of China, at least her neutrality. But the Chinese refused to ratify the treaty with the clause omitted, and it accordingly stands part of the treaty. As it has not been published as finally agreed to, we give a translation of it :—

Whereas the two nations enter now in relations of friendship, and ought naturally to prove with facts their mutual interest in each other's prosperity: if a foreign nation should act unjustly or illegally against one of the contracting parties, the other, when officially informed, shall be obliged, owing to the existing friendly relations, to lend an immediate assistance, or to interfere or intervene, in order to bring the dissident parties to reconciliation.

Now it is somewhat laughable to find that China complains of Japan having infringed this very clause in carrying on hostilities in Formosa, which it claims as an integral part of the Empire. Japan has been "officially informed" by China that she is acting "unjustly and illegally" against her, and as the case stands, China may call upon Japan to assist her,—in terms of the treaty, —to help her to turn Japan out of Formosa! A very amusing muddle, indeed. There was some Japanese talk, not very long since, about China and Japan having a "policy" in common in Eastern Asia, which, pursued to its farthest limits, was to end in their domination of other nations in their vicinity, and it was urged that the dispossession of the Formosan savages of their country, to be followed by Japanese occupation of it, was a politic move to block out the foreigner from acquiring a possible foothold on the Island. But the Chinese regard the Japanese as foreigners, and have no intention of permitting them to remain permanently to colonise any part of Formosa. The Japanese themselves are at length convinced of the hopelessness of their attempt, and talk of evacuating it if the Chinese will recoup them the expenses they have incurred in prosecuting the expedition. However averse the Chinese may be to war, there is but scant chance of their agreeing to this demand, and it is more than likely that they may even ask an indemnity at the hands of the Japanese themselves, for breach of treaty and violation of territory. The Chinese have already incurred considerable expenses, caused by the Japanese invasion, with a very large outlay indeed to be met for ironclads, arms, and the munitions of war; and if they should insist, as the Germans did of their French aggressors, that they should pay the little bill, it will be a very ugly fact for the Japanese. Like parties who lose at law, they will have, perhaps, the costs of both sides to bear.

A sad accident, attended with great loss of human life, has occurred at Nakadori, Ishikawa, one of the suburbs of the native town. A huge portion of the cliff which overhangs that locality became detached, probably by the immense amount of rain which had fallen, and crushed five or six long sheds, completely burying them and their unfortunate inmates. Coolies have been at work ever since, digging the bodies out of the mass of earth that covers them. About twenty persons next morning were found to be missing, though it is hoped that all are not buried in the ruins. Six bodies, have been already recovered, consisting of two women, a child and three men; some of them were fearfully mangled, and all quite dead. More will yet be dug out, but it will be a work of considerable time, as there is an immense mass of earth yet to be removed.

It is rumoured that the presence of foreign troops in Japan will probably be of longer continuance than has been generally supposed. It is thought that the continued refusal of the present advisers of the Mikado to throw the country open to foreign intercourse, coupled with the firm and vigorous foreign policy of the British Government, will have the effect of prolonging indefinitely the time when Japan will be admitted into and treated as a member of the civilised family of nations. It cannot be expected, so long as the subjects of foreign Powers have not the same privileges here that are accorded to all without distinction in their respective countries, that this country can be treated with the same deference or be admitted to the same rights in every respect which other countries enjoy.

The comet continues to be visible on clear nights. It is of large size, and its tail extends several degrees into space. The Japanese, like ignorant people in other countries, say its coming is of dire portent; that some great calamity is sure to ensue, such as a war with China, or the overthrow of the Government. The good people may set their minds at rest, for they may be assured that whatever calamities may be in store for Japan, the comet has nothing to do with them.

The shipments of tea from here continue to be on a scale larger than in former seasons; in consequence of the excessive competition amongst buyers, prices rule too high to leave a margin of probable profit to exporters. In silk, also, the same ruinous competition obtains. Most articles of import leave a loss more or less great; the sales are small, and the deliveries paltry.

No attempt has yet been made to commence the revision of the treaties. As foreigners have nothing to gain by the measure, it has come to be regarded as a matter of very doubtful expediency.

The annual summer holidays in the Japanese Government offices commenced on the 11th July, and will last until the 15th September, one half of the staff having one month's leave whilst the other half remain to transact the necessary business of the different departments.

The last American mail steamer brought over some $120,000 of the new trade dollars, part for Japan and part for China. We presume that they will soon begin to get into circulation. They are a much better coined dollar than the Mexican, and will prove a powerful rival to that coin.

Judgment has been given by Assistant Judge Goodwin in the case of Walsh, Hall and Co. *v.* J. Pitman and Co.; plaintiffs to recover $4,000 for breach of contract, costs to be borne by defendants. The action was to recover $6,300 by plaintiffs from defendant, for refusal to take delivery and pay for a certain quantity of blankets, 13,000 in number, alleged to have been contracted for. Defendant put in a cross claim for $3,900, for for alleged breach of warranty, and consequential damages.

The Japanese Government has appealed to the Circuit Court of California against the adverse decision given by the United States Consul in its late suit against the P.M.S.S. Company for damages—$10,050—for breach of contract.

The British steamer *Bengal*, on entering the harbour, ran aground nearly opposite the English Hatoba, but has since been floated off without damage.

A fatal accident has occurred on board the German frigate *Arcona*. A sailor fell from aloft, and breaking his neck, expired immediately.

A flower show has been held at the Bluff Gardens.

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CHINA.

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TIENTSIN.

On the 26th June, in the public building situated near the north gate of the city of Tientsin, and known to Chinese by the name of Tang-hang-kung-so, a treaty in perpetuity was concluded and signed between Peru and China—on the part of the Government of China by H.E. Le Hung-chang, Plenipotentiary; and on the part of the Government of Peru by H.E. Captain Garcia y Garcia, the Plenipotentiary for that country; and it may be further remarked that this is the first treaty which China has made with a South American State. The correspondent of the *North China Daily News* communicates the subjoined particulars:—

Captain Garcia, accompanied by Mr. J. F. Elmore, LL.D., as secretary of Legation, and by Messrs. Freyre, Garland, and Benavides, as attachés, arrived in Tientsin on the 23rd day of October last, for the purpose of negotiating this treaty. Captain Garcia, having engaged the services of Mr. John A. T. Meadows as interpreter to the Legation, on the afternoon of the day of his arrival at Tientsin, addressed a Chinese note to H. E. Le Hungchang, the Imperial Commissioner, then resident there, informing him that he would call on him at his Yamun at four P.M. on the following day. Captain Garcia, accompanied by Secretary Elmore and Interpreter Meadows, called on the Commissioner at the time mentioned. From that hour till two days before the departure of the Commissioner for Paouting-foo, in his position of Governor-General of the province of Chihli, on the 18th Dec. last, the Minister had constant communication, either personally or by letter, with him, or with his deputy, the Customs Taoutai, regarding the object of his mission to China. Nothing, however, up to that time had been definitively settled, when public business of importance compelled the Imperial Commissioner to depart for Paouting-foo—the capital of the province, and formerly the residence of the Governor-General throughout the whole year—for the winter. In consequence of the Commissioner having thus to depart, the Chinese Foreign-office in Peking, known now generally by the outer world, as well as by the Chinese, under the name of the Tsung-li Yamen, had, at the suggestion of Mr. Wade, H.B.M.'s Minister at the metropolis, arranged with him that the Peruvian Minister should spend the winter at Peking. Captain Garcia, accompanied by his suite, accordingly left Tientsin at the same time that the Commissioner left for Paouting-foo, and arrived at Peking on the 21st Dec. last. His Excellency and part of his suite took up their residence in the German Hotel; while the other part of the suite—the Chinese department—did so in the French Hotel. Some few days later, as soon as the Peruvian Minister had concluded his visits on the Foreign Ministers, and the latter had returned his calls, Captain Garcia addressed to Prince Kung a note saying he would visit his Highness on the following day. This he accordingly did, accompanied by Secretary Elmore and Interpreter Meadows; and the reception his Excellency met with was of the most flattering description, both for himself and for his country. On the 5th January following Prince Kung, accompanied by the Ministers of State, Chung-lun, Shin Kwei-fun, and Chung-how, called on Captain Garcia at the German Hotel—the Peruvian Legation for the time being—and on the following day the Ministers of State, Wanseang, Paoukeun, and Ching-lin did the same.

During the winter, Captain Garcia and Secretary Elmore were engaged in drawing up the draft of a Treaty for negotiation with the Imperial Commissioner, after his return to Tientsin; and Captain Garcia sent this draft of the Treaty to the Tsung-li Yamun for examination, and after that to be forwarded to the Commissioner. Directly Captain Garcia was made aware of the return of Le to Tientsin, he called on the Ministers of the Tsung-li Yamun, and took leave of them. The Peruvian Legation left Peking on the 27th of April on its return to Tientsin, where it arrived on the 30th idem. On the following day, Captain Garcia, accompanied as hitherto by Secretary Elmore and Interpreter Meadows, paid a visit to the Imperial Commissioner, when negotiations again commenced respecting the concluding of the Treaty. On the 1st June the arrangements were ended, as to its wording, and as to that of a special agreement in regard to the position of the Chinese labourers in Peru. Afterwards, till the day of signature, the Spanish and Chinese departments of the Legation were occupied in making the necessary fair copies of the Treaty and special agreement, for the signature of the Plenipotentiaries, which were affixed, as already mentioned above, on the 26th day of June, at the Tang-hang-kung-so, in Tientsin.

Chinese subjects in Peru, and Peruvian citizens in China, are now on the same footing as the subjects of the most favoured nations. These have been the results of the eight months' negotiations; with these results the Governments of both countries are perfectly satisfied; and it is to be hoped that their people will be equally so.

SHANGHAI.

The present mail brings advices from this port to the 12th July; the P. and O. mail from London May 15 arrived out on the 27th June, the French mail of 22nd May on the 7th July, and the P. and O. mail of 29th May on the 8th July. The following summary of news is from the *North China Herald*:—

The German barque *Jurgen*, arrived from Keelung, has brought news of the loss of the British steamer *Laptek*. It appears that on the 28th June, at 9 P.M., while the steamer was on her voyage from Swatow to Shanghai, with sugar, she struck on an unknown sunken rock, about two miles from the shore, at a spot about eight miles from Keelung. Captain Tough, finding his vessel was settling down by the head, made for the shore, and succeeded in beaching her on a sand bed. The nature of the damage could not be ascertained, as the forehold was full of water, and there were no means at hand of pumping it out. The engine-room and afterhold, however, remained dry. The weather was calm and fine in Keelung harbour, though a little foggy outside, and was favourable for making attempts to discover the nature and extent of the damage; but from the position in which the vessel lies grave doubts are entertained as to whether this can be accomplished. Though she has not yet been abandoned, it is believed the *Laptek* will be a total wreck. Nearly half the cargo, about 4,000 bags of sugar, has been landed in good condition, but the remainder is reported to be irretrievably damaged. From another source we are told that the steamer struck near the Double Rock, about six miles from Keelung, and that she was run into Ma-sou Bay, about three miles off. The *Jurgen* brings thirty-six Chinese who were passengers by the *Laptek*, but the crew had remained by the vessel.

At the Supreme Court, on the 9th July, before Sir Edmund Hornby, chief judge (Mr. Mowat being also on the bench), Mr. W. V. Drummond, barrister, made an *ex parte* motion on behalf of the trustees of the Recreation Fund, for permission to appeal to the Privy Council to set aside the perpetual injunction made by his lordship in the recent action, "The Shanghai Race Club *v.* the Shanghai Cricket Club." Exigencies of space prevent our giving more than a brief outline of the discussion that ensued. The application was argued at considerable length between his lordship and Mr. Drummond, the latter stating that the present motion was made under the 131st section of the Order in Council, which refers to the grounds on which such an appeal may be made, and sets forth that the value of the property in dispute, or the matter at issue, must be to the amount of $2,500. In order to meet that contingency, he had filed an affidavit, signed by two of the trustees, who, Mr. Drummond said, considered themselves the parties aggrieved by his lordship's decision, and had therefore instructed him to apply for permission to appeal for its reversal. The 136th section of the Order in Council also requires that security shall be given within one month to the value of the property in question, and he, therefore, under the provision, had obtained the security of three of the trustees up to the maximum amount required—$2,500. The amount was tendered by Messrs. Keswick, Forbes, and Cameron, and therefore everything necessary to be done before moving for permission to appeal had been done before coming into Court. His Lordship asked in what way the Recreation Fund property was affected by the perpetual injunction to restrain the Cricket Club—how were they aggrieved? Mr. Drummond said the recent proceedings were to try a right, and the injunction then made applied to the whole of the property. If, therefore, the Recreation Fund Trustees desired to build, they could not do so—they would be liable to repeated actions—and, in fact, the effect of the injunction was to restrain them for ever from exercising their rights over their own property, and prevent them putting it to more profitable uses, if they desired to do so. It reduced the land from the condition of building land to that of arable land, therefore materially affecting its value as property. His Lordship said he could not restrain the trustees if they desired to build, and he could not see how his decree affected their rights of ownership. Mr. Drummond urged that if they were to commence to build to-morrow, under the present wording of the decision an injunction would be probably applied for at once against them, and the building stopped. If that would not be the effect of the injunction he did not know what it meant. After much discussion on technical points of law, in what were adduced as analogous cases, his Lordship said, in order that there may be no delay, he would at once refuse the application for permission to appeal, and for that refusal he would give his reasons probably in three or four days. Appeal, by petition to Her Majesty, is still possible, however, under the 139th section of the Order in Council.

At the Mixed Court, before Chên and Dr. Yates, two owners of jinrickshas have been brought up, charged with plying for hire without license. It was shown that 500 licenses having been granted, no more were issued by the Council. The two defendants, however, caused a number of forged licences to be written by a Ningpo man, formerly in the service of the Council, and issued to thirty coolies. The trick was discovered, the coolies and their vehicles were impounded, and the men of course confessed who were their employers. The vehicles were taken to the Central Police Station compound, and one of the Canton men and the Ningpo man were caught. The Canton man was fined $25, and the Ningpo man $10—the full penalty being $50. On Saturday night the Bund at Hongkew, in the neighbourhood of Chiarini's Circus especially, and also in the French Concessions at Kin-lee-yune, was the scene of much excitement, consequent upon the crowds of jinrickshas either plying for hire or conveying passengers. The rule of the road, if a coolie ever knew it, was quite forgotten, and at times the racing, screeching, and hollowing was startling. The police were active, and no doubt prevented serious mischief, and that, considering the heat, deserves mention.

An unusual case has been partly heard before the Court of the Danish Consulate. Peter Boysen, a member of the English municipal police, was summoned for assaulting a Chinese woman, forcibly entering a house, and stealing a dog. Counsel was retained on both sides. The famous Mother Hubbard's dog could

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not possibly have undergone more or greater changes than the remarkable animal whose rambling propensities, some twelve months ago, are alleged to have led to the occupation of a Consular Court, two lawyers, two reporters, and "ever so many" witnesses, for nearly five hours, with a prospect of another five in probably still more enjoyable weather. This unhappy animal had had his nose slit, had been shot in the throat, had had his hairy tail cut, was frequently clipped, often washed, and after all turns up in custody of the police, just where a dog of such unmistakable Snarleyowistic proclivities might be expected to be. After lengthy addresses by the counsel on both sides, the Court gave judgment, the result being that the defendant was acquitted on all the charges. As he himself confessed to having removed the dog from the complainant's house, the Court, to mark their disapproval of such a step, ordered him to pay all costs, at the same time directing the complainant to pay him $50 as compensation for bringing such grave criminal charges against him as compelled him to go to the expense of employing legal assistance.

The O.S.S. Co.'s *Ajax* arrived at Woosung on the 8th July, but was unable to cross the Bar, though drawing only 19 feet 9 inches. Six barges were sent down, along with a large number of coolies from the Company's stevedore, to lighten her by 300 tons, and she came up river next day.

At a numerously attended meeting of the Cricket Club, Mr. J. Priestley Tate in the chair, it was resolved *nem. con.*, on the motion of Mr. Manson, seconded by Mr. Maitland, that, in view of the perpetual injunction recently obtained by the Race Club, it was advisable the Committee should write and request the Stewards of the Race Club to allow the pavilion to remain as it now stands, and that the Cricket Club should not be parties to any further appeal against the decision of the Chief Judge.

The Wind Instrument Society's Band has been passing through a crisis caused by the defection of the paid members, who, notwithstanding an engagement they entered into to form part of the wind band for the summer, have been led by superior pay offered them by the Circus people to desert the society which has been their mainstay during past seasons. The society, however, unwilling to disappoint their friends, strained every nerve to hunt up recruits, and bring back retired members, so as to dispense at once and finally with the services of those who have failed in their agreements with them. On their first attempt under the new conditions, after judiciously toning down public expectation, they prepared an agreeable surprise by coming out in greater force than ever. Some of the selections were new, and were performed in a style highly creditable to the conductor as well as to the musicians if it was arrived at without the usual practice. The whole programme was given with equal spirit and care. The night was very hot, and the visitors with whom the garden was crowded must have felt particularly grateful to the amateurs for giving them an inducement to spend a few hours in the only place in the Settlement where existence was tolerable.

The heat has been very severe during the week, the thermometer showing a daily record of over 90 Fahr. in the shade. Police-Constable Persihl, while on duty in the Public Gardens, was suddenly struck down by heat apoplexy. He was carried to the Central Station, and remained in a very precarious condition for some hours, when he manifested symptoms of recovery, and gradually regained consciousness. He had just a few days before been informed of the Council's resolution to invalid him, on account of debilitated health, and has since left for England.

The Chinese Merchants Co's. steamer *Leeyuen*, from Tientsin, brings a couple of Gatling guns (mitrailleuse) and a considerable quantity of ammunition, intended for the use of the Chinese forces in Formosa. The Gatlings, which we believe were turned out at Nanking Arsenal, have been allowed to fall into a lamentable state of disrepair, as regards carriages and gear, and whether they retain their effectiveness in other respects is a question. We understand that the next trip of the *Leeyuen* will be southward, probably with the above noticed and other war material.

The whole of the land required for the Shantung Promontory Lighthouse has been granted, and the foundation is already laid.

From Newchwang we hear of a revival of Chinese intercourse and trade with Korea, the new Government being more liberal than the Regency.

A meeting of landrenters was held at Chinkiang on the 3rd July, in reference to the bridge connecting the C. N. Co.'s hulk *Cadiz* with the Bund. The past action of the Municipal Council in the matter was approved, but it was resolved to represent to Messrs. Butterfield and Swire the desirability of arranging its position so as to avoid any further complications.

Chiarini's Circus opened on the 3rd July, and has been performing since to good houses.

The members of the Peruvian Legation have arrived per steamer *Paouting* from Tientsin.

HONG KONG.

The *Canton* struck on the Min Reef at 5.30 P.M. on the 7th July, in very thick weather. On the morning of the 9th, the *Jeddah* passed close to the wreck, which was lying on her port side, and only the forward part of the vessel out of the water. The sea had commenced to break over her, and everything was swept off her decks but one starboard midship boat, which was still in the davits; funnel, masts and everything gone. On the night of the 8th, passed the steam tug, having on board the English pilot, captain and crew. They had lost everything but what they had on, but no lives were lost. The *Yangtsze* reports that at 7 P.M., on the 10th July, when abreast of Pih-seang, passed a quantity of boxes, apparently tea, several pieces of wood painted dark stone colour, supposed to be part of a deck-house, and pieces of bulwarks, and also one small half hatch complete. It being dark and a heavy confused sea on, were prevented from lowering a boat to ascertain further particulars.

The new, large, and full-powered steamship *Crocus* was very nearly bringing her first voyage home with Foochow teas to an abrupt termination, having been aground on the inevitable North Bank from 11 A.M. until 8.45 P.M. on Sunday, June 28th. Before the afternoon tide rose there were only six feet of water under her, but the bottom fortunately being sandy, the vessel, marvellous to state, stood almost upright, having only a slight list to port. While in this perilous position the faithful old tug *Woosung* came in sight from towing the *Mary Blair* to sea, and her services were eagerly engaged to prevent the steamer from drifting any further on the bank. The tug went alongside as soon as the tide would admit, took on board a hawser, and then steamed away, and anchored some distance from the stranded ship, keeping her engine going full speed until the *Crocus* once more floated, and could steam away. We understand that it is supposed that no damage at all was sustained on this occasion.

The *Hong Kong Daily Press* says:—There has been an utter dearth of news of public interest during the past fortnight. The weather has been exceptionally oppressive, but not unhealthy. On account of an outbreak of cholera in Saigon vessels from that port were for a short time put in quarantine, but telegrams have since been received that the epidemic had disappeared, and there is therefore no reason to apprehend its approach. H.M.S. *Cadmus* left on the 13th July for home *vid* the Cape of Good Hope. Some attention has been directed to the provisions of the Ordinance for suppressing gambling-houses, in consequence of a case at Singapore, under a local Ordinance in that colony, which is similar to the one here, providing that a householder may be fined heavily, because a house belonging to him is used as a gambling resort, without any proof that he was in collusion in the matter. The Chief Justice of Singapore has pronounced the provision there as contrary to the fundamental principles of English law, and as it is probable the Ordinance in that colony will shortly be modified in consequence, it is suggested that a similar change should be made here.

The Hong Kong, Canton, and Macao Steamboat Company.—The ordinary half-yearly meeting of this company was held on the 18th July. The accounts show that after paying commission, running expenses, salaries, premia of insurance, repairs, and all other outgoings to June 30th, that there is a profit of $82,435.28, and the directors recommend a dividend at the rate of 8 per cent. on the paid-up capital for the half-year. The report notices that notwithstanding the inducements held out to them by the company, the natives still continue to prefer shipping their cotton in flat boats to giving their freight to the steamboats.

SIAM.

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BANGKOK.

The civil authorities of the Province of Nak'aunraht Semah have transmitted to the Royal Treasury in Bangkok the sum of $2,016, as the sum due for 842 taxable Chinese in that province for the year 1235, *i.e.*, 1873 A.D. The civil authorities of the Province Saraburi have transmitted to the Royal Treasury of Bangkok the sum of $450, as the sum due for 182 taxable Chinese in that province for the year 1235.

In the Siamese Government *Gazette* we notice that the monopoly of the right to establish gambling-houses in twenty locations has been disposed of. The successful bidders have in each instance pledged themselves to give more than was given for the same monopolies last year. This revenue enters the Treasury Department known as the P'ra-klang Sinka.

Chin Fung was promoted to the rank of Luang Boekbanburirat, and thereby became the monopolist of the Lottery of Bangkok. His bondsman is Chin Su'. Last year this monopoly was granted to the monopolist for the sum of $142,560. The present monopolist has offered an advance of $28,000, and commenced the working of the monopoly on the 31st of May for the enormous sum of $231,360.

H.M. has granted an audience to his nobles at the throne Amarindra-winich'ai. After this audience H.M. retired and tarried a few moments at his drawing saloon, and then proceeded to the throne Mulasat'ahn. In the evening cards were sent inviting the State Councillors to a session in the throne room T'ewaraht. Ten of the Councillors were present. Two of the members were absent owing to pressing official duties. One was absent on account of duties at the Treasury, K'lang Mahahsombat, the other was on special duty to suppress disturbances of the peace at the Province Tahk. This session did not break

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up till after 11 P.M. On the 15th, after meeting the nobles as usual, H.M. again convened the Council of State—the same members were present, and the session did not terminate till after 11 P.M. On the 16th there was a third session of the Council, similar to the two previous sessions. On the 17th at three P.M. H.M. met the nobility as usual. When H.M. took his place upon the throne Mula-sat'ahn, the princes and nobles who are graciously permitted to visit H.M. did so at that place. When that audience closed H.M. returned again at dusk, when H. H. Somdetch Chow Phya Boromahah Srisuriyawongse, N.R., M.C., interviewed H.M. till after nine P.M. On the 18th the usual audience of the nobility and of the visits of the princes and others took place. At night, owing to the rainfall, H.M. did not appear. On the 19th, in the forenoon, H.M. gave his usual audience; on that same day H.R.H. Krom P'ra-rahcha-wang-bowara-sat'ahn-mongk'ul had an audience with H.M. the Supreme King in the throne-room Sat'ahn-boroma-Aht. In the evening H.M. appeared on the esplanade in front of the new palace, and then drove out in a carriage, accompanied by Prince Kreedah, Prince T'ewan, and Princess Sukumal, and the nobility who were honoured to visit his Majesty at the new throne-room followed, visiting the new garden in front of the palace Sarahmrom; after a short stay, H.M. returned to the esplanade, and as the rain fell H.M. retired.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 26th July; the French mail from London June 19 was received on the 19th July, and the following P. and O. mail of June 26 arrived out on the 25th July. The following summary of news is from the *Straits Times*:—

His Excellency Sir Andrew Clarke has not yet returned from Penang, though his visit to that Settlement is, we understand, now drawing to close. During his somewhat protracted stay, we learn that he has been busy with the affairs of Laroot and Perak, where his intervention is certainly not looked upon by the native chiefs as a meddlesome interference, but on the contrary is regarded as most desirable for the peace and prosperity of those States. Public opinion in this colony is strongly with the line of action Sir Andrew Clarke has adopted, and it was generally understood here that the treaty recently concluded with Perak had received the sanction and approval of the Foreign-office. The Reuter's telegram received here, conveying the authoritative announcement that such is not the case, has occasioned considerable surprise. There can be no doubt it is absolutely necessary for the peace and prosperity of those territories, which are so closely connected with the trade and commerce of our own Settlement of Penang, that the Government of this colony should be able to exercise a direct influence in and supervision over the administration of their affairs,—which left to themselves, the chiefs and rulers are incapable of administering even to their own satisfaction. If it be true that the treaty is not yet approved,* we assure Earl Carnarvon that the welfare of both this colony and the native States in question would be best promoted by its speedy ratification and the inauguration of its provisions, in which he may count upon the hearty approval of the public here, and all concerned in the prosperity of the colony. It is, indeed, quite probable that those personally interested in maintaining the anarchy that has so long reigned in those and other territories, will endeavour to retard the inauguration of a better state of affairs under the new treaty, and may to this end strive to obtain a favourable hearing at the Colonial or Foreign-office and in some of the widely circulated English journals. Should this be done, we can only trust that Earl Carnarvon will estimate the misrepresentations thus put forward at their true value, and not permit them to influence his action or delay his approval of this most important treaty.

The third Criminal Session of the Supreme Court opened on the 14th of June, before his Honour the Chief Justice. The calendar was a pretty heavy one, but most of the cases have been disposed of, and the session will probably be concluded in two or three days more. From the lightness of previous criminal calendars we had begun to believe the general morality of the native population was improving, but in view of the array of serious cases and crimes of violence at this session, it is evident that it is yet too early to congratulate Singapore on any improvement in this respect.

The arrivals *via* the Suez Canal have been the *Mactan*, on the 15th, from Leith; *Essen*, on the 11th, from Hamburg; *Patroclus*, on the 22nd, from Liverpool; and *Glengyle*, on the 23rd, from London. The departures homeward have been the *Sarpedon* on the 14th, *Orion* on the 24th, and *Menelaus* on the 25th, all for London.

A mercantile decision of some importance has been given in the civil side of the Supreme Court here, by Chief Justice Sidgreaves, as determining where the liability of the shipper ceases and that of the ship commences. Certain goods in course of shipment by a Messageries Maritimes steamer fell out of the ship's sling into the water when being hoisted on board from the wharf, thereby sustaining damage. The shippers sued the company for the damage, claiming that as the goods were in the ship's slings they were virtually in the possession of the ship at the time. The Messageries Company, on the other hand, maintained that their liability did not attach until the goods were actually on board, the duty of slinging them and guiding them safely until they were over the vessel's side devolving wholly on the shippers; the defendants further relied on a special condition in their bills of lading, and on the fact that the plaintiff's employes had themselves placed the goods in the sling; but judgment was given for the defendants on the general ground that the liability of the shippers had not ceased at the time of the accident, the goods being then in the custody of the defendants. In the Vice-Admiralty Court, a claim for salvage by the German steamer *Egeria* against the Siamese barque *Advance*, which vessel she towed to Singapore after having been in collision with her, was decided in favour of the steamer, the salvage awarded being $2,500.

* This was telegraphed as on authority of *China Telegraph*, but the Straits papers assumed it to be *Daily Telegraph*.

PENANG.

The steamer *Fair Malacca* brought up ten Chinese from Laroot, who had been ringleaders in an *emeute* there, and being well known as turbulent and dangerous characters, without any ostensible means of earning a livelihood, they were quietly arrested and ordered to be deported; this is highly satisfactory as far as Laroot is concerned; but it is sincerely to be hoped that our Government will take good care to prevent these men landing in Penang. If our laws will not permit of their being deported at once, the sooner we have a law allowing the Executive this power in an emergency like this the better will it be for the peace of the Colony.

The British steamer *Vidar* has, we learn, been chartered by Captain Douglas, an Agent of the South Australian Government, to convey coolies to Port Darwin, the northern settlement of that colony, and will leave in a day or two for that port.

His Excellency Sir Andrew Clarke, accompanied by the Lieutenant Governor and Commander Powlet of H.M.S. *Avon*, left Penang for Butterworth *en route* to the north of Province Wellesley. We are given to understand that it is his Excellency's intention to leave Penang for Singapore towards the end of next week.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been some improvement to note in staple Cotton Goods. Yarns had been in fair current inquiry, a feature in the market being a demand for 38 to 42, best qualities. Shirtings had improved. Velvets were in more request, at firmer rates, whilst Turkey Reds were fairly saleable. Business in Woollens had scarcely commenced, and Mousselines were difficult of sale. The market for manufactured Iron continued in an unsatisfactory condition, and quotations were nominal.

HIOGO-OSAKA.—The import trade continued dull, and the total result of the business of the month was even less satisfactory than that reported by last Pacific mail. This was in some measure accounted for by excessively wet weather prevailing during the fortnight. Cottons: Yarns—Transactions small and demand languid; best chops only found buyers. Grey Shirtings: In better inquiry, as instanced by improved deliveries. An advance established in the value of best makes, but inferior goods (of which the bulk of the stock consisted) were difficult to move. Large arrivals of Turkey Red Cambrics had checked the demand for this staple. Victoria Lawns exhibited a weakening tendency, owing to the approaching close of the season. Sales of Chintz reported at low rates. Worsteds and Woollens: Camlets entirely neglected. Lastings less inquired for, and a slight decline submitted to. Orleans also somewhat weaker. Mousselines remained as last quoted, with an increased difficulty in placing any but goods of the best quality. Cloth—out of season, and quite unsaleable. Iron had arrived in some quantity, and prices in consequence rather weaker.

HANKOW.—Business for the fortnight under review had been on about a par with last mail's, and there had been a slight improvement in several kinds of goods. Grey Shirtings: 7lbs. There had lately been more enquiry, and holders were firm for some advance. Sales, 5,000 pieces. 8¼lbs. The better class had been chiefly dealt in at about last mail's closing rates. A small quantity of medium make had also found buyers. About 25,000 pieces had changed hands. There was no stock of heavy weights, and they were quoted quite nominal. White Shirtings: About 1,000 pieces of 66 reeds taken at Tls. 2.12 per piece. T-Cloths: Higher reeds of 6 and 7lbs. only wanted, and a rise of 1 to 1½ candareens per piece obtained. Sales, 9,500 pieces. Of 8lbs. only 500 pieces had been quitted. Drills: In some enquiry, and for best 15lbs. prices advanced about 5 candareens per piece. Jeans: More asked for; transactions confined to best chops at about last rates. Fancy Goods: Business comprised a few hundred pieces of Dyed Brocades, Chintz, Handkerchiefs, Turkey Reds, and Figured Lustres. Prices little altered, except for Turkey Reds, which showed about a mace advance. Woollens: Quantity altogether sold limited, but a firmer feeling for all kinds apparent, and for Long Ells rates had ad-

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vanced 3 to 4 mace per piece. Metals: Lead, some recovery in prices, and current quotation was Tls. 5.40 to 5.50 per picul.

Chefoo.—Messrs. Wilson, Cornabe, and Co.'s Circular says, Since the issue of our last Circular business generaliy has been in rather a dull condition, and at the moment there seems to be little chance of improvement for some time to come. Cotton Goods: Grey Shirtings and T-Cloths have been fairly saleable, but the prices paid have been much under Shanghai values for a like quality or Cloth. Drills and Fancy Cottons have been quite neglected. For Woollens there has been no enquiry. Metals, Nail Rod and Bar Iron have been in fair demand but as we close wants seem to be satisfied. Lead is unsaleable.

Shanghai.—At the commencement of the fortnight a more healthh tone was apparent in the market for most classes of goods, thouge prices showed but a slight improvement. Subsequently, however, thy demand had somewhat subsided, though prices remained tolerably firm, Cottons: There had been considerable sales of 8¼ lbs. Grey Shirtings and there was a good inquiry for the better class of Grey goods, but the supply was small. For heavy Shirtings the demand was nearly over. T-Cloths had been steady throughout the fortnight, and Mexican 7 and 8 lbs. goods had advanced somewhat in value. White Shirtings, common qualities had met with more inquiry. Drills had been in better demand, and showed some improvement. In Fancy Cottons there was no change to notice. Woollens and Worsteds showed some improvement in demand, as well as a small advance in price. Long Ells, Spanish Stripes, and Camlets had been inquired for, and sales by auction of this class of goods had been made at an advance on previous rates. Lastings were at one time in demand, but the inquiry had not been maintained. Metals: Nail Rod Iron quiet but steady. Lead: A further rise in the value established, and Tls. 5.45 to 5.50 was the current quotation for L.B. Coals: Market very quiet for all descriptions. Cargo quotations from ship—Cardiff, Tls. 10.50 per ton; English, Tls. 7.50 per ton, nominal; American, Tls. 12 per ton.

Foochow.—Sales had been:—T-Cloths, 7lbs., 300 pieces at $2.17 per piece; Grey Shirtings, 8¼lbs., 500 pieces at $2.75 per piece; Lead, 800 pigs at $8.4 per picul.

Hong Kong.—There had been a slight improvement in the demand for the West Coast, but the market still extremely quiet, and dealers were exercising caution in their purchases.

Canton.—Lead: Sales to extent of about 1,100 piculs "Hole" chop at $7.75 per picul were reported. Common brands were worth $7.70 to $7.75, and W.B. $7.80 to $7.85 per picul. Quicksilver was quoted $181 to $182 per picul.

Batavia.—The Market for Cotton Goods showed no improvement and owing to the continued dulness of demand, values in many instances had experienced a material decline. Rainy weather was still interfering with business.

Singapore.—Messrs. Boustead's Circular says:—The arrivals with general cargoes are the Eurus, from London, and steamers Essen, from Hamburg; Patroclus, from Liverpool; and Glengyle, from London.—Piece Goods: During the past fortnight a moderate business only has been done, at about our last quotations.—39 inch Grey Shirtings: Moderate sales of 8¼ lbs. at $2.27½ to 2.25, and close dull at the lower quotation; 7 lbs. quiet, at $1.92½ to 1.90; 6 lbs. very dull, and nominal at $1.77½ to 1.75.—45 inch Grey Shirtings: Transactions confined to a small sale of 8 lbs. at $2.22½; no inquiry for 9 lbs., which are quoted $2.65 to 2.67½.—32 inch T Cloth: Demand has continued limited for 6 lbs. at $1.50, and 7 lbs. at $1.70 to 1.67½, offers are now lower; 4 lbs. and 5 lbs. very dull, at $1 and 1.12½ respectively.—32 inch Grey Madapollams: Enquiry is very trifling, and $16 has been the highest offer for 2½ lbs.—36 inch Grey Supers: No demand, and prices weak.—36 inch White Shirtings: A fair business has been done in medium qualities of favourite makes, at about late rates; fine and low goods are very difficult of sale, and prices are weaker.—45 inch White Shirtings are in limited enquiry, at $3.65 to 3.67½ for favourite chops.—45 inch White Cambrics: Common makes are in fair request, but for fine goods there is less enquiry.— 30 inch White Madapollams: A small sale reported, at $19½ per corge.—32 inch Turkey Red Cambrics are quite unsaleable at present. Quotations nominal 2¼ lbs. $2 to 2.02½; 2½ lbs., $2.10 to 2.12½; 3 lbs., $2.25 to 2.30.—45 inch Turkey Red Mulls: Nothing doing, 1¾ lbs. nominally quoted $32.—Grey Yarns: All counts are very dully, and prices lower; 40's, $114; 30's, $100 to 101, 18/24's, $90 to 92½.—Coloured Yarns: A moderate enquiry is still experienced for Turkey Red of known marks, at $145 to 150 for 10½ lbs.; and $157½ to 162½ for 12½ lbs. Other colours are very dull. Pea Green, $80; Dark Green, $83 to 84; Orange, $81; Yellow, $80; Imperial Red, $68.—Woollens: No improvement to note. Quotations nominal in the absence of demand. Assorted Camlets S. S. $18 to 19. Scarlet Long Ells, 8½ lbs. to 9 lbs., $6 to 6¼. Scarlet Bombazettes, $3 to 3¼; Lastings, 43 cents for Black, and 44 cents for Assorted.

Penang.—The fortnight had been an exceedingly dull one in the Import market, and hardly any business had been done in any class of goods. The small transactions reported had been at a further decline in prices.

EXPORTS.

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TEA.

Yokohama.—Information of the arrival of New Crop tea, per first two steamers, had reached this market from New York, and the prices realised were by no means satisfactory to buyers here; the meagre intelligence received had, however, had little or no influence, and prices so far remained unaltered. Settlements, since date of last report, amounted to 6,500 piculs, principally good medium and fine grades. Finest and choice parcels were in very limited supply, and Common goods scarce and dear. The following vessels were loading for New York—s.s. Bengal, s.s. Pleiades, s.s. Duna (at £5 to £6 per ton of 40 c. ft.) *vid* Suez Canal; the ship S. G. Reed, and barque Benefactor (at £3 5s. to £3 10s. per ton.) The ship John Rennie was on the berth for San Francisco, at $8 per ton of 40 c. ft. The s.s. Altona left on the 8th July with the undernoted cargo, which proved larger than estimated—for New York, 318,845 lbs.; for San Francisco, 165,485 lbs; and for other ports, 35,469 lbs. Quotations—Fine, $41 to $43 per picul; finest, $45 to $48 per picul. Export from 1st May to date—3,124,359 lbs., against 2,148,922 lbs. to corresponding date season.

Hiogo-Osaka.—There had been a very active business doing during the month, and settlements aggregate about 9,000 piculs. Common grades were in small supply, and stocks, which were estimated at 2,000 piculs, consisted chiefly of medium to finest. The steamers Duna and Bengal were loading for New York at this port and Yokohama.

Hankow.—Messrs. Evans, Pugh and Co.'s Report says:—We issued our last report on the 22nd of June, since then about 22,000 chests have been settled on this market, and about 30,000 chests shipped to Shanghai on Chinese account. The arrivals during the fortnight we estimate at about 53,000 chests. The few first crop teas that have come to market have sold at full prices, and in some cases an advance of Tls. 1 to 2 per picul has been paid. Second crops have arrived pretty freely, and have sold at Tls. 17 to 25½ per picul, being in most cases rather over last year's rates. The quality of the second crop we consider unsatisfactory. Though there may be exceptions, we make the bulk inferior both in leaf and cup. We estimate the supply of first crop tea this season at fully three millions of pounds less than it was last year. The second crop is also expected to be short in quantity. Quotations are:—For fair to medium Oopacks, Tls. 17 to 25½, against Tls. 17¾ to 23¾ at same date last season; Oanfas, Tls. 17 to 23¾, against 17½ to 22; Oonahms, Tls. 13 to 20½, against 12 to 19. The following is a comparative statement of the Export hence:—1874-75, 36,145,909 lbs; 1873-74, 39,188,778 lbs.; 1872-73, 33,408,501 lbs.; 1871-72, 33,363,510 lbs.; 1870-71, 27,098,026. The steamer Glenlyon is advertised to leave with about 2,000 tons of tea on board; she will, we believe, complete her loading at some other port, though there is little doubt but that in the course of a short time she could have obtained a full cargo here. The steamer Tchihatchoff is still on the berth for Odessa. Messrs. Drysdale, Ringer and Co.'s Report says:—As regards the second crop, we consider it like the first, not up to the average. Some of the best Soong-Yongs and Young-low-toongs about compare with last year, but the rest of the teas we make inferior. The leaf appears older and not so likely to keep well as last year's. This notwithstanding, prices range about Tls. 2 to 3 higher. The difference is, however, modified to some extent by the low rate of exchange. Credits last year were 6s. 3d., while during the past week they have been settled at 6s. 0¼d. At time of writing the market is firm. Teamen prefer shipping to Shanghai to making any concession here.

Kiukiang.—Black Teas: Nine chops equal to 1,043 chests had been settled on a basis of Tls. 24 to 32½ for Ningchows. Total arrivals 102,398 chests.

Shanghai.—Black: The business transacted during the fortnight had been on a moderate scale, more owing to the absence of suitable supplies than to the apathy of buyers. Fine Teas being reduced into a small compass had commanded considerable attention, and worse value by several taels a picul had been obtained in them than in the early settlements on this market. Tael prices for all other first crops, except common descriptions, showed a slight advance. Common Teas were rather easier, though still above London rates. Second crops had been dealt in to a moderate extent at Tls. 25 to 27, but business was not likely to become general unless prices decline. The quality of Teas to hand from Hankow districts was considered rather inferior to last year's crop, in all points except appearance. Settlements for the fortnight, 27,900 chests; Re-shipments, 2,500. Stock, 16,200 packages. Green: Pingsueys continued to meet with a moderate inquiry at about opening prices. Most of the purchases were destined for the London market, only a few chops having been taken for the United States. A few parcels of local-packed Teas were on the market, and one lot had found a buyer. Country Teas were expected down in about a fortnight. Settlements, 12,550 ½-chests. Reshipments, 910; Stock 21,200 half-chests.

Foochow.—A good business had been passing during the week, buying showing considerable activity. Congou: Settlements, 37,850 chests at Tls. 5¾ to 31. A good business reported in fair to good common kinds at about previous rates, whilefor flavoury to fine sorts, stocks of which had been greatly reduced, holders had been able to obtain full rates. Arrivals during the week, 17,650 chests. The following were the current quotations, duty paid, cost at which Teas laid down in London, calculated at exchange of 4s. 4d. and freight £3 10s. Dust and siftings, 7¼d. to 8¼d.; Broken leaf to common, 8¼d. to 11¾d.; fair to good common, 1s. 0¼d. to 1s. 1¾d.; flavoury to medium, 1s. 2¼d. t 1s. 4¾d.; tgood medium to fine, 1s. 5¼d. to 1s. 7¾d.; fine to finest, 1s. 8d. to 2s. 2½d. Souchong: Settlements, 3,500 chests at Tls. 15 to 44,—prices being slightly in favour of buyers. Arrivals, 2,200 chests. Oolong: Settlements, 2,200 half-chests at Tls. 17 to 25, rates fully maintained. Arrivals, 4,000 half-chests. Scented Teas: Settlements, 14,000 boxes at Tls. 25 to 34 for Caper, and Tls. 17 to 34 for Orange Pekoe. Medium kinds showing rather better value. Arrivals, 16,000 boxes. Flowery Pekoe: Settlements, 280 chests at Tls. 42 to 51. Arrivals, 1,200 chests. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope had reached 15,438,849 lbs., (exclusive of S.S Canton, 1,375,381 lbs., lost), against 11,682,922lbs. To America, nil, against nil. To the Colonies, 4,090,311 lbs., against 3,653,379 lbs. (exclusive of cargo of R. J. Robertson.)

Amoy and Tamsui.—Amoy Oolongs: Arrivals since the 1st July had amounted to 33,289 half-chests, consisting mainly of the finer grades, and it is reported that about 17,000 half-chests would complete the first crop. The only transactions had been the settlement of 2,700 half-chests, said to be for England, at prices averaging about $8 over last year's opening rates. These prices were so far beyond the equivalent of those ruling in America that it seems certain that a considerable time must elapse before buying commences for that market. Amoy Congous: Had been further dealt in for Australia, settlement amounting to 4,159 half-chests, the bulk of which were low grade Teas. It was reported that total supplies to this kind would not exceed some 80,000 half-chests. Formosa Oolongs: The Tamsui market [was very

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quiet, and since 24th June, only a few settlements had taken place. Teamen were still holding out for extreme rates, and until some concession was made, it was not likely that any settlements would be made. The total Export was 1,163,193 lbs. against 126,789 lbs. same time last year.

CANTON.—Messrs. Deacon and Co.'s report says a steady business has been passing during the fortnight, at prices which as a rule have been rather in favour of buyers.

SILK.

YOKOHAMA.—Arrivals of new Silk had amounted to about 200 bales. Prices were rapidly forced up to $500 (at exchange 4s. 3½d., equal to a cost of 19s. 5d.), when a pause took place, and late purchases had been, on inspection, reduced to $480 to 490 per picul (18s. 8d. to 19s.). Some few parcels showed an improvement in quality, but the bulk was very much cased, and rather foul. There had been some demand for special sizes of old Oshus. Settlements from 1st July to date 200 bales, against, 1873-4, 650 bales; 1872-3, 1,100 bales. Stock: 100 bales new, and 400 bales old.

SHANGHAI.—Before the close of the last English mail some settlements of chops were made which indicated a further slight advance in price: Tls. 377½, 357½, and 337½ for "Gold Lion," Nos. 1, 2, and 3; Tls. 3478 for "Chin-Jan," and Tls. 325 for "Red Peacocks" having been paid. These, on the resumption of business after the mail, encouraged the Chinese to ask fuller rates, but finding that their exorbitant demands restricted sales, they were compelled to give way, and at the same time the quotations for Sterling Exchange declining, buyers were induced to accept the trifling concessions offered, and the result had been a considerable business. Under the pressure of largely accumulating stocks, holders had been obliged to further give way in price, and at the close a decline of Tls. 5 to 10 was noticeable since the beginning of the fortnight. No sales of best chop Tsatlees had been made, but holders were firm at Tls. 410 for Classical No. 3. Settlements for the fortnight, Chinas, 50,500 bales. Total settlements since 1st June, 11,500, against 1873-74, 8,500 bales; 1872-73, 17,500 bales. Comparative unsold stock on this market on the 10th June, 1874, 12,000 bales; 1873, 8,000 bales; 1872, 8,000 bales.

CANTON.—Messrs. Deacon and Co. report as follows:—Last home dates by cable are to 11th July and quote No 4 Tsatlee 11s. 6d. per lb. while here $330 per picul or 12s. 4d. per lb. is asked for same classification. About 450 bales, previously contracted for at lower rates than those now ruling, have been supplied in the past ten days; but actual settlements during that period have been limited, and are put down at 160 bales, 80 of which were taken for last French mail steamer. Taking into account the amount of Silk in London unsold, and the ever downward tendency of that market, and inducement to operate at present rates is not apparent, but lower prices are looked for to obtain ere long, as stocks are considerable, and demand has in the meantime subsided. Loongkongs do not meet with attention, and 200 bales different qualities are said to be in stock. Long-reels have been in fair request for the Indian market, and 250 piculs are reported settled. Re-reels, as shown by the export table, have not been much wanted hitherto. About 200 boxes are in course of preparation under contract. Stock is estimated at 400 bales Tsatlee, 200 bales Loongkong, 100 bales Cumchuck, 50 bales Kowkong, and about 300 bales of inferior sorts. Waste: Settlements 200 bales.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅞d. to 4s. 3d.	4s. 3⅛d.	4s. 3⅛d.
Shanghai „	5s. 10¼d.	5s. 10⅜d.	5s. 10⅜d.
Canton „ ...	4s. 2½d.	4s. 2⅝d.	4s. 2⅝d. to 4s. 2¾d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2d.	4s. 2⅛d.	4s. 2⅛d.
Manila „	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 308	225
„ Hong Kong	26½ to 27⅛ dis.	—
Bar silver	Tls. 111.2.0	9 prem.
Mexican dollars	„ 73.7.5	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 16 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. premium.
Hong Kong Fire Insurance Company, $317½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 92 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 83 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d¼., at Hong Kong 4s. 2½d.

LATEST TELEGRAMS.

RUSSIA AND CHINA.

BERLIN, AUG. 28.—The Russian Government has determined to construct a military road from Semipalatinsk to the Chinese frontier. The Chinese troops threatening the new Russian province of Kuldja are stationed close to the Semipalatinsk frontier.

PURCHASE OF AN IRON-CLAD BY THE CHINESE GOVERNMENT.

COPENHAGEN, AUG. 30.—The Chinese Government has bought a Danish ironclad, the *Denmark*, which was built in 1863 by Messrs. Thompsons, of Glasgow.

THE WAR IN ATCHIN.

The Government has received advices from Atchin, dated the 17th inst., stating that the Poede Campong has been captured without loss. The Dutch have also obtained possession of a hill occupied by the Atchinese, and lost in the engagement three men killed and twenty-six wounded. Toekoenek is dead. The health of the troops is improving.

CAPTURE OF THE "SPARK."

HONG KONG, AUG. 24.—On the evening of the 22nd inst. some pirates embarked as passengers on board the steamer *Spark*. On the voyage from Canton to Macao they murdered the captain, mate, and purser, and dangerously wounded the only European passenger and most of the crew. The pirates remained in possession of the vessel for six hours, and then escaped in a junk. The Chinese engineers brought the steamer to Macao. Gun-boats have been sent in pursuit of the pirates.

MARKET REPORT.—CHINA.

HONG KONG, AUG. 27.—Grey Shirtings, 8¼lb., $2 45; 16-24 water-twist, $115; cotton, fair medium, Bengal, $13½. Tea, Canton, very little doing; Foochow quiet, slightly lower.

CARGOES OF TEA AFLOAT.

Woosung Dates.	Name.	From	Cargo-lbs.
June 16 ...	Cutty Sark	Hankow ...	1,270,651
„ 30 ...	Ada	„ ...	988,129
July 12 ...	Cathay (P. and O. str.) ...	Shanghai ...	1,500,000
„ 17 ...	Thermopylae	„ ...	1,200,000
„ 20 ...	Glenlyon (str.)	„ ...	2,000,000
„ 25 ...	James Sheperd	„ ...	1,000,000
July 5 ...	Orion (str.)	Foochow ...	2,600,000
„ 22 ...	Cheops (str.)	„ ...	1,600,000
„ 28 ...	Ascalon str.	„ ...	1,000,000
Aug 4 ...	Montgomeryshire str. ...	„ ...	—

CHINESE matters are attracting some interest and attention in England just now. The *Illustrated London News* and the *Graphic* are full of sketches of Formosan scenery and life; the *Saturday* has, in its issue of the 29th August, a telling and clever article upon the involved relations of China and Japan; and the last *Edinburgh Review* contains an article (from the pen of Sir R. Alcock, we believe) on "Japan as it Was and Is." The *Cornhill* has recently had some excellent papers on Chinese superstition and sages, by the Rev. F. S. Turner; the September *Macmillan* contains an article on the "Future of Eastern Asia;" and other papers on China and Japan, from the pens of Sir R. Alcock, Mr. Mitford, Mr. Bowra, and Professor Douglas, are announced in forthcoming periodicals, magazines, and reviews.

We understand that the Chinese Government have borrowed a million of taels from the Hong Kong and Shanghai Bank upon the security of the Customs' Revenue, and at the interest of 8 per cent.

THE HON. HENRY JOHN BALL, late Judge of the Court of Summary Jurisdiction in Hong Kong, died on the 20th inst., at Half-moon-street, Piccadilly, in the 55th year of his age. The late Mr. Ball was educated at the University of London, where he graduated B.A., and, it seems, took a similar degree at Oxford. From 1846 to 1853 he practised as a special pleader, and in June of the latter year he was called to the Bar at the Inner Temple, when he joined the Home Circuit. In 1855 he was appointed Attorney-General of British Honduras, and held that office till 1862, when he was nominated Judge of the Summary Jurisdiction Court at Hong Kong. He acted as Chief Justice at Hong Kong on two occasions, namely, from May, 1863, until October, 1864, and again from May, 1865, until November, 1866. While he acted as Chief Justice he sat as a member of the Legislative Council, and was appointed chairman of the Sanitary Commission in 1863. In 1864 he was nominated as one of the two commissioners for preparing a new edition of the Laws of Hong Kong, and became an unofficial member of the Legislative Council in 1866. In 1867 he acted as Colonial Secretary, and in 1868 as Attorney-General of the colony.

FLOATING DOCK FOR JAVA.—A barque-rigged vessel, named the *Sourabaya*, was towed down the Clyde on her way to Java on the 27th inst. The *Sourabaya* is a floating dock, intended for the repair of steam and sailing vessels trading between Sourabaya and the adjacent ports that have a difficulty in getting to ordinary docks to repair damages. The dock has been constructed in the form of one of the old frigate-built vessels, being fitted with a temporary bow, rudder, and deck, and rigged with three masts. She is 200 feet long, 25 feet broad, and 20 feet deep, and it is said will lift a vessel of nearly 2,000 tons burthen when dismantled and refitted in her original form. She was built by the Abercorn Shipbuilding Company, Paisley, at whose yard another vessel is being constructed.

WE have received from Messrs. F. R. Wetmore and Co., of Yokohama, a map of the city of Tokio. It is printed on the finest and strongest Japanese paper, and contains the names of the principal places of interest in the city. It is to be regretted that no London agent is appointed for the sale of these maps, as travellers would be glad to avail themselves of an opportunity to procure so useful a guide.

☞ *For Shipping, Shipping Postscript, and Births, Marriages, and Deaths, see pp.* 500-1.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 31, 1874.

THE INDIA AND CHINA MAIL SERVICE.

IN a late issue we noticed the new contract made with the P. and O. Company, which provides for an increase in the speed of the outward mails, and a very considerable tightening of the penalties to be enforced in the case of over time. Seeing that it is the company's interest in all cases not to incur penalties, we cannot understand why the Government have thought it wise or expedient to put such a pressure on the commanders of the company's steamers, while the Board of Trade are using their best endeavours to discourage anything like racing or risky navigation. If a mail steamer is lost in cutting off some corner in the Red Sea, then we hold that the Government will assuredly be *particeps criminis*. It would appear that the Directors had no alternative but to submit, after being kept in suspense nearly twelve months, waiting for the permission to pass through the Suez Canal with the Southampton portion of the mails. They not only had to submit to this but to a deduction in their contract subsidy of £30,000 per annum. On what grounds this deduction was exacted we are at a loss to see, as the company undertake to deliver the Southampton mails in the same time. But for the difficulties of petty opposition which usually surround these matters, we should be inclined to upbraid the Directors in not having made a better bargain. No doubt Government had their difficulties to contend with, but if they cannot maintain and uphold what is right and just who can? The contract was an existing one, not a new one, and to enforce a Chinese squeeze was not exactly dignified, and must incur the risk of reprisal when the company has a chance. We now turn from this part of the subject to the complaints made of an occasional break-down or late delivery, and here we find the antagonistic interests of India, China, and Australia, all of which the company has equally to care for, according to its contract with Government; not so with the merchants and others interested in the respective countries. China has complained for many years that the mail steamers do not come direct from Hong Kong to Suez; they anathematise the Indian service and passengers in no measured terms, and so it is with Indian people when the China mails are allowed to come on without the India mail, should that happen to be detained by a break down or other cause. The last case of this sort is set forth in the columns of the *Overland Mail*, which, to our surprise, uses the hackneyed expression of "monopoly." This is the cry of all the avowed opponents of the P. and O. Company; but it can hardly be excused in a journal which should be well informed on the subject, and at least admit that a contract made with a company on the best terms, after a public competition can hardly be called "monopoly." This style of handling the grievance indicates something else than a pure and simple advocacy of the public interests. To select one instance of an overdue mail and ignore all those delivered on or before their due date, is hardly consistent or fair in a journal like the *Overland Mail*, which, as we have indicated, cannot plead ignorance on the subject. Now as a matter of fact we find that out of thirty mails conveyed in this year to Bombay, twenty-six were delivered from one to three days before the due date, and the other four on the due date. The scheme of the Bom bay Chamber of Commerce is simply impracticable, if not chimerical, for the scheme hinges on the further expedition of the continental mails, which is not to be obtained, and what is of more importance, the scheme, if carried out, would entirely upset the present arrangement of delivery of the mails on Monday morning, a boon which we may tell the Chamber would not be surrendered by London merchants on any consideration. When the present contract was made with the P. and O. Company all interests were represented, Mr. CRAWFORD and others connected with India, China, and Australia made their respective views known, and all agreed and urged on the Government to establish the outward mails on Friday and inward on Monday. As we have already intimated, the P. and O. Company has to regard the interests of all, and so long as the present contract exists it is idle to talk about the Indian mail service suffering by its combination with China.

THE HONG KONG AND SHANGHAI BANK.

"No dividend for the past half-year, and $225,000 taken off the Reserve Fund." So runs the telegram received by the London Branch of the Hong Kong and Shanghai Bank on the 24th inst., and, as a natural consequence, the £28 shares, which once stood at £42, are now at £26 to £28, and unless some prompt action is taken by the directors we fear the downward course will not stop. There is a lurking suspicion in the minds of many shareholders and the public generally that all losses have not been provided for. The disastrous consequences of withholding anything at the present moment need hardly be pointed out. Nothing but a "clean breast" can meet or allay the anxiety now existing, and in the permanent interests of the Bank it is to be hoped that the directors will have the courage to perform this unpleasant duty. This being done, it is necessary to inquire how the present condition of "no profits but heavy losses" has been arrived at. With the splendid connection and position which the Bank has held, its enormous note circulation, and other collateral advantages, the present state of affairs, it would seem, must have been brought about by mismanagement and incompetency. A reorganisation of the staff of managers is imperatively necessary. There can be no confidence in those who have mismanaged the working of the Bank for the past eighteen months, and turned the profits — which for years yielded 12 per cent. to the shareholders — into losses so large as not only to preclude a dividend, but trenches on the "Reserve Fund." We cannot help expressing our opinion, that the chief cause of the disaster is a departure from the employment of the Bank's capital in local operations, and launching into speculative Exchange operations, which have ruined so many banks. Of all the banks in China none had so little need or right to err on this point as the Hong Kong and Shanghai Bank; but so it is, and most dearly has it paid the penalty. A prudent Bank manager will never attempt to force up exchange, much less to say so. A Bank which does not follow the current rates of the day, and be content with its margin will assuredly come to grief. Gambling in exchange will no more succeed in the long run in banking, than in any other concern. With an absolute pruning of all bad and doubtful accounts now on the books, prompt and judicious changes in the management, we are confident that the institution will speedily regain its former position and success.

ONCE more we have the melancholy intelligence of a steamer cut off in the Canton waters. Of course any application to the Chinese authorities on the subject, would simply meet with the reply, that if our steamboat owners will not take the necessary precautions to secure the Chinese passengers who travel in them, they must take the consequences. The steamer *Spark*, which fell a victim on this occasion, was put on the river by the late Captain J. B. ENDICOTT, and was one of the first to run. We presume the calamity is owing to a relaxation of the rules and regulations adopted in 1856-7, when these things were of almost daily occurrence. Will this fresh example of the danger induce the owners to adopt precautions and maintain them?

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THE CHINA AND JAPAN MARITIME ORDER IN COUNCIL, 1874.

For many and various reasons, especially owing to the gross abuses of the British flag which so frequently occurred after the signature of the existing Treaties with China and Japan at a time when so many new ports were thrown open to trade, and owing also to the very great increase in the number of British vessels of all classes engaged in trading with and in these countries, it became abundantly manifest several years ago that some alterations must be made in the laws affecting our mercantile marine in that part of the world, two crying grievances and evils being, the impossibility of procuring for ships the proper certificates of British registry, and the laxity in the issue of sailing letters to lorchas, chartered junks, rafts, &c. Reforms in this direction have, however, proceeded but slowly; on more than one occasion circulars were addressed to Her Majesty's Consuls, inviting them to offer such suggestions for amendment as their practical experience had taught them would be useful. These circulars, we presume, were duly answered, and the answers were as duly pigeon-holed. In replying to one of these circular despatches, some six or seven years ago, the late Mr. Consul Markham, an officer of considerable experience in shipping matters both in China and in Siam, besides making other useful suggestions, pointed out, we believe—and others probably did the same,—the necessity of making Shanghai a port of registry for British ships. This, after a long delay, which is much to be regretted, is now an accomplished fact. Her Majesty the Queen, by virtue of the powers vested in her by certain Acts of Parliament and acting by and with the advice of her Privy Council, was pleased, on the 6th of August, to make an Order in Council, of which we have given above the short title, and the tenor of which we now proceed to lay before our readers as concisely as possible, merely premising that, taken as a whole, it is, in our opinion, a very useful measure indeed :—

The port of Shanghai is made a foreign port of registry.

The Registrar is to be a British subject, and will be appointed by Royal Warrant.

In certain emergencies Her Majesty's Minister in China may appoint a Deputy of the Registrar.

The Registrar will practically hold his appointment during good behaviour.

The Registrar shall have and use a seal bearing such device as shall be directed by one of Her Majesty's Secretaries of State; and every signature or seal affixed to any instrument shall be taken as genuine until the contrary is proved.

The Registrar of Shipping at the port of Shanghai shall have the same powers as any Registrar appointed under the Merchant Shipping Acts, and in addition such powers as are conferred by those Acts for the purposes of registration and measurement on any Officer of Customs, or of the Board of Trade.

A certificate of mortgage or sale granted by the Registrar at Shanghai may contain powers to be exercised at the other ports of China. We are at a loss to understand why this provision does not extend to the Japanese ports.

On the transfer of a ship from one British subject to another, under a certificate of sale, at any port in China or Japan (other than Shanghai), the Consular Officer of the port shall endorse an entry of the transfer on the certificates of registry and sale; and should the purchaser wish to register the ship at Shanghai, the Consular officer shall, if required, forward to the Registrar at Shanghai the bill of sale and the declaration of ownership, together with the abovenamed certificates, and a certificate of any survey that may be necessary for fresh registration; and upon receiving these documents the Registrar shall register the ship anew, and shall either retain the new certificate of registry, or forward it to the authority of such port as the purchaser shall require, and on proper request made it shall be forwarded to any other port to be handed to the master of the ship when the requirements of the Merchant Shipping Acts as to the marking of the ship shall have been complied with.

On the transfer of a foreign ship to a British subject, the process is to be the same as in the last-mentioned case. Nothing is said with regard to the transfer of a British ship to a foreigner, and although no provisions may be absolutely necessary for such a case, it would have been better had the course to be pursued been accurately defined. We remember an instance which occurred some eight or nine years ago, when a dismantled British steamer, with a Hong Kong certificate of registry, was sold to an American firm at a port in China, and the utmost difficulty was experienced in completing the transfer in due form.

Lorchas, and other Chinese and Japanese rigged ships, provided with sailing letters or similar documents, shall, after the commencement of this order, on their first arrival at any port in Japan, or at any port in China other than Shanghai where there is a Surveyor, be surveyed, and the Consular officer of the port shall transmit to the Registrar at Shanghai the sailing letters and certificates of survey; and a certificate of registry shall be issued and delivered in the manner before mentioned.

On any transfers, whether from one British subject to another, or from a foreigner to a British subject, or on the first arrival of a ship, provided with a sailing letter or similar document, at any port in Japan, or at any port in China, other than Shanghai, where there is a Surveyor, the Consular officer of the port shall grant to the master, upon his application, a pass containing the particulars required by Schedule A of this Order. In the China and Japan seas, as well as in Hong Kong waters, such pass shall possess the same force as a certificate of registry, until the expiration of four months, or until such earlier time as the new certificate of registry shall be delivered to the Master, or until notice of the cancellation of such pass has been given to the master by the Registrar at Shanghai. On the occurrence of any of these circumstances the pass shall become void, and shall be at once delivered up by the master to a Consular or other duly authorised officer, under a penalty not exceeding £50. We hope that this clause will be carried out with the utmost stringency, for it is this class of vessels which in past years has given so much trouble, and has brought so much disgrace upon the British flag.

Her Majesty's Minister in China shall be considered in all respects as occupying the place of the Board of Trade, and the Commissioners of Customs with regard to British vessels registered at Shanghai.

Her Majesty's Ministers in China and Japan shall, in these countries respectively, have full power to appoint fit and proper surveyors, who shall have the same powers as those appointed by the Board of Trade.

Under certain circumstances, Commissioners of Customs and Governors of British possessions may grant a pass to an unregistered vessel to admit of her proceeding from any port in Her Majesty's dominions to Shanghai, and such pass shall for the time and within the limits therein mentioned have the same effect as a certificate of registry. In the same manner, Her Majesty's Minister may grant a pass to an unregistered vessel to admit of her proceeding from Shanghai to any port in Her Majesty's dominions. We fail to see why this power is withheld from Her Majesty's Minister in Japan.

Lorchas and other Chinese and Japanese rigged ships, registered at Shanghai, so far as regards the employment of native sailors, are exempted from compliance with that part of the Merchant Shipping Acts which relates to the shipment and discharge of seaman. This is probably a wise exemption, but at the same time we think that the crews ought to be inspected by some official, either on the vessel's departure from or arrival at a port, to ensure them fair treatment, without their having the trouble and delay caused by formal petitions to a Consular officer, for any one who is acquainted with this class of vessels will know that their masters have not usually a very keen perception of abstract justice.

Her Majesty's Minister in China may, with the approval of one of Her Majesty's Secretaries of State, amend the instructions to Consuls which accompany this order, and issue others with reference to the performance of any act or thing relating to the registry of ships registered at Shanghai.

This order will commence and have effect as follows :—(1) As to the making of any warrant or appointment, immediately from and after the making of the order. (2) As to all other matters and provisions contained in it, immediately from and after the expiration of one month after this order is first exhibited in the public office of the Shanghai Consulate; and of the time of such first exhibition notice shall, as soon hereafter as possible, be published in every Consular district in China and Japan, in such manner as Her Majesty's Ministers there respectively direct.

A copy of this order shall be kept exhibited conspicuously in each Consulate in China and Japan. Printed copies shall be provided and sold at such reasonable price as Her Majesty's Minister in China directs.

The following are the fees to be taken under this order :—Certificate of registry, $15; inspection of registry book, $1; copy of ditto, recording bill of sale, or deed of mortgage, transfer or discharge of mortgage, provisional certificate of registry, and pass for ship, each $5; for every declaration under the Acts, certificate of sale or mortgage, endorsing ownership or certificate of registry, transfer of registry to another port, alteration in register of name, rig, or tonnage, each $2; change of master, seal, and signature to any document not mentioned herein, each $1.

For measurement of tonnage as under :—

For ships of	15, and under	500	tons gross tonnage,	$15
,,	500, ,,	1,000	,,	22.50
,,	1,000, ,,	2,000	,,	27
,,	2,000, ,,	3,000	,,	31.50
,,	3,000, ,,	4,000	,,	36
,,	4,000, ,,	5,000	,,	40.50
,,	5,000 and upwards		,,	45

For the inspection of the berthing or sleeping accommodation of the crew, each visit $4.50, but fees not to exceed $9, whatever the number of visits, and no fee is to be charged when inspection takes place at the same time as the measurement of tonnage.

For the inspection of light and fog signals :—

For each visit on application of owner, and for each visit made when lights or fittings are found defective, $4. 50, but fees not to exceed $9, whatever be the number of separate visits.

For the inspection of the marking of a ship, for each visit on application of owner, and for each visit made where the provisions of the Merchant Shipping Acts have not been complied with $2. 50, but fees not to exceed $5, whatever be the number of separate visits, and when the marking is inspected at the same time as the light and fog signals no separate fee is to be charged.

Some of the fees in this Schedule are, in our opinion, too low, especially in the last three instances; at the same time it is a great improvement to fix them in dollars instead of in sterling.

We believe that Mr. Tapp, who has been for several years in charge of the shipping department of the Shanghai Consulate, and who was sent home to aid the Board of Trade in drawing up these new regulations, will be appointed first Registrar under the provisions of this Order in Council.

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THE ATCHIN WAR.

The following is from an occasional correspondent of *The Times*, dated July :—

By favour of the military authorities in Batavia I obtained permission to accompany a steamer they had taken up to convey troops to the seat of war, and on the following morning, at daybreak, I was driving down to the port to take boat for the roads. Batavia is situated in a diluvial plain, the shores of which are so shallow that vessels must be about two miles or more off the actual business town, which is connected with the roads by a long canal, carrying the small river, which here debouches, about a mile further into the sea. Once on board, I catch sight of a couple of heavy breech-loaders and a quantity of cases marked "Cartridges," and I put my cigar aside rather hastily, as the captain warns me that certain oilcloth-covered boxes at present encumbering the gangway to my cabin contain gunpowder. An hour later the rickety little steamer which does the service between the Custom-house at the inland end of the canal pants alongside, towing a couple of barges containing the five hundred souls who are to form our live freight, and of whom about one-fifth are women and children. Half of the soldiers are Europeans, a great many being French or Germans, some having crosses won in the late war; the remainder are Amboynese, which race is considered to give the best fighting material hereabouts, and to be hardly inferior to the white troops. Having no intermediate port to call at, we took the quieter passage up the Malacca Straits. At dawn on our seventh day out I lay half awake in my berth, undecided whether to turn out at once or to try another nap, when my mind was suddenly made up for me by hearing the familiar voice of the captain shout "Djardeh!" (Malay for "Let go!"), and immediately there followed a splash and a sound like a gigantic clock running down. The engine stops its heaving throb, and I know that we have come to anchor. Half a minute later I am on deck, and find we are off the mouth of the Atchin river, about two miles from the shore. It is, however, late in the afternoon before we receive our orders, which are to proceed to the extreme west of the Dutch line of coast and land our troops there; but it is too late for any such action that day, so we roll about where we are all night and shift our anchorage the first thing next morning, lying about a mile off shore in six fathoms, a little short of the mouth of the small stream called the Tjankoul.

At this early date I noticed what further observation unfortunately seemed to confirm—namely, a total want of organisation on the part of the Dutch, and an absence of prevision which surprised me in this commercial race.

The Dutch occupy a triangle of territory having for its base about four miles of coast line between the *embouchures* of the Atchin and Tjankoul rivers; the right bank of the Atchin river is their eastern boundary, the western being formed by the right bank of the Tjankoul and a line of jungle; these last two sides, each about three miles long, culminate southward in the Kraton. Immediately within the sea bank is a considerable extent of untenantable marshland, narrowing towards the west into a small lagoon seventy or eighty yards wide, and shallow except for a few yards in the centre; this communicates with the Tjankoul river, at the mouth of which, on the left, bank at some half a mile distance, is Fort Lamti, occupied by the Atchinese. Here they have some pieces of artillery which blockade the mouth of the river and also prevent the Dutch from advance in this direction. On the south side of the lagoon, at its angle with the river, was the fortified campong, Ouleli, which the Dutch now occupy with about 120 men, and whence they exchange shots with Tookoo Nanta, the hostile Rajah at Lamti. From Ouleli they have made a good ten feet roadway to the Kraton, and this is protected by the intervening forts of Blangkawaai and Mardowattie on the east; and a small fort, Kotta Lunga (Kotta is Malay for a fortified town or village), has lately been occupied by thirty men on the west side to check the advancing Atchinese, who were building forts in that direction. On the eastern side of the triangle the Dutch have a small fort at the mouth of the Atchin river, protecting the entrance, but owing to the shallow water and a troublesome bar this river is of little or no use as a means of communication with the roads in this monsoon. A mile up stream, on the right bank, is the Marina Banteng (Banteng means simply a fort), half a mile further a small fort, only very recently occupied, called Lampouh, and but a few hundred yards further on the more important post of Penajung.

Of the Kraton the correspondent writes :—I think there is a general idea, from this place being spoken of as "the" Kraton, that it is the only place of that title, and it may, perhaps, not be superfluous to explain that the word signifies a fortified palace, and implies the large enclosed space which surrounds a palace, and contains probably from 2,000 to 10,000 inhabitants dwelling within its walls, but without the inner enclosure which walls off the absolute regal household; and the name is applied not alone here, but to all similar buildings throughout Sumatra, Java, and the neighbouring islands.

Alluding to the occasional skirmishes which occur, he says :—On the 28th of June the Dutch made another sortie, with about 400 men, against some forts which had been constructed by the Atchinese in a line between Pedir Point and Penajong. The attack was begun by the artillery, and within a short time all reply from the fort was silenced, and it was assumed that the enemy had vacated the position, and the Dutch therefore advanced, but of course observing proper caution, to the storm. On forcing the gate, the first man to enter, a sergeant, immediately fell, cut to pieces; the second man, one of the captains, received five severe klaywang wounds, and it then appeared that the Atchinese were "playing 'possum," and quietly awaiting under cover of their earthworks the hand-to-hand combat which they well know to be less to their disadvantage. After considerable and severe fighting the fort remained in the hands of the assailants, with a loss of thirty-seven wounded, and the capture of seven prisoners.

The conduct of the war is far too slow and petty, and the soldiers who are not quite of the European standard are rendered listless by want of occupation and active fighting. To insure progress blow should follow blow, and any success be followed by a further attack while the enemy is still disorganised, instead of which intervals of one and even two weeks are allowed between the Dutch movements against the foe. On the other side, it is set forth that Holland has not the command of sufficient strength for such a policy, and in that case it would seem to me that it were much better to abstain totally from fighting until such time as they can accumulate the needful force, and then throw it against the Atchinese with energy. In the meantime, fresh men are being sent up at the rate of 1,000 to 1,5000 a month, and it seems to be overlooked that while a small portion of these are used in tinkering at the present style of fighting there is a far more considerable number sent every week into hospital who might, if they must be lost to active service, be much more advantageously lost in the field. I cannot but think if the men were better lodged and better fed, much of the sickness might be avoided, and quicker action might, I believe, reduce it also from primary causes, and it certainly would operate favourably in shortening the term during which the men have to be exposed to the climate.

Literature.

We are glad to hear that the Rev. Wm. Scarborough, of Hankow, is now engaged in the compilation of a work on Chinese proverbs, containing some 3,000 examples. It is printing at Shanghai, and will probably be ready at the end of the year.

Two important works bearing on Chinese literature, viz., *A Handbook of Biographical, Historical, Mythological, and General Literary Reference*, by W. F. Mayers, Chinese Secretary to H.B.M.'s Legation at Peking, and *A Chinese Dictionary*, by S. Wells Williams, will shortly be published by Messrs. Trübner and Co. The object of Mr. Mayers's work is to elucidate the personal and historical allusions frequently met with in Chinese literature.

The *Athenæum* notices the paper read by Dr. Bushell on the Confucian Temple at Peking, which has been published in pamphlet form by Harrison and Sons, London.

Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, July 8, Glenvoy (str.); from Liverpool, 8, Ajax (str.); from Hamburg, 5, Olympia (str.).

At Hong Kong and Canton.—From London, July 15, Glamis Castle (str.); from Liverpool, 4, Warrior; from Cardiff, 4, Juan F. Pearson; Aug. 11, Atalantic.

At Singapore.—From London, July 13, Eurus (str.); 23, Glengyle (str.); from Liverpool, 22, Patroclus (str.); 24, Belle of Southesk; from Newcastle, 11, Meteor; from Sunderland, 12, William and Anna; Malvern; from Cardiff, 13, Ida; 23, W. H. M.; from Leith, 15, Mactan; from Shields, 18, Southport; from Newcastle, 21, Queen of the Age; from London,&c., Aug. 24, Somerset (str.); 27, Diomed (str.), Atalanta (str.), Sir Jamsetjee Family, Alblasserdam.

At Penang.—From London, Muriel (str.), Paris (str.) from Hamburg, Atalanta; from Liverpool, July 19, Patroclus (str.); from Glasgow, 22, Eastern Isles (str.).

At Batavia.—From Texel, July 10, Billiton; 16, Electra, Nicolaas Witsen; from Brouwershaven, 17, Nederland.

DEPARTURES.

From Yokohama.—For London, July 8, Chusan (str.).

From Shanghai.—For London, July 8, Menelaus (str.); 9, Lammermuir.

From Foochow.—For London, July 3, Sarpedon (str.); 7, * Canton (str.).

From Hong Kong and Canton.—For London, July 6, Sarpedon (str.); for Southampton, 4, Venetia (str.); for New York, 14, Kate Carnie.

From Singapore.—For London, July 11, Venetia (str.); 14, Sarpedon (str.); 20, John George; 21, Luzon (via Penang); for Liverpool, 23, Howden; for Marseilles, 21, Italia; for New York, 19, John Worcester.

From Penang.—For London, July 16, Sarpedon (str.); 22, Hypatia.

From Batavia.—For Holland, July 6, Harrington; 9, Holland; 15, Warrior; for United States, County of Ayr; 12, Cromwell.

* Lost on the Min reef the same day.

VESSELS LOADING.

At Hiogo.—For New York, Duna.

At Shanghai.—For London, Ajax (str.), Glenlyon (str.), Thermopylæ, James Sheppard, Sir Launcelot.

At Foochow.—For London, Cheops (str.), Montgomeryshire (str.); 29, Orion (str.), Egeria (str.).

At Hong Kong and Canton.—For London, Faith, Colden Spur.

At Singapore.—For London, Eurus, Sea Star, Meteor, Southport; for New York, Olivia Davis; for Boston, Crest of the Wave.

At Penang.—For London, Elly.

FREIGHTS AND CHARTERS.

At Hiogo.—To New York, per steamer, £6 per ton.

At Shanghai.—To London, £2 10s. to £3 per ton of 50ft., and £4 perr 40ft. steamers.

At Foochow.—The rate for London, by steamer, is £3 10s. per 40 cubic feet, and for sailing vessels, £3 10s. per ton of 50ft.

At Hong Kong and Canton.—For London, £3 10s. for steamers and sailing vessels.

At Singapore.—Rates to London are £2 10s. dead weight, £3 5s. to

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£3 7s. 6d. for light freight. To New York, the Olivia Davis loads tin at £2, pepper and measurement £3.

At PENANG.—To London, £3 to £3 2s. 6d. dead weight.

CASUALTIES.

HONG KONG.—The *Titania*, from Sydney, for Hong Kong with coal, was dismasted on the 5th of August in lat. 17 N., long. 133 E.; rigged up jury masts and arrived off Hong Kong; she was towed into port with hull slightly damaged.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 2 ...	Lothair ...	London ...	Shanghai
„ — ...	Taitsing ...	Do. ...	Hong Kong
„ — ...	Petronella (Dutch)...	Saigon ...	Falmouth
„ 3 ...	Charmer (Amer.) ...	Liverpool ...	Hong Kong
„ — ...	Osaka ...	Hong Kong ...	London
„ — ...	Fiery Cross ...	Do. ...	New York
„ — ...	Cathaya ...	Liverpool ...	Yokohama
„ — ...	Leucadia ...	London ...	Shanghai
„ 6 ...	Channel Queen ...	Ilo Ilo ...	New York
„ — ...	Wakefield (Amer.)...	Manila ...	Do.
„ 8 ...	Empress ...	Singapore ...	London
„ 9 ...	Min ...	Do. ...	New York
„ — ...	County of Ayr ...	Batavia ...	Do.

TRIAL TRIP OF THE "LY-EE-MOON."

On the 29th inst. the *Ly-ee-Moon*, with a number of visitors more or less interested in China and Japan, proceeded from Blackwall to the Maplin Sands on her trial trip. The dimensions and capabilities of the vessel are: — Length, 272 ft.; breadth, 27ft. 6in.; depth of hold, 18ft.; draft, when loaded, 13ft. 6in.; displacement at that draft, 1,540 tons. There is also accommodation for 36 first, 24 second, and 40 third-class passengers, besides 300 below, and stowage for 1,350 tons. The cabins, &c., are all built on the main deck, forming a flush upper deck, which makes a splendid promenade of more than two-thirds the length of the vessel. The engines are by the Ouseburn Engine Works Company, Newcastle-upon-Tyne. The maximum horse power developed was 385 in the high pressure, and 428 in the low pressure engines, making a total of 803 indicated horse power. At four turns of the running wheel the high pressure indicated 250, and the low pressure 258, total 508; the boilers are constructed to work 70lbs. to the square inch. One feature in regard to this engineering firm is that all their work is turned out on the co-operative principle, and, according to the remarks of the manager of the works on the subject, the plan works admirably for all concerned. Several trials were made at the measured mile, and the maximum rate of speed attained was 13½ knots, with a proportionate consumption of 9¼ tons coal per twenty-four hours; this result was considered highly satisfactory. Had the vessel been deeper, and the screw more immersed, a better result would have been obtained. It was a general remark how easily and smoothly the engines worked, the vibration being almost imperceptible on any part of the ship. Over forty guests sat down to an excellent luncheon in the chief saloon, after which the customary toasts were proposed and responded to in the usual manner. About nine o'clock the vessel came to an anchor off Gravesend, where the company separated.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAMERON—On the 24th Aug., at Little Buckland Cottage, near Lymington, the wife of Ewen Hay Cameron, of Ceylon, of a daughter.

JONES—On the 15th July, at Runnymede House, Penang, the wife of Philip Jones, of a son.

KIRCHHOFF—On the 5th July, at Shanghai, Mrs. Kirchhoff, of a daughter.

KRUGER—On the 2nd July, at Swatow, the wife of Cæsar Kruger, of a daughter.

MORRIS—On the 27th June, at Foochow, Mrs. B. J. Morris, of a daughter.

MOULE—On the 8th July, at Ningpo, the wife of the Rev. A. E. Moule, of a son.

RENNIE—On the 28th Aug., at Coombe Wood, Surrey, the wife of W. U. Rennie, C.M.G., Lieutenant-Governor of St. Vincent, of a daughter.

THOMAS—On the 24th Aug., at Holmwood, Caterham, the wife of Thomas Thomas, of Japan, of a son.

WATSON—On the 17th July, at Yokohama, Mrs. E. B. Watson, of a daughter.

MARRIAGES.

BOLTON—WARRICK.—On the 26th Aug., at Claremont Park, Leith, by the Rev. John Kelman, the Rev. Wm. Bolton, M.A., Leeds, to Ellen, eldest daughter of Wm. Warrick, merchant, Leith.

HALL—MOORE.—On the 29th Aug., at Bethesda Chapel, Hanley, by the Rev. J. C. Watts, the Rev. William Nelthorpe Hall, of Tientsin, China, to Susan, daughter of the late William Moore, of Cauldon-place, Shelton, Staffordshire.

PAYNE—WEBSTER.—On the 10th July, at the British Legation, Yokohama, by the Rev. Wm. Ball Wright, in the presence of Sir Harry Parkes, K.C.B., Herbert William Glendining Payne, only son of the late Capt. William Payne, R.N., to Elizabeth Amy Cathcart, daughter of Francis Webster, Writer to the Signet, Edinburgh.

THOMSEN—GOTTLIEB.—On the 18th July, at St. George's Church, Penang, by the Rev. Julian Moreton, Nicholai Thomsen, of Enterprise Estate, Deli, to Andrea Gottlieb.

THORBURN—MARLER.—On the 27th Aug., at St. John the Baptist, Highgate-road, N.W., Richard, eldest son of R. Thorburn, Librarian of the Admiralty, Whitehall, to Florence Amy, second daughter of Henry W. Marler, Brecknock-road.

WEYMOUTH—LIDDELOW.—On the 15th July, at St. Andrew's Cathedral, Singapore, by the Rev. Canon Hose, William M. Weymouth, late of Brooklyn, New York, to Harriet Marie, daughter of the late Robert Liddelow, Manor Farm, West Dereham, Norfolk.

DEATHS.

BALL—On the 20th Aug., in Half Moon-street, Piccadilly, in the 55th year of his age, Henry John Ball, late Judge of the Court of Summary Jurisdiction, Hong Kong, and sometime Her Majesty's Attorney-General for British Honduras.

GREIG—On the 20th April last, fell overboard, on his voyage from Sydney to Shanghai, Arthur Davidson, fifth son of the late John Greig, LL.D., of Walthamstow House, Essex, in his 25th year.

LEONARD—On the 26th Aug., at Edinburgh, James Keith Leonard, late of Shanghai, China, aged 38 years.

MEDHURST—On the 23rd Aug., at Teignmouth, South Devon, Mrs. Elizabeth Medhurst, widow of the Rev. Dr. Medhurst, of Shanghai, aged 80 years.

PERRY On the 24th Aug., in Venice, Sir William Perry, for many years H.M.'s Consul-General.

PLUMER—On the 27th Aug., at Talbot-square, Hyde Park, Ann, widow of Mr. T. H. Plumer, late of Canons Park, Middlesex, aged 79.

RUTTER—On the 25th Aug., at Ravensbury, Mitcham, Surrey, Alice Elizabeth, relict of the late John Rutter, aged 75 years.

WHITE—On the 8th July, at Yokohama, Thomas White, aged 33 years, a citizen of the United States.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 25, at Bremerhaven, from Bassein, Eurydice; 12, at Boston, from Sourabaya, Ernest; 29, at Falmouth, from Rangoon, Maasnymph; off the Lizard, from China, Kingsbridge; 27, at Liverpool, from Rangoon, Maori; 28, at Falmouth, from Rangoon, Cyrene; at Liverpool, from Rangoon, New Era; 25, at Hamburg, from Rangoon, Dorothea; July 13, at Callao, from Hong Kong, Florencia (str.); Aug. 29, at London, from Rangoon, Societa; from Akyab, Profita; 27, at Greenock, from Java, Honigby; 29, at London, from Rangoon, Americiana; off Prawle Point, from Batavia, for Rotterdam, T. G. H. V. (Labrador); at Falmouth, from Osaka, Fiery Cross; off the Lizard, from Rangoon, Constantine, China; J. B. D. H., at Liverpool, from Rangoon, St. Bernard; at Queenstown, from Akyab, Lady Octavia; from Bassein, Breadalbane; 29, at London, from Akyab, Consiglio; at Liverpool, from Manila, Irurac Bat (str.); at Queenstown, from Rangoon, Peruvian Congress.

DEPARTURES.—Aug. 27, from London, for Penang, Ben Nevis; for Singapore, China, &c., Braemar Castle (str.); for Hong Kong, Tamesa; 26, from Shields, for Batavia, Agnes; 28, from London, for Colombo, Scawfell; 29, for Java (via Flushing), Tromp (str.); from Greenock, for Java, Sourabaya; 28, from Swansea, for Hong Kong, Sarah Nicholson; from Newcastle, for Singapore, Douglas Castle; July 30, from Rio Janeiro, for Batavia, Jeannie S. Barker.

STEAMERS PASSED THE SUEZ CANAL.—Aug. 30, Cawdor Castle, from London, for Singapore, China &c., Conrad; from Batavia, for Nieuwe Diep.

MISCELLANEOUS.—Advices from Bahia Aug. 7, state that the Solent, Meldrum, from London to Singapore, which put in there 13th July, leaky, is discharging.—Lisbon, 22nd Aug.—The discharge of the Gordon Castle continues, but goes on slowly, because the forebulkhead has to be shored off as the tea is removed from behind it; the forebulkhead shows signs of the enormous pressure upon it from the water in the fore compartment, consequently every precaution is necessary to avoid accident.—Greenock, 28th Aug.—The Sourabaya (barq.), hence to Java has put back with steering-gear defective.

CASUALTIES.—A telegram from Japan announces the loss of the Pingon steamer, a local trader, but partly insured in London. Sourabaya, Aug. 29. The Albion (Brit. ship), from Java to the Channel with about 840 tons of sugar on board, has been burnt at Probolingo, and is a total loss.

SPOKEN.—Horatia Sprague, Hong Kong to San Francisco, off Bonin Island; H. P. B. P. (Fr. barq.), Bordeaux, to Batavia, June 5, 7 N., 30 W.

Naval and Military.

The Department of the Accountant General of the Navy has given notice that preparations are now being made for the distribution of the amount awarded for salvage services rendered to the British barque Foo-chow-foo on the 1st and 2nd August, 1873, by Her Majesty's ship Hornet; and for the distribution of the tonnage bounty awarded for the slave dhow Kasoomba, captured on May 26, 1873, by Her Majesty's ship Daphne. The date proposed for the commencement of the distribution, and the amount of an individual's share in the respective classes will shortly be made known.

A large furnace has been built in the Royal Laboratory at Woolwich for the special purpose of burning down the old metal cartridge cases returned to Woolwich from various stations at home and abroad, after being expended at target practice. Something like ten tons of metal has been already recovered in this way, but the brass is considerably alloyed with the iron which forms the base of the cartridges, and its value is thereby deteriorated to some extent. Cartridge cases are now generally made wholly of brass, and the residuum will consequently be of more value.

Lieut.-Colonel J. W. Graves, who served with the 18th regiment in China from 1840 to 1847, and has latterly been staff officer of pensioners at Cork, has accepted retirement pay.

Major J. Garnier, of the Royal Engineers, has been ordered to hold himself in readiness to embark for service at Hong Kong.

The "Chinese Dragon," earned by the 98th Regiment during the first China war, has been approved as the regimental badge.

Assistant-commissary A. J. Hutton, of the Control Department, has been detached from the Straits Settlements.

Miscellaneous.

THE JAPANESE RAID ON FORMOSA.

The *Daily Telegraph* says that it is not wonderful that the prospect of a conflict between China and Japan should have excited apprehen-

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sions, however vague, among not only the commercial class, but the politicians. It can easily understand that the trading community should be interested in the preservation of quiet, yet it would be absurd to suppose that either the Government of Peking or that of Yedo will stifle their ambition, or square their policy, whether it be offensive or defensive, by the wants and wishes of the European Powers. Asiatic rulers follow their own bent, just as if they controlled military monarchies or democratic republics framed after the most approved fashion. For many years both China and Japan, stimulated by contact with Europe and America, have shown a marked disposition to augment the physical force at their disposal, and supply it with the best attainable armaments. In addition, the persistent activity in Chinese arsenals and building yards has been duly noted by the observant foreigner, who, after his wont, has not failed to record the launching of war ships, and the accumulation of military means in all the depôts. Humiliated by internal, and beaten by external foes, the Empire naturally desires to develop its power, and possess, ashore and afloat, at least, a respectable force. Foreign residents, mainly devoted to trade, have neither been slow to note these changes, nor exempt from solicitude on their account. They see in them a wish to escape from European and American influences, and are not without fears lest China should attempt to return to her old but impossible policy of exclusiveness. Russia may not be indisposed to foment a conflict directly tending towards a diversion of Chinese attention from the countries forming her new frontier, but no other Power can desire to see Japan and China wasting their resources in naval and military operations so likely, among other consequences, to revive the stricken fortunes of piracy on the highways of Eastern trade. The threatened calamity may be averted by diplomacy; yet the incident will serve to impress on the world the fact that both China and Japan are developing maritime and territorial forces certain to become important elements weighing heavily upon the future political condition of Asia between the Pamir Steppe and the Pacific Ocean.

The prospect of a war between China and Japan has, the London correspondent of the *Manchester Guardian* states, made itself felt in one important branch of European commerce—that which deals with munitions of war. For some weeks past Chinese agents have been purchasing Krupp guns in Germany and gunpowder, mostly in England, to the value of £10,000. Persons interested in the trade of the Far East, or who have lived in China and Japan, regard the prospects of war between those two countries with some alarm. They consider that the consequences would be very disastrous to all foreign interests if China should prove the victor; and, as a result of that contingency, they anticipate the ejectment of the foreign residents in the Chinese Empire. According to the best information which reaches us, the Japanese appear to be in the right; for when they complained some time ago in Peking of what had occurred in Formosa, the Chinese Government disavowed all responsibility and authority in the island; and it is only now, *post factum*, that they are trying to assert a sovereignty that had certainly not been admitted a year ago by the Chinese Government.

THE PEKING HOSPITAL.

The Rev. Joseph Edkins contributes to the *Academy* a notice of the report of the Peking Hospital, by Dr. Dudgeon, and adds an interesting account of the introduction of foreign medicines and vaccination by Sir George Staunton at Canton. Doctoring, says the writer, is a very favourite occupation of the literati of that country. A man needs no certificate to practise. He depends for reputation on the cures he performs, and his introduction to the profession is accomplished by his learning its duties from some physician who communicates to him his experience.

The two fundamental medical books are very old, and belong to the Confucian epoch as that of the Early Han. The doctrines of alchemy, which budded and blossomed in the Later Han age, or about A.D. 200, do not appear in these works. The combination of Tauist doctrine with the healing art by the alchemists of the Han dynasty and the time following it, marks a new period in the history of Chinese medicine. Before this time the forest hermit, gathering herbs in the mountains, became by successful cures a noted physician. Here was the first connection between the Tauist religion and the history of Chinese healing. The notion of a vegitable elixir, that is, of the herb of immortality, dates from the time of the simple followers of *Lautsze*, or of the hermits who preceded him, and whom he admired. The seekers of the elixir were in high favour with *Tsin she hwang*, the book burner. Among the books exempted from destruction those treating on medicine were included. *Soo wen* and *Ling k'éu*, the two works above referred to, may have very well escaped from the memorable burning which raged most fiercely against the writings of Confucius and other political and moral writers. The invention of alchemy was productive of more injury than benefit to medicine, and has not in China been succeeded as in Europe by a scientific age of enlightened enquiry. Alchemy of course fell into disuse because it failed. Two emperors are said to have died after partaking of the philosopher's stone. Repeated want of success tired out the operators and rendered popular faith in it impossible. Yet the names and hypotheses remained to cumber medical literature and obscure the intelligence of the physician.

At least a thousand years before the Christian era a doctrine of five elements existed among the wise men of China. It is found in the Book of History which dates from that time. This doctrine has beclouded the minds of the physicians of that country down to the present day. The five elements are in their view the five activities which operate on each other in the form of metals, wood, water, fire, earth. Under the influence of this theory the ancient chemists while preparing medicines accounted in a ready-to-hand way for the phenomena they witnessed. Metals melting under the action of fire showed that the element fire conquers the element metal. But water extinguishes fire. The element water, therefore, which manifestly is the victor over fire, may be applied by those who know how to subdue all evils attendant on fire. In this way they arranged a circle of interacting influences, and thought that in so doing they had arrived at the inner secrets of nature. The human body they represented as under the dominion of the five elements, and the efficacy of all drugs is nothing but an exemplification in each case of the elemental action. Fever, for instance, is the domination of the element of fire, and must be expelled by a judicious application of the element of water.

From the elemental theory and from alchemy springs the whole nomenclature of medicine, the idea of the microcosm being added, according to which everything in heaven and earth finds its analogue in the human body. From this way of looking at things Chinese medicine has never yet set itself free. The foreign physician resident in China finds, therefore, the native mind in regard to medicine besotted with prejudice and error.

Of vaccination the writer says:—In the country private vaccinators go where they please, and in some districts they charge very high fees for the privilege of vaccination. No law or usage interferes with them, and if they demand twice as much for operating on a boy as on a girl public opinion is in no way outraged. It is the habit of the people to value boys more than girls, and the vaccinator takes advantage of this.

The Pacific Mail Company and the Tea Trade.—A San Francisco paper says:—We published a circular from a prominent firm in the Tea trade at San Francisco, reflecting on the action of the Pacific Mail Company for an alleged discrimination against the Tea importers of that City, in bringing freight from Japan. It appears that the same communication was sent to other New York journals, and one of them, an obscure weekly, accompanied the statement in its columns with an emphatic denial of the allegation from the Managing Director of the Mail Company, who, as alleged, pronounced the charges contained in the circular false. About the same time the *Journal of Commerce* of this city, in its money column, made reference to the matter, and stated substantially that, having consulted the Managing Director of the Company, he had acknowledged that the charge of discrimination was true, and attempted to justify it on business principles, to all of which the *Journal* very properly, as we think, took issue. But having seen the denial of the Managing Director in the obscure weekly, the author of the circular has taken the trouble to substantiate his original charge by an abundance of documentary evidence which he sends us, in the shape of copies of letters from his correspondents in Japan, and also one from the San Francisco agents of the Mail Company, the latter offering an apology for what they call "a serious dereliction, and of a nature well calculated to militate against the prosperity of the Company," adding that they have presented the case to the Yokohama agency. As the matter now stands, we do not deem it necessary to publish these letters. We may add, however, that the gentleman who brings these charges against the Mail Company is known by the writer of this to be one of the most upright and honourable merchants in San Francisco.

On the 1st September next, and thenceforward, the postage on a newspaper not exceeding four ounces in weight, addressed to any of the following places, and intended for transmission by the mail *vid* Southampton, will be reduced from 2d. to 1d., viz.:—To the East Indies, Hong Kong, or any other part of China, Japan, Ceylon, Straits Settlements, or Labuan; a further rate of 1d. being chargeable for every additional four ounces or fraction of four ounces. The above postage must in all cases be paid in advance, or the newspapers cannot be forwarded.

Mr. J. S. Dismorr, of the Royal Netherlands Steam Navigation Company, states that advices have just reached him announcing the assassination by a native of his correspondent in Japan, Mr. L. Haber. Mr. Haber was of German nationality, and had recently been acting as Consul for the German Empire at Hakodade.

Monetary and Commercial.

The acceptances of Paul S. Forbes (who has been of late years in London and Paris) for £40,000 have been protested, and judgment given on them. Mr. Forbes was, up to June last, a partner in Messrs. Russell and Co.'s, of China, but these acceptances were given by Mr. Forbes in his own name, on behalf of a steam line from San Francisco to Australia, in which he took a prominent part. Of course the company has gone to smash, and the unfortunate passengers who paid their passage-money have been victimised. It is to be regretted that a merchant of Mr. Forbes's position and standing should be mixed up with so miserable a business. It is another instance of the danger of allowing a partner to remain in a firm who does not confine his operations to business connected with the firm. To have a partner or partners roving about Europe entering into all kinds of speculation is an element of danger which firms like Messrs. Russell and Co. should not incur. On the first rumour of the affair in London it was stated that the disaster would affect his firm, but inquiries at Messrs. Baring Brothers dispelled any fears on this head, and we are glad to find that Messrs. Russell and Co. will not be in any way affected by it. Mr. Forbes is at present believed to be in America, but, we understand, his address is not known, and that he has other large liabilities, both here and there.

Advices from Shanghai report that the affairs of Messrs. Coutts and Co., whose suspension we noticed last month, have been placed in bankruptcy, and that an investigation into some discreditable transactions will be made by the trustees.

An official return has just been made by the Egyptian Custom House of the foreign trade in Egypt in 1873, from which it appears that the volume of trade remains about the level of the last

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few years, notwithstanding a reduction in price of some important articles. The total value of the exports amounted to £13,673,000, and of the imports to £6,463,000, the greater part of the trade in both cases being with the United Kingdom, to which the exports were £9,673,000, while the imports therefrom were £3,127,000. The principal export was cotton, of which the total value sent out was £10,071,000, the amount to England alone being £7,578,000.

At a meeting on the 25th inst. of the creditors of Messrs. Grant, Brodie, and Co., of East Indian Avenue, commission merchants, who failed on the 16th ult., the statement of affairs showed the liabilities secured and unsecured to amount to £634,000 and the assets, including securities in the hands of creditors, to £330,816. A resolution for liquidation by arrangement was passed, and Mr. John Weise, of the firm of Turquand, Youngs, and Co., was elected trustee, with a committee of inspection formed of five of the principal creditors. Messrs. Phelps and Sidgwick were appointed solicitors to the estate.

Advices by telegram state that the report of the directors of the Hong Kong and Shanghai Bank announces that, owing to losses incurred, no dividend would be paid for the half-year ending June, and $225,000 had been written off the reserve fund, leaving $775,000.

There has been a good enquiry for Bar Silver during the week, and the price has been well maintained at 58d. per oz. standard. The arrivals have been limited—about £20,000 from the United States, and £64,000 from the Pacific. The demand for Mexican Dollars has been rather active, and 56½d. per oz. was obtained for a limited amount from New Orleans. This is a rise in price of about ¼d. per oz.

The bullion per P. and O. steamer *Khiva*, from Southampton Aug. 27, was in silver to Hong Kong, £23,646.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8¼ to 9
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	14¼ to 15¼
25	Chartered Merc. of India and China ...	All	24 to 25
20	City	10	13¼ to 14¼
100	Colonial	30	58 to 60
500fr.	Comptoir D'Escompte de Paris... ...	All	550 fr.
Th.200	Deutsche	All	Th.180
£28¼	Hong Kong and Shanghai	All	26 to 28
—	International Bank of Hamburg ...	—	— —
50	Imperial	15	17 to 18
50	London and County	20	60¼ to 61¼
50	London Joint-Stock	15	49¼ to 50¼
100	London and Westminster	20	73¼ to 74¼
25	Oriental	All	46 to 47
50	Union of London	15	45 to 46
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7¾ to 8
10	Eastern Telegraph	All	7¼ to 8¼
10	Great Northern	All	11 to 11½
25	Indo-European	All	16 to 16½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	28 to 28½
20	India-rub., Gutta-perc., & Teleg. Works	All	20 to 22
8	Reuter's	All	10½ to 11
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4¼ to 4¾
20	Globe Marine	4	1½ to 0¼ dis.
50	Home and Colonial Marine	5	2¼ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1⅝ to 1⅝ pm.
10	Merchants' Marine	2	1¼ to 1 dis.
50	North British and Mercantile	6¼	29 to 29½
25	Ocean Marine	5	4¼ to 5¼ pm.
20	Thames and Mersey	2	3 to 4 pm.
20	Thetis Marine	5	5¼ to 4¼ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 4¼ pm.
	TEA COMPANIES.		
50	Assam	20	38 to 40
20	British Indian	All	7¾ to 8¼
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3¼ to 4
20	Jorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1 to 1¼
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13¼ to 14¼
20	Do.	10	4¼ to 4 dis.
20	Do.	5	3 to 2¼ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	3¼ to 3⅛
10	General Credit and Discount	7½	¼ to ⅛ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	2¼ to 1⅞ dis.
25	National Discount	5	10¼ to 11¼
500fr.	Messageries Maritimes of France ...	All	590 fr.
£50	P. and O. Steam	All	57 to 59
50	Do. Do. 1867... ...	10	¼ dis. to ⅛ pm
100	Royal Mail Steam...	60	83 to 85
402fr.	Suez Canal...	—	432.50 fr.
£98	Japan Loan, 9 per cent.	All	103 to 105
99¼	Do. 7 per cent....	All	93 to 95

ARTICLES OF IMPORT.

TEA.

Our market has been generally quiet during the past week; the very great number of samples on show each day have fully occupied the trade, whilst numerous public sales have also been held. The trade have been very chary in buying Foochow Teas, and prices for common to medium of this class show some decline. The cargoes of the Japan and Nankin, from Hankow, were on the market, but there was not much business done in them, buyers waiting to see the samples thoroughly before making offers. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,045,000	1,973,000
Coastwise	729,000	686,000
Exports	864,000	1,142,000
	3,638,000	3,801,000

Congous.—Red-leaf kinds: Siftings and broken-leaf show but little alteration. Fair to good, of old import, with good leaf, remain firm. Fair to good Kaisow kinds have been difficult of sale at a decline of 1d. to 1½d. per lb. Fine have sold 1d. per lb. lower. Finest meet with only a moderate demand. Pak Lin kinds continue saleable. Fair to good in boxes, from 1s. 7d. to 1s. 9d., fine from 1s. 10d. to 2s. 1d. per lb. Half-chests have also sold at full prices. Black-leaf kinds: Common to good, of old import, have been sold from 11d. to 1s. 2½d. per lb., showing easy rates. In new Teas there has not been a large business, but prices show some decline, common to fair ranging from 11⅜d. to 1s. 2½d., fair to good medium 1s. 3d. to 1s. 6d., fine from 1s. 7s. to 1s. 10d. and finest from 1s. 11d. to 2s. 3d. per lb. Superfine Chops remain firm at full prices. New-make kinds: Common have sold at 10½d. per lb., fair from 1s. to 1s. 2d., good from 1s. 3d. to 1s. 5d., being about previous rates. Souchows show no material change, the demand being moderate. Oolongs have been difficult of sale, even at a further decline of 1d. to 2d. per lb. for fair to good and fine kinds. *Scented Teas:* There has been an improved demand for Canton Capers, and considerable sales have been made from 1s. 0½d. to 1s. 2d. for common to fair, 1s. 2½d. to 1s. 5d. for good, and 1s. 6d. to 1s 8d. for fine kinds. Orange Pekoes have, however, sold at rather easier rates. Foochow Capers continue to command full prices. Orange Pekoes have also been in steady demand at full rates. *Green Teas:* There have been some arrivals of new Teas from Shanghai, which have been sold at public sales, the prices being very fair for the quality; further auctions take place to-day and to-morrow. Prices have ruled up to 2s. 8d. for No. 1 Gunpowder, and 2s. 5d. for No. 1 Young Hyson, the common to medium grades selling at low prices. Indian Teas: The market continues fairly supplied with new season's Teas, and the demand has been tolerably good, but the quality in many instances is still disappointing. For all the thin flavoury kinds prices must be quoted 1d. per lb. lower, but the strong pungent kinds command a ready sale at fully previous prices. Some very fine Nassau Company's Tea sold from 2s. 10d. to 2s. 11½d. per lb. The quantity offered has been 4,968 packages, of which about 3,300 packages have been sold.

SILK.

The public sales "without reserve" are progressing, and will not be concluded till the 29th. The prices realised are certainly much better than were expected, showing little or no change in the price of common Tsatlees, which, although in considerable quantity, sell at 11s. to 11s. 6d., but medium and better Silks are about 6d. to 1s. easier than the asking prices previously to the sales. Japan Silk is decidedly lower in price, some parcels of very common to medium Mybash bringing only 12s. to 14s.; better qualities at 15s. to 18s. Canton Tsatlees reel market No. 4 are selling at 10s. to 10s. 6d., and better sorts, of which there are very few, at 11s. to 13s. 7d.; Loong Kongs at 10s. 6d. to 13s. 6d. Rather more than half of the quantity of raw Silk brought forward has passed the hammer, say 2,800 bales out of 5,200 bales offered. Deliveries from 1st to 27th inst.:—

	1874.	1873.
China	2,553	3,090
Canton	372	650
Japan	577	470
Bengal	150	296
Total	3,652	4,506 bales.

COFFEE.—There has been a further reduction in the value of Ceylon. Coloury kinds being 1s. to 2s. lower, and pale descriptions 6d. to 1s. At auction Plantation Ceylon has sold, fine bright bold coloury at 123s. 6d. to 125s.; good 120s. 6d.; middling to good middling, 118s. to 119s.; low middling, 115s. to 116s.; pea berry, 130s. to 131s. 6d.; grey qualities from 116s. to 118s. 6d. for middling to bold, and 112s. 6d. to 114s. for low middling. Native good ordinary at 88s. to 89s.; bold, at 96s. 6d. per cwt.

HEMP.—The parcels offered have met a dull demand, and have been nearly all bought in. Of 2,300 bales of Manila offered only 150 bales sold—fair to good fair, £32 to £33; good white, £45 15s. to £46 5s.; fine white £65 per ton.

HIDES.—At the sales yesterday there was a good demand for East India kips, and prices of the lighter weights were ¼d. to ½d. per lb. higher. Extra weights, however, continued rather difficult to sell. Singapore, &c., ox and cow brought about late rates. Buffalo hides without change, but the Batavias mostly taken in. 98,782 East India kips in the hair offered, 75,490 sold; 1,571 Singapore and Penang, &c., ox and cow hides offered, 1,174 sold; 4,656 Batavia buffalo hides offered, 144 sold; 2,358 Singapore and Penang, &c., buffalo hides offered, 2,260 sold; 1,638 East India buffalo hides offered, 1,400 sold.

PEPPER has continued dull of sale at previous quotations.

RICE.—There has been little or no change in the market during the

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week, business being limited, and prices remaining without alteration. The sales have included 2,100 tons Japan at 9s. 3d. per cwt.

Sugar.—There has been a fair but not active demand during the week, and prices have exhibited no alteration from our last quoted rates. The business done has been chiefly in West Indian kinds.

Spices.—*Nutmegs:* 310 packages offered, and chiefly sold at ¼d. per lb. decline. *Penang:* 75 nuts to the lb., at 3s. 8d. to 3s. 9d.; 80 to 77 ditto, at 3s. 7d.; 110 ditto, at 3s. 4d.; 116 to 113 ditto, at 3s. 3d.; limed, 3s. to 3s. 1d.; defective, 1s. 3d. to 2s. 2d.; Java, limed, 3s. to 3s. 2d.; defective, 1s. 6d.; West India, 2s. 9d. to 3s. 4d. *Mace:* 14 cases sold; Penang, ordinary to middling, 2s. 8d. to 3s. 4d.; pickings, 1s. 9d. to 1s. 10d. *Pimento:* 40 bags sold at 3⅜d. to 3½d. *Cloves:* Of 220 bales Zanzibar, 170 bales sold at 1s. 3¼d. to 1s. 4d., being previous rates. *Cassia Lignea:* 74 cases sold, unworked at 56s.

Sticklac.—In public sale 100 cases Siam have been sold at the advance quoted last week—viz., at £5 10s. to £5 12s. 6d. per cwt.

Sago.—Of 1,200 bags offered, 700 bags sold; fine small, at 18s. 6d.; good medium, 17s. 9d., large, 17s.

Tin.—Great dulness has prevailed during the past few days, and prices have been irregular and lower. The current quotations are—Straits on the spot £91 to £93, afloat £91; Banca £98 to £100; Billiton £94 per ton.

ARTICLES OF EXPORT.

METALS.

Iron.—Welsh: Rails, £7 10s. to £8. Bars, £9 10s. to £10. Staffordshire Best: Bars, £10 15s. to £11 10s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £14 to £16; Scotch Pig, No. 1, £4 11s. to £5 15s.; Swedes, Bars, Hammered, £17 10s. to £18; Swedes, Steel in kegs, ½ and ⅝in., £20.

Yellow Metal.—Sheets, 4 by 4 ft., 7¾d.; Sheathing and Rods, 7¾d. to 8d. per lb.

Tin.—English Refined, £97. Tin Plates: Charcoal I C, per box, 36s. to 41s.; Coke, 28s. 6d. to 37s.

Lead.—WB, £22 10s.; do., other brands, £21 5s. Spanish soft, ex ship, £20 7s. 6d. to £21; Sheet, £22 10s.; Shot (kegs extra), £26 White do., £28 10s. to £29; Red do., £23 15s.

Spelter.—Silesian, £22.

Quicksilver.—In bottles of 75 lbs. each, £23.

Messrs. French and Smith report:—There is but little improvement to notice in Metals. Iron is in fair demand. Copper is rather firmer, but with few transactions. Tin Plates firm. Lead steady. Spelter scarce. Quicksilver is £1 per bottle dearer.

MANCHESTER GOODS.

There has been scarcely any change in the tone of the Market. Rather more enquiry has been exhibited for common Shirtings, especially 84's, but the prices offered have prevented any material increase in the amount of business; it is only where stocks have accumulated that concessions have been submitted to, and in these instances the reductions have only been slight, and on the whole prices have been fairly maintained, both for Goods and Yarns.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug 17	Ivalo	Sjolander	Rangoon	Texel
18	Constantia	Jurs	Do.	Helvoet
18	Grasmere	Lester	Do.	Brouwershaven
18	Freedom	Ley	Pentewan	Antwerp
19	John Kendall	James	Colombo	New York
19	Merom	Lowell	Zebu	Do.
19	St. Helena	Beraldo	Bassein	Brouwershaven
19	Moonlight	Waterhouse	Do.	Do.
21	Wm. Mackinnon (s.)	—	Batavia	Texel
24	Japan (s.)	Smidt	China, Singapore, &c.	London
20	Americana	France	Rangoon	Scilly
20	Orient (s.)	—	Hong Kong	Leith
6	Nightingale	Cutter	Do.	San Francisco
24	Nankin (s.)	McNabb	Hankow	London
6	Crocus (s.)	Joy	China, Singapore, &c.	Do.
23	Sarah and Emma	Roberts	Rangoon	Falmouth
	Davide Solomon	Delbalizo	Do.	Queenstown
19	City of Lucknow	Watson	Akyab	Bremerhaven
	Tamerlane	Kerr	Yokohama	New York
17	Louise	Batch	Colombo	Cardiff
20	Adolph Tidemann	Pettersen	Akyab	Copenhagen
23	Berar	—	Saigon	Texel
July 15	Christoph	Ringo	Hong Kong	Guayaquil
17	County of Berwick	McLean	Batavia	Buenos Ayres
Aug 25	Eugenia	Kock	Java	Queenstown
26	Sarpedon (s.)	Ferguson	China, Singapore, &c.	London
26	Hindustan	Macaulay	Rangoon	Do.
26	Martaban (s.)	Stuart	Do.	Do.
26	Southern Cross	McDonald	Do.	Off Deal
25	Carlo Frugone	Frugoni	Do.	Liverpool
	Baldovan	Scott	Do.	Queenstown
24	Dolbadarn Castle	Pike	Akyab	Bremerhaven
21	Zabalandecochea	—	Rangoon	Pauillac
7	Windward	Stannard	Hong Kong	San Francisco
13	Medea	Neukerk	Sourabaya	Philadelphia
13	Cato	Vuyk	Batavia	New York

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 26	... Ulysses	... Liverpool	... Singapore, China, &c.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 21	Vanguard	Potter	Cardiff and Penang	London
20	Houri	Thomas	Singapore	Cardiff
20	Twee Cornelissen	Bromstrom	Atchin	Do.
19	Antonio Ferraro	—	Galle	Penarth
19	Sollecito	Marone	Singapore	Do.
22	Africa (s.)	Gallilee	Colombo, &c.	London
20	Sourabaya	McNab	Java	Greenock
20	Chittagong	Young	Colombo	Sunderland
	Sorocow (s.)	—	China	Newcastle
24	Agnes	—	Singapore	Do.
25	Agamemnon (s.)	Thomson	Singapore, China, &c.	Liverpool
25	Madre	Marana	Galle	Cardiff
25	Marco Polo	Pager	Hong Kong	Do.
24	Amity	Shearer	Singapore	Sunderland
July 20	County of Bute	Cummings	Batavia	Buenos Ayres
9	Silistria	—	Do.	Monte Video
28	India	Zacariasen	Do.	Rio Janeiro
Aug 13	Idella Berry	Turner	Anjer	New York

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal. — For Yokohama and Hiogo: Penedo. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Penang, Singapore, Yokohama, Hiogo, and Nagasaki: Ly-ee-Moon. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Singapore, Hong Kong, Foochow, and Shanghai: Mongol. For Colombo, &c.: Viceroy, Scindia, Hindoo, Bertha.

Sailing Vessels.—For Yokohama and Hiogo: Black Prince, Evelyn. For Shanghai: Corea. For Hong Kong: Invincible. For Penang: Glenisla. For Singapore: Star of the South. For Colombo: Conference.

At Liverpool.—For Yokohama: Mora. For Penang, Singapore Hong Kong, and Shanghai: Nestor (str.), Glaucus (str.), Deucalion (str.). For Singapore and Manila: Aurrera (str.). For Singapore: Kendrick Fish. For Galle: Ellen Munroe, Flora Staffa. For Batavia and Sourabaya: Emma and Robert.

At Glasgow.—For Singapore: Stanfield, Brisbane (str.). For Java: County of Sutherland (s.str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

Cawdor Castle (str.), London to China, Aug. 16, off Cape Finisterre.
P. M. S. G. (Ger. 3 masted ship) Dordt to Batavia, July 10, 15 N., 25 W.
Docum (? Stad Dockum), Amsterdam to Java, July 9, 11 N., 25 W.
Alfred, Liverpool to Chefoo, July 10, 12 N., 25 W.

FREIGHTS AND CHARTERS.

There is no perceptible change to report in berth rates of freight to and from the Eastern ports since our last report. Coal freights to Colombo are somewhat lower.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 45s. weight, 50s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per Sailing Vessels.—To Yokohama: 35s. weight or meast. To Hiogo: 35s. weight, 45s. meast. To Shanghai: — weight, — meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. to 27s. 6d. meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £27, f.c. To Penang: £27, f.c. To Batavia and Sourabaya: £26. To Colombo: £24. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 35s. to 37s. 6d. To Singapore: 24s. 6d. To Galle: 21s. To Batavia: 27s. To Sourabaya: 30s. To Colombo: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s. To Manila: 28s. to 30s.

CASUALTIES.

Nagasaki (Shanghai, Aug. 22).—The Bertha, Petrowsky, Hamburg, Kroge, Sooloo, and Howie, went ashore in a typoon; the Bertha and Sooloo were afterwards got off dismasted.

MISCELLANEOUS.

At Mauritius, June 25, Nusser Musjeet, Richer, from Colombo; Niagara, Griffin, from Singapore; 26, Jaffina, Tindall, from Colombo; July 9, Francois Felix, Charles, from Saigon; Canning, Garland, from Colombo. June 27, Mathilde P. Pinetta, and sailed for Batavia; 28 Hope, Robson, and sailed for Colombo; July 5, Dorothy, Williams, and sailed for Galle; 7, Utrecht, Moller, and sailed for Batavia; Acadia, Fowler, and sailed for Galle; Mary N. Francis, Francis, and sailed for Galle; Roderick Hay, Nicholson, and sailed for Colombo; 20, Fenelon, Boucher, and sailed for Galle.

At Port Said, Aug. 25, Glenlyon, (str.) from Hankow for London.

At Suez, Aug. 25, Conrad (str.), from Batavia, for Nieuwe Diep.

The Nederland Steamship Company's steamer Koning der Nederlanden, from Southampton, 18th inst., passed Gibraltar, Aug. 23; and the same company's steamer, Prins van Oranje, from Southampton, July 14, arrived at Padang on the 22nd inst.

Capt. Hutchinson has, we hear, purchased one of the steamers lately employed in the African mail service. She will come round to London and load out for China, there to be employed in local service.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

JAMES BANNERMAN CUMMING,

(LATE OF SINGAPORE),

EAST INDIA AGENT,

32, GREAT ST. HELEN'S, LONDON, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

JAPAN

Agent for the *London and China Express*.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

HOLLOWAY'S OINTMENT

Sores, wounds, ulcerations, and other diseases affecting the skin, are capable of speedy amendment by this cooling and healing unguent, which has called forth the loudest praise from persons who had suffered for years from bad legs, abscesses, and chronic ulcers, after every hope of cure had long passed away. None but those who have experienced the soothing effect of this Ointment can form an idea of the comfort it bestows by restraining inflammation and allaying pain. Whenever Holloway's Ointment has been once used it has established its own worth, and has again been eagerly sought for as the easiest and safest remedy for all ulcerous complaints. In neuralgia, rheumatism, and gout the same application, properly used, gives wonderful relief.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel.
Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s.
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Strait Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

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SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Lombardy.	2,723	450	Sept. 3	Mediterranean, Aden, Bombay.
*Zambesi...	2,421	370	Sept. 10	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia ...	2,726	450	Sept. 17	Mediterranean, Aden, Bombay.
*Australia..	3,648	600	Sept. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Hindostan	3,113	600	Oct. 1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly ...	Sept.	13	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho ...	Sept.	27		
Mei-Kong ...	Oct.	11		
Sindh ...	Oct.	25		
Provence ...	Nov.	8		
Anadyr ...	Nov.	22		

The Steamers of the 27th Sept., 25th Oct., and 22nd Nov. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 13th Sept., 11th Oct., and 8th Nov. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

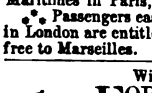
For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

With quick despatch.



FOR YOKOHAMA AND HIOGO, the favourite composite clipper ship, BLACK PRINCE, A1 17 years, 750 tons register; W. INGLIS, Commander; East India Docks.

For Freight or Passage apply to the Owners, Messrs. BARING, BROS., and Co., 8, Bishopsgate-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, (corner of Cornhill), E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY. San Francisco to Yokohama and Hong Kong. The steamers of this Company have made the fastest passages on record. The steamship VANCOUVER will leave San Francisco about the 15th September, and the VASCO DA GAMA about the 5th October. Through tickets from Liverpool, via New York and the Pacific Railway, to Yokohama, £73 18s. To Hong Kong, £10 extra.

For through tickets and full information apply to MALCOLM, HUDSON and Co., 5, Crosby-square, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Singapore & Java Ports	Banca, s.s. (new)	90 A1	S.W.I.D.	Sept. 5
Hong Kong..	A ship.....	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr.	S.W.I.D.	With des.

For Freight or Passage, apply at 5, Newman's-court, Cornhill, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

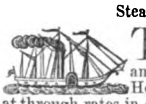
Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Sept. 2
Glenearn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; last shipping day, Sept. 8; the favourite full-powered screw steamer NANKIN, 100 A1, 1,830 tons register, 300 horse power nominal; R. McNABB, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first class passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill).

Steam via the Suez Canal.



TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, taking goods and passengers at through rates in conjunction with steamers of the East Australian Mail Steam Co. (Limited), to Australia, &c.; last shipping day the 17th Sept.; the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,200 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers. Will carry a surgeon and stewardess, if necessary.

For Freight or Passage apply to NORRIS and JOYNER 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

SINGAPORE, HONG KONG, FOOCHOW, SHANGHAI, s.s. MONGOL, via Suez Canal. This magnificent Clyde-built steamship, 100 A1, 2,260 tons gross, 400-h.p. nominal, J. FLAMANK, Commander, will load in Victoria (London) Docks; last shipping day 5th Sept.. Has splendid accommodation for first-class passengers, including bedding, &c.

Apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; and 51, Pall-mall, S.W., or 109, Leadenhall-street, E.C., London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glenfalloch, s.s. ...	2,126	McGregor, Gow, & Co.	Sept. 3
Banca, s.s.	600	Robertson & Co....	Sept. 5
Nankin, s.s.	2,423	Norris & Joyner...	Sept. 8
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 15
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
Star of the South ...	665	Wright Bros. & Co.	Sept. 25
Crocus, s.s.	2,000	Thos. Skinner & Co.	Sept. 25
LIVERPOOL.			
Nestor, s.s. ...	1,414	Alfred Holt ...	Sept. 8
Glaucus, s.s. ...	1,604	„ ...	Sept. 22
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Sept. —
Brisbane, s.s. ...	1,500	„ „	Sept. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 24th Sept.), the magnificent steamship CROCUS, 200 A1, 2,000 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

To sail 3rd Sept.

FOR HONG KONG, the well-known favourite clipper INVINCIBLE, A1 13 years, 657 tons register, E. BRAITHWAITE, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail 12th Sept.

FOR SHANGHAI, the well-known clippper, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander: South West India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	
Hamburg	R. CARL.
Bremen...	G. STEINMEYER.
Holland—Rotterdam...	H. A. KRAMERS.
„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
Berlin	ASHER and Co.
Vienna...	G. SCHONBERGER.
Trieste...	PERCO and Co., Corso.
Venice	GAETANO FERRI, Piazza de Leoni, 316.
Rome	PIALE, Piazza di Spagna.
Brindisi	G. RIVELLI.
Lisbon	AUGUSTE PEDRO CARLHO, Rua dos Poyaes d'S. Bento 20.
New York	WM. H. FOGG and Co., 33, Burling Slip.
San Francisco... ...	WM. E. LOOMIS, Washington-street.
Port Said	ZANNOS and BROADBENT
Aden	COWASJEE DINSHAW.
Point de Galle ...	T. M. BARKER, Oriental Hotel.
Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co.
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	H. FOGG and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK
Yokohama	

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, August 31, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 575.] LONDON, WEDNESDAY, SEPT. 9, 1874. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Sept. 9.
JAPAN—Yokohama	May 29	July 10	July 20*
Yedo			
Osaka and Hiogo	„ 22	„ 11	„ 14*
Hakodadi			
Nagasaki	—	—	„ 15
CHINA—Peking	—	—	„ 8
Tien-tsin	—	—	„ 14
Chefoo	—	—	„ 10
New-chwang	—	—	„ 6
Hankow	„ 15	„ 1	„ 15
Kiu-kiang	—	—	„ 14
Chin-kiang	—	—	„ 3
Shanghai	„ 29	„ 8	„ 19
Ningpo	—	—	„ 16
Foochow	„ 29	„ 5	„ 21
Formosa	—	—	„ 11
Amoy	—	—	„ 22
Swatow	—	—	„ 23
Hong Kong	June 12	„ 21	„ 25
Canton	—	—	„ 23
Macao	—	—	„ 24
PHILIPPINES—			
Manila	„ 5	„ 13	„ 21
COCHIN-CHINA			
Saigon	„ 19	„ 23	„ 31
SIAM — Bangkok	—	—	„ 26
BORNEO—			
Labuan	—	—	„ 16
Sarawak	—	—	„ 16
JAVA — Batavia	„ 26	„ 28	„ 30
Samarang	—	—	„ 24
Sourabaya		—	„ 15
MALACCA STRAITS—			
Singapore	„ 26	25	Aug. 3
Penang	„ 26	23	July 27
CEYLON—			
Galle	July 17	* Aug. 9	Aug. 13
Colombo	—	—	„ 11

* By Pacific mail *via* San Francisco, received Aug. 31.

THE MAILS, &c.

The French mail, with advices dated as above, was delivered, *via* Marseilles, this morning, two days late. The next inward (P. and O.) mail, with dates Yokohama, 22nd; Shanghai, 26th July; Hong Kong, 1st; Singapore, 9th August, which is due on Monday next, the 14th inst., left Alexandria on the 6th inst., and may be expected on Saturday morning, two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Donnai*, arrived Sept. 7.—List not to hand.

By last mail to Brindisi, per P. and O. steamer *Bangalore*, arrived Aug. 28.—From Galle: Mr. W. Mackenzie. To Venice.—From Shanghai: Mr. and Mrs. Marion, Mr. J. H. Evans. From Hong Kong: Mr. G. Noordt, Mr. D. H. Bailey, Mr. R. D. Walker. From Galle: Mr. McLeod, Mr. Cameron.

To Southampton, per P. and O. steamer *Cathay*, arrived Sept. 6.—From Yokohama: Mr. J. Garrett, Mr. J. M. Kite. From Hong Kong: Mr. W. H. Rawson, Mr. T. W. Henchcliffe, Capt. Purchase, Miss Purchase, Mr. W. Austin, Mr. G. Bale, Mr. Reeves, and three second-class passengers. From Penang: Mr. Allan, Mr. Lamb, and three second-class passengers. From Galle: Rev. C. G. Hodson, Mr. Dunbar, Miss Dunbar, and one second-class passenger.

PASSENGERS OUTWARD.

Per P. and O. steamer *Zambesi*, from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan, Miss King. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood, Mr. T. Skinner.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Ceylon: Mr. E. A. Marras.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. and Mrs. Skinbrigge.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Yokohama: Mr. Dupont. To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Riechmann, Mr. Motion, Mrs. Bogard Dr. Campbell and lady. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson. To Batavia: Mr. Fraser. To Galle: Mr. and Mrs. A. G. Thompson and family, Mr. Ruinat and family, Mr. Winzer and lady, Mrs. Poponot.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Hong Kong: Mrs Deane, Miss Deane, Miss Lechler, Miss Peter, Miss Sness, Miss Graham. To Shanghai Mr. Grosvenor. To Batavia: Mr. and Mrs. Oosteron and two children, Mr. and Mrs van der Leuw. To Galle: Mr. and Mrs. Ballardie, Mr. Fitzroy Kelly.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Hong Kong: Mr. Scott. To Galle: Mr. Karslake, Mr. Cross, Mr. and Mrs. Vandespar.

Per French steamer *Sindh*, Oct. 25, (booked from London).—To Shanghai: Mrs. Little, Mr. Leopold Lefebre.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan ports by the present mail are of no later date than those received by Pacific mail on the 31st ult., and published in our last issue. The steamer *Altona* arrived at San Francisco on the 24th ult., bringing Yokohama advices to the 3rd August. The subjoined summary of news has been telegraphed to the New York press:—

From private sources we learn that the Formosa expedition had been entirely successful, and that a Japanese Embassy had been sent from Tokio to Peking. This embassy was accompanied by General Legendre. Outside of Yokohama and the English press the general feeling is that it will be a success in amicably settling all matters between the two Governments.

Nothing further has transpired with respect to the revision of the treaties or the opening of the interior. Meanwhile the greatest strictness is observed in granting passes to persons desirous of travelling beyond the Treaty limits, although many foreigners in the Government employ have obtained them.

During the month of July and the early part of the present month rain fell so abundantly throughout the whole country as to cause serious inundations and land-slips. From every direction information reaches the Government of damage to property and loss of life from these causes.

There has been talk of the Mikado formally and ceremoniously opening the telegraph system, which, although now in operation for some years, has not yet been so honoured. It was spoken of as his Majesty's wish that some such opening should take place a long time ago, but constant interruption on the main line between Yokohama and Nagasaki has interfered with it.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

M. Geoffroy, the Minister for France, passed here, *en route* for Cheefoo, on the 3rd July. It is said the Minister has been engaged for some weeks past discussing with Prince Kung the demands recently made by the Peking Government for indemnity for the Chinese who lost their lives in the riot on the French Concession, in Shanghai, in May. It has not been announced that this indemnity will be paid. Judged by the "pile" claimed it is not difficult to suppose that perhaps Prince Kung has happily bethought himself to include in this indemnity something by way of "indirect damages" against France and Great Britain, for the *indignity* put upon the sacred person of the Emperor at China New Year, by Messrs. Wade and Geoffroy, in their attempt at an "audience" to offer their congratulations at the foot of the throne.

"The war in Formosa" is the absorbing topic in official circles here. There is little doubt that Li Hung-chang is in favour of snuffing out the Japanese in Formosa, even if it takes telegraphs, ironclads, and a few foreign appliances of various kinds to accomplish it. The Viceroy's recommendations will be certain to shape the course of action taken by China in the Formosan difficulty. He is unquestionably the "power behind the throne."

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There has been a "labour strike" amongst the coolies who were employed to dig the canal which is being constructed from Tientsin to Peitang. These poor creatures, after enduring the miseries of a three years' flood, were taken in and done for by a fostering and paternal Government some months ago. As they have been starving by inches for two years past, it was not deemed prudent to give them access to too much "high living" all of a sudden, so they were employed by their humane Government at five candareens per day, out of which they feed and clothe themselves, and support, in most instances, a wife and a host of children. It was the intention of their wise and humane employers to raise their wages by degrees, and in this way save them and their families from the ill effects of an overfeed. But alas! poor ignorant creatures, they could not see it, and so they struck, 4,000 of them, all on one day. The petty mandarins who had charge of the workmen, and who are held responsible for everything, after the Chinese fashion, have all bolted; so there is a fair prospect for some of your Shanghai merchants to sell a dredger for that canal soon.

Our rainy season has come early this year, and judging by the appearance of the Peiho at present, we will have to begin with the old story of "the flood" pretty soon again, just as we have been doing for three years past. Speaking of the floods, we are beginning to feel the bad effects of so much water on the plains which surround us here. A large portion of the foreign residents are sick—some of them seriously—with malarial and intermittent fevers, and kindred affections.

The markets here are dull, but there is a brisk demand for ironclads amongst Chinese purchasers. Li Hung-chang, it is understood, has recommended the Peking Government to purchase, at once, two or more first class ironclad men-of-war. The eager inquiries now being made for this class of naval architecture by the Viceroy's own underlings, seem to imply that the Government have sanctioned his recommendation. But unhappily ironclad vessels are not a drug in this market, and it is feared that it will be some time before the Chinese are able to "go marching through" Formosa.

The sudden and unexpected, not to say very unwelcome, appearance in the heavens of a fiery tailed comet has created great consternation here amongst all classes of Chinese. They remark, as a singular and ominous fact, that the tail of this comet points toward Formosa; while its head points in the opposite direction. This is regarded as a bad omen. A comet, at best, is regarded by the Chinese as a sure forerunner of some evil to the Empire. They speak of the one which preceded the invasion of this province by the allied armies in 1860; and now that this one has put in its appearance, like an evil spirit, just as the gathering cloud of war begins to thicken over Formosa, no one seems to doubt that it portends great affairs of state and "moving accidents by flood and field."

CHEFOO.

On the 9th July the Rev. Dr. Nevius delivered a lecture at the hall of the Temperance Association at this port, on "Thirteen Years Reminiscences in Shantung."

The lecturer spoke of the intense excitement caused in this province by a visit of a U.S. man-of-war during the first foreign war with China. Multitudes fled to the city of Tungchow, on the sea coast, for safety. When the vessel came in sight their hearts failed them, and great numbers fled again into the interior. When the lecturer came to this province in 1861 there were no steamers on the coast, and the place where the foreign settlement now stands was cultivated ground. A vivid description was given of the rebellion in this province the same year, when Revs. Messrs. Holmes and Parker lost their lives, thousands of towns and villages were burnt, and a vast number of people lost their lives. A great multitude fled to a temple built on a hill in the southern part of Shantung, to seek the protection of a god who was reported to have great power. Almost the entire company were massacred. After this, the people built walls round many towns and villages, and on the tops of high hills, which proved very serviceable at the time of the second raid, a few years later. The following year great numbers were carried off by cholera. A number of the foreigners also lost their lives.

Reference was made to the great excitement at the time of the Tientsin massacre, and the results which have followed. Foreigners are now much better known than they were before. The rumours which so excited the people were found to be so false that it would be difficult again to cause such a deep feeling throughout the country. At that time the people seemed prepared for anything, and if an able leader had risen, a general attempt might have been made to exterminate foreigners. When it is remembered that the people have no confidence and faith in each other, it is not surprising that they were suspicious of foreigners, and ready to believe the worst possible stories concerning them.

The conciliatory policy of the Western nations has done much to create a better feeling. The official class, the merchants, the customs service so efficiently and faithfully administered, and the missionary, each, in its own way, is doing much to educate the people, dispel prejudice, and awaken the mind and energy of the Chinese. When the lecturer first travelled through this province he often did not feel safe in entering a town and putting up at an inn until he had first remained some time, often several hours, outside, that the people might satisfy their curiosity, and have their fears and prejudices somewhat allayed. Now, in all parts of the province, foreigners are known and generally well treated. Many books have been circulated and read, and inquiries are constantly made for new books. The Chinese periodical published at Shanghai is fast gaining friends, and doing a good work. All foreigners are anxious to see great changes take place in their time. From year to year progress seems slow, but it is plain that there has been undoubted progress, and probably as great as could be reasonably expected.

The Rev. Mr. Hartwell gave some interesting reminiscences of his experiences at Tungchow. He was the first foreigner who settled at that place. The President, in a few closing remarks, said he thought all classes were contributing to advance the cause of truth and civilisation in China, but he was persuaded the missionaries stood second to no other. They were a noble pioneers, and got more direct access to the people than any other. The meeting closed with a vote of thanks to the lecturer.

SHANGHAI.

The present mail brings advices from this port to the 19th July; no later mail from London had arrived out, but the French mail of 5th June was expected the day this mail left. The following summary of news is from the *North China Herald*:—

The regular fleet of coasting steamers has just received an addition in the *Arratoon Apcar*, of 959 tons, 140-horse power, originally one of the Apcar line of opium vessels running between Hong Kong and Calcutta. The *Arratoon Apcar* was built at Renfrew, on the Clyde, in 1859, and up till within about two years ago was very successful in the trade for which she was intended. Subsequently, she was laid up for about eighteen months, until taken over by Messrs. Watts, Millburn, and Co., of London, by whom she was sent to Shields to be thoroughly overhauled and fitted with various improvements, in order to render her suitable for the trade she is now engaged in. Previous to her late overhaul in the latter end of 1873, she had two funnels and three masts, which have given place to one of the former and two of the latter. Her engines have been much improved, and among the additions are two donkey engines—one fore and one aft. The present is her first trip to Shanghai, and she is, we understand, to ply permanently between the coast ports.

The captain of the *Arratoon Apcar*, to investigate charges of drunkenness and incapacity brought against him by his officers and engineers while he was prosecuting the latter on charges of insubordination in H.B.M. Police Court, applied for a Naval Court of Enquiry. The Court sat at the British Consulate, and the enquiry resulted in the suspension of Captain Montgomery's certificate for six months, pending the action of the Board of Trade, the Court expressing an opinion that he is unfit for the responsibility of command. Charles, the chief mate, is censured for not going further than he actually did; Taggart, the second mate, is exonerated, and the chief and second engineers are found to be addicted to insobriety, such as to render them unsafe persons to be in charge of important functions. This appears to be the only decision the Court could have come to upon the evidence before it, and the judgment should exercise a salutary influence which will not be confined to those immediately affected by it. Mr. Emil Schultze, first officer of the *China*, has been appointed to the command of the steamer.

The steamer *Dragon*, which left Shanghai on the 12th July, for Chefoo and Newchwang, was obliged to put back when about seventy miles off Shaweishan, in consequence of some defect betraying itself in her machinery. The same Company's steamer *Haining* having met the *Dragon*, assisted her till the entrance to the river was reached, when, being only partially disabled, she came up to Shanghai by herself. After effecting the necessary repairs, the *Dragon* will, it is said, resume her place on the Foochow line.

Whatever the issue may be of the present negotiation upon the Formosan question, the officials in charge of the Shanghai Arsenal are evidently more than ordinarily anxious about their armaments and the probabilities of war. Unusual activity prevails in the ordnance department at Kaou-chang-meaou. For the past three months general work has been suspended, and all efforts concentrated on the production of shot and shell for the heavy rifled ordnance lately arrived from Europe, and which is to replace the old smooth-bores. The *Ni-ning* (No. 4) has been undergoing an overhaul, out in the stream opposite the Arsenal, the dock being occupied by No. 6 (frigate), the vessel launched some few months ago, and sister ship to No. 5, launched in 1872. The *Ni-ning* is having her forecastle decks double beamed, to accommodate a 60-pounder Krupp rifled pivot gun, and aft, for the reception of a 40-pounder of the same class; besides which she will have one 20-pounder Blakeley on the forecastle, and four 4-pounder Blakeley broadside rifled guns. All the other vessels built at the Arsenal are being similarly armed. Work in the iron-clad factory shed erected lately will be begun so soon as orders have been received. The large marine engine factory has been appropriated to the manufacture of the 40 and 20-pounder shot and shell for the Krupp and Blakeley guns, of which 125 and 80 respectively are being turned out daily, ready for charging. In the small arms department, the manufacture of time fuses is going on apace; and the powder mills at Loongwha are producing about 1,800 lbs. of powder per week. As already remarked, "No. 6" (frigate) is still in dock, and her equipment, it is said, will be completed in about two months, thus raising the naval force sent out by the Kaouchang-meaou

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Arsenal to six vessels, and the total of guns to sixty-six. In connection with these preparations we may mention that at the present time the crews of the several Shanghai vessels are being drafted for a period of gun practice at Woosung, on board the "No. 3" (frigate), under the instruction of a Prussian officer sent out from Europe by Krupp. The results of the practice are said to be very creditable.

The accounts of the late torpedo experiments at Loong-wha have been somewhat contradictory, but from what we have since learned we are inclined to adhere to our former statement, that the results achieved were not up to expectation. We understand that several of the foreigners employed at the Arsenal were called on to give their attention to the production of a torpedo from an American design—which was said to have been found very effective during the late American war; but, whatever the reason, the result was not a success. Whether or not it was the case that none of the foreign staff were inclined to fire the trial electric torpedo, it is a fact creditable to the students of the college at the Arsenal that one of their number was called on to arrange the connection and work the battery on the occasion of the experiment.

The Chinese gunboat *Feiyuen*, Captain Ping, arrived on the 11th July, from Formosa, under orders to proceed from Taiwan-foo to Tientsin. She left Taiwan on the 6th, and Keelung on the 8th July, and it is understood carries despatches from the Imperial Commissioner, Shen Pao-chen, for the Chinese Government. These were entrusted to a Japanese officer and interpreter, Hidaka and Ikada, from the Japanese headquarters at Liangkiau. The savages having retired out of reach, all was quiet. The number of Japanese troops disembarked is given at 5,000, and their camps are scattered all over the south end of the island. The Japanese gunboats had all left Formosa, and the impression seemed to be that the Japanese would retire when the return of their ships enabled them to do so, but that they expect compensation for giving up the expedition. A war with China is looked upon as very improbable. The *Feiyuen*, which left for Tientsin on the 13th July, is a trim vessel of about 600 tons and 120-horse power, and has a crew of 130 men. Her armament consists of six 40-pounder breechloading rifled guns, and one 113-pounder Armstrong.

It is said the Chinese Government has issued orders that all despatches for transmission to Peking shall be intrusted to the China Merchants S. N. Company, at the various ports of call. A special department is to be organised by the Company for this purpose. Here, probably we have the germ of an Imperial postal scheme.

A correspondent, writing on the 8th July from Keelung, informs us that several ineffectual attempts have been made to get the s.s. *Laptak* off. Several junks were set to work at her, and the *Fusing* (Chinese gunboat), which had been detailed to protect the wreck, lent assistance. The hull of the steamer was getting firmly imbedded in the sand, and the captain and crew were hard at work securing machinery and everything movable. It is reported that the underwriters have taken over the wreck.

Michael Martin, remanded from the 4th July on a charge of sending a threatening letter to Alfred Silverthorne, has been again brought up at H.B.M. Police Court, and committed for trial. The trial is set down for the 23rd July.

On the night of the 13th July, about eleven o'clock, Mr. George Gardner Reid, chief engineer of the C.M.S.N. Co.'s steamer *Yangning*, while passing from the pontoon to the bridge which connects with the shore, missed his footing and fell into the water. Efforts were made by those present to rescue him, but he sank immediately, and was not seen to rise again to the surface. A strong flood current was running at the time. Mr. Reid was near-sighted, and it is believed that to this the accident is to be attributed. The efforts to recover the body proved futile up to the 17th, when it was found floating among the junks at Tunkadoo by one of the police boats.

As we noticed last week, the Wind Instrument Society, instead of allowing the defection of the paid members to interfere with their arrangements, set themselves energetically to work to fill the gap in their ranks. Recruits were found; and with the prospect of being permanently left out thus placed before them, the men who had preferred the more immediately remunerative engagement at the Circus, were glad to come in again. The society has, therefore, drawn fresh vigour from its brief trial. The performance in the gardens this week brought out the largest concourse of the season, and was thoroughly enjoyed. The night was perfect, comparatively cool, and with a light breeze blowing. The regular programme was varied and amplified by the introduction of chorus singing from a houseboat in the river, off the gardens, the vocalists being, we believe, members of the Club Concordia Liedertafel, and the addition enhanced not a little the pleasure of the evening's entertainment. A number of houseboats were moored in the neighbourhood, and the increasing practice of hanging Chinese lanterns from the rigging heightened the effect of a charming scene.

HONG KONG.

Our advices by the present mail extend to the 25th July; the P. and O. mail from London June 12 was received on the 21st July. We take the following items of news from the *Daily Press*:—

The ordinary meeting of the shareholders of the Hong Kong Hotel Company (Limited) was held at the Hotel on the 22nd July; there were present:—Messrs. Andre (Chairman), Belilios, H. Cohen, W. R. Landstein, S. E. Burrows, H. Smith, Vaucher, J. B. Smith, G. Sharp, Rozario, and E. Baker (Secretary). The Secretary having read the notice calling the meeting, the Chairman said that as the report had been in the hands of the shareholders for some days he did not think it was necessary for him to read it, and the different items it contained spoke for themselves. He was glad to say that the Company was progressing favourably. The new lease extended for four years more, and if no unforeseen circumstance occurred, they should be able to continue the same dividend as at present, at the same time reducing the loan account. The new building adjacent to the hotel was now completed, and formed a valuable addition to the property; all the furniture had been re-painted, and the directors had carefully examined it and found it in the best order.

The report was then adopted.

Mr. Belilios proposed, and Mr. Vauchier seconded the confirmation of Messrs. S. E. Burrows and W. R. Landstein as directors, which was agreed to. Mr. J. B. Smith proposed the re-election of Messrs. Belilios and Chater as directors; Mr. H. Smith seconded, and it was agreed to. Mr. G. Sharp proposed, and Mr. Landstein seconded the election of Messrs. Erdmann and Cohen as auditors, and it was carried.

The Chairman said there was one other matter he wished to refer to, and that was in regard to the fire insurance on the building. The directors, of course, always took good care that the premises and furniture were fully insured. At the same time they deemed it advisable to alter the amount sometimes, either by increasing it or decreasing it. He should like to have a motion passed at this meeting, leaving it to the directors alone to fix the amount.

Mr. J. B. Smith proposed that it be left to the discretion of the directors to fix the amount of fire insurance; Mr. Cohen seconded, and it was agreed to.

A vote of thanks having been accorded to the chairman on the motion of Mr. J. B. Smith, the meeting terminated.

In the Supreme Court, before the Hon. Chief Justice Smale and Mr. Justice Snowdon, the case of Kresser and others *v.* Jardine and others was heard. Mr. Hayllar, Q.C., instructed by Messrs. Stephens and Holmes, was for plaintiffs; and the Attorney-General (Mr. Bramston), instructed by Messrs. Caldwell and Brereton, was for defendants.

Mr. Hayllar said this was a case in which one gentleman rendered another valuable service, and their statements differed on a very important matter. The recollection of Mr. John Dent, who conducted the negotiation on behalf of the firm of Messrs. John Dent and Co., was very distinct in one way, and that of Mr. James Whittall (of Messrs. Jardine, Matheson, and Co.) was very distinct in another. Plaintiff now sought to obtain from the Court a declaration of how the matter actually stood. The intention of Messrs. Jardine, Matheson, and Co. was to give assistance at a critical time, but it was not their intention to incur loss. The only question was whether such legal steps were taken at that time as did protect them from losses. Messrs. Dent and Co. were a very large firm in China, and had traded there for half a century or more. Towards the end of 1867 their position became extremely critical, and at that time it appeared from Mr. Dent's own evidence, which had been taken before the Commissioner at Shanghai, Messrs. Jardine, Matheson and Co. came forward and offered them assistance to tide them over. Between £90,000 and £100,000 were advanced, and the security was to be, according to Mr. Whittall, all the property of the firm (with the exception of that in Hong Kong and the steamer *Yesso*), including the particular subject of this suit, but according to Mr. Dent's recollection this particular was not included. The learned counsel then went on to explain that the property in question was the shares and dividends in the Canton Insurance office, of which Dent and Co. were general managers, and shares in the Triton Insurance Company, for which they were general agents, the head office being at Calcutta. Dent and Co. were holders of certain shares in both these companies. The learned counsel read Mr. Dent's evidence, and it stated that the shares in the Canton office were not transferred as security to Messrs. Jardine, Matheson, and Company. He said that if Mr. Whittall's recollection of the matter was more accurate than Mr. Dent's, then the question was decided at once. But if, on the other hand, there should be a balance of doubt upon the matter, then it seemed to him it must resolve itself into one of mutual credit, as though these shares had never been assigned at all. The question really was whether as between these parties, who were really joint partners, there was such a credit or such a dealing between them at the time as must necessarily have terminated in a debt.

The Chief Justice asked if Mr. Dent was to be called.

Mr. Hayllar said there would be some difficulty in getting him to attend.

The Chief Justice thought it would be necessary to have him in Court, but after some conversation it was agreed that the case should proceed.

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The Attorney-General then submitted that the defendants had a right to obtain the money entirely apart from any agreements between the members of the firms.

The Hon. J. Whittall was then called as a witness, and the Attorney-General afterwards urged that, by the evidence, there was an agreement, and that defendants were entitled by common law, apart from the mutual credit clause, to set off one debt against the other.

Mr. Hayllar and the Attorney-General having again addressed the Court,

Mr. Justice Snowden said the Court would take time to consider the case.

The P.M.S.S. Company's steamship *Japan* has returned from Aberdeen Docks where she had been to be recoppered. It is gratifying to know that the colony possesses docks capable of taking in some of the largest vessels which have visited the China waters.

We learn that the pirates who made the attack at Aberdeen came from the hills and not from the sea, and the place attacked was the small village a mile away from Aberdeen known as "Little Hong Kong." About twenty men made the attack, none of whom were recognised.

The colony may certainly be congratulated upon the activity which the Surveyor-General is showing in repairing the streets. He is searching out our shortcomings and mending our ways. Jervois-street—one of the most important thoroughfares in the native portion of the town—being that in which the large piece-goods dealers all reside—has been long in a most dilapidated condition, and we are glad to notice that the road is being thoroughly repaired. There seems, however, to be an oversight as far as can be judged by the work as it at present stands. The road is raised about a foot above the level of the footway, and in the event of heavy rain the water must of necessity run into the shops, as it cannot get to the gutter. A centre gutter in the footway would obviate the difficulty. We are told that the Chinese intend sending in a petition on the subject, but as the defect is obvious, this will probably be unnecessary.

Advices from Tamsui state that a severe typhoon occurred there on the 18th July. Foreign property and jetties on the shore have been much damaged. The tea-firing establishments have, however, escaped. Lieut. Gardner and six sailors of H.M.S. *Kestrel*, who were engaged at the wreck of the *Laptek*, and Mr. Greig, of Dodd and Co., have been drowned. The *Laptek* has now entirely disappeared.

The case of Whittall *v.* Bell and others, recently heard in the Supreme Court, resulted in the following verdict:—A majority of five to two of the jury found for the plaintiff upon the first issue, and upon the second and upon the third for the plaintiff in the amount of the original claim of $21,811.70, less $9,726.64 upon credit given by the Hong Kong Distillery Company, making a remainder of $12,016.16, less a dividend of about 10 per cent., amounting to about $10,800 damages. Upon the fourth all the defendants were liable. His Lordship accepted the verdict, but reserved his decision about costs.

SIAM.

BANGKOK.

On the 14th of July the Councillors of State met and took each his oath of office, as provided for by the laws which have been recently established to govern their rules of action.

The details of the ceremony were as follows:—Ten of the most prominent Buddhist priests assembled, rehearsed their incantations, read the imprecations, and the Royal sword was dipped into the consecrated water. This done his Majesty appeared upon his throne, when each of the Councillors rose, read the oath, and drank of the water, pledging fidelity and loyalty; his Majesty then gave to each successively in order the commission of appointment.

After the administration of the oath of office and the distribution of diplomas to the Councillors of State, H.M. addressed them substantially as follows:—"Gentlemen, Councillors of State, your assembling and pledging yourself by your oath of office this day has in view the progressive prosperity of our country. This is the first time that servants of the Government have pledged themselves by an oath like the present; therefore, we confidently expect for the future of our common country progressive prosperity, and that the Sovereign, the Government, officials, and the entire people will be bound together by unflagging fidelity. We entreat you all tenaciously to preserve your fidelity and act, think, and help to your utmost capacity as may be proper from all who are faithful. We entreat the power which is, or he who may be supreme in the universe, and the celestial beings, to preserve you, give you every prosperity, enable you to perform your official duties praise-worthily, supply you with abundance and bless you with righteousness and flourishing families.

P'ra-p'irendr-t'ape, who was sent to Tahk, on arriving at that province was received by the Government officials, and assisted to pursue his journey to the Laosian provinces connected with Chiengmai. All along the route the Siamese and Laosian officials rendered him every assistance in his journey and work.

All the prominent roads and passes to these provinces have been provided with a protective force to carry out the engagements of the Treaty recently negotiated with the Government of the British Indian Empire.

H.M. the Supreme King of Siam has appointed the following ten gentlemen as judges of the Court of Sahn rap-sang.

1. Phya Charoen-Ratchamaitree, N. C., a member of the Council of State, Chief Judge.
2. Phya Rahtsupahwadee, C. M. T. C. W., member of the Council of State.
3. Phya Rahcha-waranukul, T. C. W., N. C. P. M.
4. Phya Krasahpana Kichakohson, T. C. W., M. M., one of the Councilors of State.
5. Phya Bhashakarawongs, T. C. W., P. C., P. M., a Councillor of State.
6. Phya Rahsyot'ah, on of the Councillors of State.
7. Phya Indrat'ibaudee-Sriha-rahtraung muang, P. C.
8. Phra Indrat'ape, M. M., P. C.
9. Phra Maha Montree, T. C.
10. Phra P'irendratape, W. M.

These 10 are temporary judges of this Court, and have not been appointed for life. The time they shall serve depends wholly upon the Royal pleasure.

The place for holding their sessions will be at the sword armory, near the clock tower near the throne room, Anantasamak'om. Sessions commenced July 14th, 1874.

BORNEO.

SARAWAK.

A Committee of Administration was held on the 16th of July, at which the Acting Resident (Capt. Rodway), Commandant (Capt. Bacchus), Treasurer (Mr. J. Innes), Datu Bandar and Imaum were present.

The Rajah's despatch dated May 5th was read to the Members and fully explained.

It was determined that in accordance with instructions received from H. H. the Rajah that the handsome bronze bust, by T. Woolner, of H. H. the late Rajah Sir James Brooke (which was a tribute of respect raised by public subscription), should be removed from Astana, were it now stands, to the new Court-house. The place for the bracket was settled. It was decided that there should be no fresh demonstration, as this matter had been alluded to at the opening of the Court-house.

The Resident of Pontianak has stationed a detachment of soldiers and a gunboat at Madjang, under the orders of the Controller, for the purpose of putting a stop to the frequent raids made by the Dutch Dyaks upon the Dyaks of Batang, Lupar Residency.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 3rd Aug.; no later mail from London than June 19 had been received. The following summary of news is from the *Straits Times*:—

The rental of the new Clyde Terrace market was sold at public auction on the 13th inst., for five and a half months, to a Chinaman, for $370 per month. The farmer took possession on the 15th inst., and leases the stalls out daily, but has, we understand, so far not succeeded in obtaining sufficient stall-renters to cover his expenses, his income from the market amounting to only a little more than half what he has to pay for it. The market building is very pretty, the framework and roof being of iron, and the flooring a casing of granite, filled in with concrete, and covered with prepared asphalte. The meat-stands are iron frames, covered with black slate. There should be no difficulty in keeping the market clean, being perfectly open, having no woodwork about it, the flooring being high, and a deep well-made drain running all round the building. When the new fish-market is constructed and farmed together with this, it is anticipated they will yield a revenue of about $700 per month.

The removal of the General Post-office from its old to its present locality was a step in the right direction, which commends itself at once to everybody's common sense, and there are two other departments of Government whose transfer to Fort Fullerton is equally, if not more, desirable, and would be in accordance with the fitness of things, being departments which are in constant daily and hourly communication with the mercantile portion of the community, and which therefore ought to be in as close proximity with the square as possible. These departments are the Import and Export-office and Shipping-office. In making this suggestion and urging it upon Government there are several considerations which we think ought to be taken into account before any step is taken in the matter. In the first place, the accommodation provided in the new building for the Post-office may be all that is necessary and complete for that department, but in making it only of one storey it cannot be denied that there has been lamentable waste of valuable space on the part of Government, where the ground, limited as it is, ought to have been utilised with careful economy. In the second place, if the de-

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partments we have mentioned are removed to Fort Fullerton, then the opportunity ought to be taken to effect some reforms in the system on which one at least of these departments is conducted.

The Spanish steamer *Mariveles*, Captain de Zabala, from Manila 21st inst., with the Manila mails, arrived at Tanjong Pagar Wharf yesterday evening.

A cricket match between the Singapore Cricket Club and eleven from the men-of-war in harbour was commenced on the 22nd. The S.C.C. were the victors in a single innings.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—A moderate business has been transacted here during the past week, settlements being—2,118 chests, 7,923 half-chests, 200 boxes, at 1s. 4½d. to 1s. 7d. per lb.; 2,137 chests, 1,268 half-chests, at 1s. 2d. to 1s. 4½d. per lb.; 429 half-chests at 1s. per lb. The principal sales of the week are of Cheong-sow-kai Tea, for which the market has opened at Tls. 22 to 24½, the favourite chops "Chuen-kut" and "Ping-hing" realising Tls. 24 to 24½ per picul respectively. They were settled last year at Tls. 23⅝, but with the difference in Exchange the laid down cost is about the same. At the same time the Teas are not as good as they were then. Other sales reported are, Soong-yong Tea, Tls. 23¼ to 23⅝; Low-yong, Tls. 21 to 22; Ping-kong, Tls. 18½ to 20; Wun-kye, Tls. 17 to 19½; Toong-shan, Tls. 19½ to 21½; Nip-car-see, Tls. 16½ to 18; and a Shun-tam Tea Tls. 13 per picul. Prices continue to range over last year's, and the market is very firm. Some good sales are reported from Shanghai, and Teamen are shipping rather largely there. Russians are the principal buyers here, their purchases being for the "Tchihatchoff." Export per latest Customs Returns:—Hankow Tea, 32,028,746 lbs.; Re-export Kiukiang Tea, 7,897,409 lbs.; total 39,926,155 lbs. Total of settlements at Hankow in first crop Teas Season 1874-75:—

	Chests.
Evans, Pugh and Co.	52,408
Gordon Brothers	44,434
Drysdale, Ringer, and Co.	26,698
Haminoff, Rodionoff, and Co.	25,158
Robert Anderson, and Co.	19,864
Beazley, Paget, and Co.	19,331
D. Sassoon, Sons, and Co.	17,597
Tokmakoff, Sheveleff, and Co.	17,127
R. Bronsted	16,800
Ivanhoff, and Co.	16,414
Gilman and Co.	14,846
Major and Smith	13,906
Ballance and Co.	8,171
Rodewald, Schonfeld, and Co.	6,419
E. Townend and Co.	6,352
Gibb, Livingston, and Co.	5,922
Adamson, Bell, and Co.	5,592
Turner and Co.	4,353
Augustine, Heard, and Co.	4,077
Shaw, Ripley, and Co.	2,237
Total Settled...	327,701
Shipped to Shanghai...	53,000
	380,701

SHANGHAI.—Black: The market had been fairly active during the week, but arrivals had been considerable, and prices closed rather easier than at the date of last mail. The business had been chiefly in second crops at about Tls. 24 to 28 for Oopacks, and Tls. 29 to 32 for Ningchows. Settlements, 21,423 chests. Stock, 21,000 chests. Prices paid had been:—Oopacks, &c., Tls. 20 to 28; Hohows and Ningchows, Tls. 19 to 36; Oonams and Oonfass, Tls. 19 to 25½. Green: Pingsueys were not in general request, but a fair business had been done, and teamen were willing sellers at the decline quoted in our last. A few chops of new Fychows (Taiping) Tea had been purchased at Tls. 33 to 36. They were of poor-make colour, but fair drawing quality. Settlements had been:—Fychows, Moyunes, &c., 1,052 half-chests, at Tls. 33 to 36; Pingsueys, 11,177 half-chests, at Tls. 24⅜ to 50; Shanghai-packed, 2,434 half-chests, at Tls. 29½ to 31; total, 14,663 half-chests. Stock, 21,600 half-chests. Export to Great Britain (lost cargoes included):—

	1874-1875.		1873-1874.
Black	34,035,099 lbs.	against	33,045,371 lbs.
Green	618,911 „	„	1,285,990 „
	34,653,918 „	„	34,331,261 „

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter reports a quieter feeling prevailing since the 11th July, and purchases on a more limited scale for all kinds, excepting Scented Teas, which continue to be much sought after. Congou: The first crop has all come to hand, and shows an excess over last season of 30,000 chests, a very large proportion of which consists of low broken leaf and dusty kinds, the extreme prices ruling at the opening of the market stimulating the supply. The bulk of late purchases consists of second crops, which are coming down, but slowly. The market closes quiet with a downward tendency. Souchong: Prices have again ruled rather in favour of buyers, and a fair amount of business has resulted. Oolongs: The settlements show no alteration. Flowery Pekoe: Only three parcels have been placed, two of which are for India, holders being firm and refusing to accept any decline. Scented Teas are still sought after, and large purchases have been made. The Chamber of Commerce Circular reports the settlements as follows:—Congou: Settlemnts, 40,900 chests, at Tls 4 to 27½. Souchong: Settlements 4,700 chests at Tls. 16½ to 41; arrivals, 3,300 chests.—Oolongs: Settlements, 3,400 half-chests at Tls. 16⅜ to 29; arrivals, 8,200 half-chests.—Scented Teas: Settlements, 10,300 boxes at Tls. 23 to Tls. 26½ for Caper, and Tls 24 to Tls. 28 for Orange Pekoe; arrivals, 7,000 boxes.—Flowery Pekoe: Settlements, 500 chests at Tls. 40 to Tls. 50; arrivals, 200 chests.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo. lbs.
June 6	Ada	Hankow	988,129
„ 16	Cutty Sark	„	1,270,651
July 6	Glenlyon (str.)	Shanghai	2,000,000
„ 8	Lammermuir	„	1,340,000
„ 17	Thermopylae	„	1,200,000
„ 22	Glamis Castle (str.)	„	2,000,000
„ 25	James Sheperd	„	1,000,000
„ 26	Malwa (str.)	„	1,000,000
Aug. 7	Priam (str.)	„	1,700,000
„ 8	Killarney (str.)	„	1,000,000
„ 9	Teheran (str.)	„	1,200,000
„ 18	Kaisow	„	1,100,000
„ 22	Lothair	„	1,300,000
„ 22	Leucadia	„	1,400,000
„ 22	Wylo	„	1,300,000
„ 23	Glenroy (str.)	„	2,000,000
July 12	Menelaus (str.)	Foochow	1,500,000
„ 22	Cheops (str.)	„	1,600,000
„ 28	Ascalon	„	1,000,000
„ 28	Sir Lancelot	„	1,200,000
„ 28	Dartmouth	„	900,000
Aug. 6	Cassandra (str.)	„	1,500,000
„ 6	Norman Court	„	1,100,000
„ 6	Forward Ho!	„	1,400,000
July 3	Deerhound	Canton	657,684
„ 22	Ajax (str.)	„	1,700,000
Aug. 13	Egeria (str.)	„	1,000,000
„ 13	Montgomeryshire (str.)	„	1,200,000
„ 22	Faith	„	700,000
„ 22	Golden Spur	„	900,000
„ 29	Pekin (str.)	„	1,000,000

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2⅝d. to 4s. 3d.	4s. 3¼d.	4s. 3⅜d.
Shanghai „	5s. 9¼d.	5s. 9⅝d.	5s. 10d.
Canton „	4s. 2d.	4s. 2⅛d.	4s. 2⅜d.
Hong Kong „			
Macao „			
Singapore „	4s. 2d.	4s. 2⅛d.	4s. 2⅛d.
Manila „	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	225
„ Hong Kong	26½ to 26⅝ dis.	—
Bar silver	Tls. 111.2.5	9 prem.
Mexican dollars	„ 73.4.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 10 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 per cent. premium
Hong Kong Fire Insurance Company, $315 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 9? per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8⅛d., at Hong Kong 4s. 3⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.200	4 p.c.
Shanghai Gas Company	100	100	140	12 p.c.
Shanghai S.N. Company	100	100	84	12 p.c.
S. Tug and Lighter Company	850	850	550	12 p.c.
French Gas Company	50	50	63	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$515	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	20	
Union S.N. Company	100	100	55	12 p.c.
Yangtsze Ins. Association	500	500	700	15 p.c.
Union Insurance Society	$5,000	$1,000	$1,550	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.95	12 p.c.
Victoria Fire Insurance Co.	$500	$100	$120½	12 p.c
China Fire Insurance Co.	500	100	130	12 p.c
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Liverpool, Sept. 7, Diomed (str.).

At HONG KONG and CANTON.—From London, July 23, Taitsing; from Liverpool, 23, Charmer; from Cardiff, 22, Lathley Rich; 20, Frank M. Thayer; from London, &c., previous to Sept. 3, Argonaut, Somerset.

At MANILA.—From Glasgow, July 15, Legaspi.

At SINGAPORE.—From London, Sept. 4, Glenartney (str.).

DEPARTURES.

From SHANGHAI.—For London, July 15, Thermopylæ.

From Foochow.—For London, June 28, Crocus (str.); July 3, Sarpedon (str.).

From HONG KONG and CANTON.—Sept. 3, Historian.

From MANILA.—For Channel, f.o., July 12, Hugh Bourne; for New York, 13, Derwent; 15, Richard Busted; 1, Alhambra (from Cebu); 3, Caller Ou (from Ilo Ilo).

From SINGAPORE.—For London, July 30, Sea Star; Sept. 7, Glenroy (str.); for Boston, 31, Crest of the Wave.

From PENANG.—Verulam.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Aug. 30 ...	Lammermuir ...	Shanghai ...	London

THE Yangtsze, British steamer, in bailast, has blown ashore in Hong Kong harbour, but will probably float off at high water without damage.

LATEST TELEGRAMS.

ASSASSINATION OF A GERMAN CONSUL IN JAPAN.

NAGASAKI, SEPT. 3.—M. Haber, Acting German Consul at Hakodadi, has been assassinated. Fanaticism is assigned as the cause of the crime.

RUSSIAN EXPEDITION TO NORTH-WESTERN CHINA.

(TIMES TELEGRAM.)

BERLIN, SEPT. 7.—A Russian expedition under Colonel Sosnovski has just been despatched from Irkutsk to Ouliassoutai, Gobi, and the adjoining provinces of North-Western China, to inquire into the state of the Mahomedan Dungan Rebellion. They are also charged to ascertain whether the Western tea trade could be directed to the Irtish river.

THE FORMOSA DIFFICULTY.

SHANGHAI, SEPT. 6.—It is rumoured that the Formosa difficulty, which gave rise to apprehensions of war between China and Japan, has been settled.

THE WAR IN ATCHIN.

THE HAGUE, SEPT. 5.—Official advices from Atchin state that Patty and Kloewang, on the north-west coast, submitted on the 3rd of September. Negotiations are proceeding to procure the submission of the Atchinese on the north-east coast.

THE REPORTED SALE OF A DANISH IRONCLAD TO CHINA.

COPENHAGEN, SEPT. 7.—Difficulties have arisen with respect to the completion of the sale of the ironclad *Danemark* to the Chinese Government. It is thought probable that the deposit of £7,000 will be forfeited.

THE CHINA TELEGRAPH CABLE.

HONG KONG, SEPT. 7.—The cable between this port and Amoy is interrupted.

MARKET REPORT.—CHINA.

SHANGHAI, SEPT. 5.—Grey Shirtings, 8¼lbs., Tls. 1.9. Cotton, Shanghai, Tls. 9. Tea, black, moderate business; green quiet. Silk, active, firmer; No. 3 Tsatlee Koonfongsings, Tls. 390.

HONG KONG, SEPT. 3.—Grey Shirtings, 8¼lb., $2.45; Cotton Yarn, 16-24 water-twist, $1.15. Cotton, fair medium, Bengal, $13½. Tea, Canton, very little doing; Foochow, demand has slackened, and prices declined; total exports from China and Japan to the United Kingdom, from 1st June to date, 92,125,000 lbs., against 94,500,000 lbs. to corresponding date last season.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, SEPT. 7.—The Messageries Maritimes steamer Donnai, with the inward French mails, from China and Japan, arrived here to-day at 5 P.M. She brings sixty-two passengers and a general cargo, including 1,886 bales of silk, 3,865 packages of tea, and 2,126 packages of sundries for London, which part of her cargo will be forwarded to its destination per Company's steamer Copernic, due in London on or about the 19th inst.

NEXT INWARD MAIL.—ALEXANDRIA, SEPT. 6.—The P. and O. Company's steamer Ceylon left at 10 A.M. to-day for Brindisi, where she may be looked for on the 9th inst.

HEAVY PORTION OF NEXT INWARD MAIL.—ALEXANDRIA, SEPT. 7.—The P. and O. Company's steamer Malwa left Port Said at 11 A.M. to-day, and may be expected at Southampton about the 20th inst. Specie, £59,924.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 3, at Gravesend, from Colombo, Forest Rights; off Deal, from Singapore, Fire Queen; 2, at Falmouth, from Akyab, Gertrude; Alexander McNeill; 3, Frienze; at Liverpool, from Rangoon, Cashmere; at Queenstown, from Akyab, Harsfjord, Appenina; off Queenstown, from Rangoon, Warwick Castle; Aug. 31, at Hamburg, from Macao, Albatross; at Bremerhaven, from Rangoon, Toivo.

DEPARTURES.—Sept. 2, from Cardiff, for Galle, Marionople; Aug. 27, for Atchin, Antje; Sept. 1, for Singapore, John Clark; from Sunderland, for Trincomalee, Eagle.

SPOKEN.—Isurium, Colombo to London, Aug. 4, 35 N., 41 W.; Progress (German schooner), Hamburg to Yokohama, July 3, 10 S., 32 W.

STEAMER PASSED THE SUEZ CANAL.—Sept. —, Hong Kong, from London, for Singapore, China, &c.

MISCELLANEOUS.—At Suez, Sept. 3, Cheops (str.), from Foochow, for London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

GREEN—On the 23rd July, at Tanjong Pagar, Singapore, the wife of C. J. Green, of London, of a son.

HEMBER—On the 22nd July, at Shanghai, the wife of Samuel B. Hember, of a son.

MILLER—On the 27th Aug., at Shanghai, the wife of Rowley Miller, of a son.

SARGENT—On the 29th Aug., at 14, Park-terrace, Oxford, the wife of Col. Sargent, C.B., Commanding Brigade Depot, prematurely, of a daughter.

MARRIAGES.

BADHAM—ALT.—On the 27th Aug., at St. John's the Evangelist, East Dulwich, by the Rev. T. D. C. Morse, George Badham, of Forest Hill, and Salter's Hall-court, Cannon-street, solicitor, to Frances Rebecca, eldest daughter of the late Lieut. Alt, H.M. 63rd Regiment.

GOODENOUGH—KINSLEY.—On the 1st Sept., at Vienna, in the Chapel of St. Stephen's, and afterwards at the British Embassy, by the Rev. J. Liddell Johnston, William Howley Goodenough, Lieut.-Colonel Royal Artillery, fourth son of the late Dr. Edmund Goodenough, Dean of Wells, to the Countess Anna Kinsley, third daughter of Count Eugene Kinsley, of Vienna, and of Krasna, in Moravia.

LAW—DATO.—On the 15th July, at Shanghai, by the Rev. G. D. B. Miller, William Cleveland Law, to Isabella Harriet Dato.

DEATHS.

AINGER—On the 27th Aug., at sea, William Bradshaw Ainger, Chief Officer of the P. and O. s.s. *Bangalore*.

FLETCHER—On the 28th Aug., at her residence, Hempstead, Tonge, near Sittingbourne, Harriett Fletcher, widow of Joseph Fletcher, of Union Dock, Limehouse, and Tottenham, Middlesex, aged 82.

GRAHAM—On the 16th July, at Bangkok, Siam, George Charles, infant son of George G. Graham.

MARTINDALE—On the 5th Sept., at Gainsborough Lodge, Leytonstone, William Martindale, F.R.G.S., of the firm of Sir W. A. Rose and Co., Queenhithe, E.C., in his 41st year.

STEVENS—On the 19th Aug., on board the P. and O. s.s. *Geelong*, in the Red Sea, John Ward, elder son of John Wells Stevens, Camberwell, formerly of Stowmarket, aged 32.

WE are glad to learn that a concession has been granted to the Great Northern Telegraph Company for laying a land line from Amoy to Foochow, in addition to the line from Foochow to the White Dogs. We may expect to be in telegraphic communication with Foochow in the course of a month. We also learn that the company are laying a cable to connect Yokohama or Yedo with the island of Yesso.

The Post-office announces that, at the request of the Government of New Zealand, the use of the San Francisco and Torres Straits routes for the transmission of mails to New Zealand has been temporarily discontinued, and all mails for that colony will, until further notice, be forwarded solely by the Suez and Melbourne route.

Naval and Military.

H.M.S. Audacious, which has been commissioned at Chatham by Capt. Colomb, late of the Dryad, as the flag ship of Rear-Admiral Ryder, who hoisted his flag as Commander-in-Chief on the China station at Portsmouth on the 1st inst., is an iron-clad of over 6,000 tons, and engines of 800-horse power. She is divided into five water-tight compartments, and is fitted with a formidable prow at her stem. Her length is 280 feet, beam 54 feet, and the loaded draft 24 feet. Her armament consists of ten guns of twelve tons, and two 64-pounders at the bow and stern; the armour platings are eight to six inches thick. The internal fittings are on a very complete scale for the climate. The main deck is ten feet high, fitted with large ports and scuttles; the sick bay we believe to be unequalled in size or ventilation in Her Majesty's fleet. The entire complement of the vessel will be 461 officers and men. We congratulate Admiral Ryder and the officers and men who have to serve on the station on the selection made by the Admiralty of the Audacious, and the efficient manner of her fitting-out. It is expected that she will be ready for sea early in October, when Admiral Ryder will embark with his staff and proceed to their destination. The officers appointed to the present time are as follows:—

*Captain—Philip H. Colomb. *Commander*—Cyprian A. G. Bridge *Staff Commander*—Frederic A. Johnston. *Lieutenants*—Adolphus F. St. Clair (Flag-Lieutenant), William McC. F. Castle, Herbert J. G. Garbett, the Hon. Francis R. Sandilands, James E. C. Goodrich, and William J. P. Graves. *Sub-Lieutenants*—Arthur R. M. Creagh, Francis J. Ommaney, and Powlett H. E. Hungerford. *Navigating Sub-Lieutenant*—Henry Brayer. *Midshipmen*—The Hon. Seymour J. Fortescue, Francis J. Stuart-Wortley, Egerton B. Cleeve, Frederic F. Fegan, Henry N. Thomson, Algernon H. Oliver, and Charles E. Baxter. *Naval*

* Capt. Colomb is the author of a work, "Slave Catching in Indian Seas," 1 H.M.S. *Dryad*.

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Cadets—John Martin, William G. Stewart, Arthur Dodgson, Henry V. Hart, Henry T. C. Knox, Trevenan P. Coode, Frank A. Garforth, Charles H. Dundas, and E. N. Etaukie (Japanese). *Chaplain*—The Rev. Charles J. Corfe, B.A. *Staff Surgeon*—Francis W. Davis. *Paymaster*—William T. Richards. *Assistant Paymaster*—Charles Topping. *Surgeons*—William H. Stewart, M.B., and E. H. Saunders. *Chief Engineer*—Charles P. Turner. *Naval Instructor*—James R. Clark, M.A. *Engineers*—J. Hird, C. G. Muller, F. S. Turner. *Assistant Engineer*—1st Class: H. E. Wingfield. *Assistant Engineers*—2nd Class: J. R. D. Johnson, E. Little. *Acting Engineer*—1st Class: J. W. Bennington; 2nd Class: Thomas Agnew.

The Vigilant, paddle despatch vessel, Lieut. Commander Ryder, which was commissioned on the 18th ult. as tender to the Audacious, is being fitted out at Portsmouth with all despatch.

The new ironclad turret ship El Plata, built for the Argentine Confederation, was launched on the 29th ult. at Messrs. Laird's shipyard, Birkenhead. The ship was christened by Sinorita Garcia, the daughter of Senor Garcia, Minister Plenipotentiary to the United States, and now in England on business of the Confederation. Senor Garcia was present with a large party of friends at the lunch which followed. In responding to the toast of success to the El Plata and the flag she carries, he expressed the warmest friendship for England, which had been, he said, the first great Power to recognise the independence of the Argentine Republic, and had proved the best friend it had in the world. Senior Frias also expressed friendship for this country. The El Plata is heavily armoured, and will carry twelve of the largest guns. She is now in dock, where she will receive her engines.

A good service pension has been conferred upon Colonel F. G. Kempster, Madras Staff Corps, with effect from April last, in room of Major-General L. Barrow, C.B., who has succeeded to the Colonel's allowance. Colonel Kempster was appointed Ensign, 1837; Lieutenant, 1840; Captain, 1853; Major, 1861; Lieutenant-Colonel, 1863; Brevet-Colonel, 1868. He served with the expedition to China, 1842, and was present at the assault and storming of Ching-kiang.

Mr. W. H. White, engineer, R.N., who has been appointed to the Audacious, the new flagship on the China station, has received a vot of thanks from the Working Men's Conservative Club at Portsmouth "for his regular attendance at their meetings, as well as for the valuable assistance he rendered to the Conservative cause at the last election."

Brevet-Major W. C. O'Shaughnessy, who, since 1869, has been serving as assistant military secretary to Major-General H. W. Whitfeild, commander-in-chief in China, is about to join the first battalion of his regiment, the 12th, now serving at Kinsale.

Lieut. W. H. Chippindall, Royal Engineers, has proceeded to join Col. Gordon's Expedition in Central Africa. He was specially applied for by Col. Gordon.

H.M.S. Challenger has completed the soundings between Sydney and New Zealand, and will probably arrive at Hong Kong in December.

Miscellaneous.

RIFLES AND AMMUNITION FOR CHINA.—*The Times* Paris correspondent writes:—"The Marseilles packet of 31st Aug. conveyed sixty-eight chests of Remington rifles, 1,300 in all. These rifles came from the entrepôt of Cherbourg, and were destined for Shanghai. A battery of six pieces Montagne has just been despatched from Germany, *via* Belfort, for Foochow. It will be embarked at Marseilles on the packet of the 6th. The Messageries Company having refused to take 4,000,000 cartridges from Cherbourg, Mr. Morris, of the Boulevard des Capucines, offered a Havre steamer which would embark at Cherbourg 5,000 to 6,000 Remington rifles and 5,000,000 cartridges. The steamer is now loading at Havre, whence it will proceed to London to take in a cargo of arms and military equipments. Other Montagne cannons will shortly be despatched. The wheels and gun-carriages will be sent from France, and are all in readiness, their destination being Foochow and Shanghai. A German is at the head of these expeditions."

THE P. and O. Company's steamer *Cathay*, Captain Dundas, arrived at Southampton on the 6th inst., with the heavy India, China, and Australia mails, and 133 passengers. She brought £580,000 in specie, 2,076 packages of silk, 5,148 chests, 2,587 half-chests, and 17,141 boxes of tea, and 772 packages of sundries. The *Cathay* left Shanghai 12th; Hong Kong, 18th; Singapore, 25th; Penang, 27th July; Galle, 5th; Aden, 16th; Suez, 22nd; Alexandria, 25th; Malta, 28th Aug.; and Gibraltar, Sept. 1. Her Majesty ship *Frolic* was at Shanghai; the *Elk*, *Swinger*, *Opossum*, and *Princess Charlotte* at Hong Kong; the *Cadmus*, *Basilisk*, *Charybdis*, and *Hart* at Singapore, the *Cadmus* homeward bound; the *Avon* at Penang.

THE Chinese Government some time ago complained that an American naval officer was engaged with the Japan Government against Formosa, which was considered an offence against China. In order to remove the cause of complaint the Navy Department has revoked the leave of absence heretofore granted to Lieutenant Commander Cassell, and he will, therefore, withdraw from the expedition, on which he was only a volunteer.

MESSRS. CALDWELL AND BRERETON, solicitors of Hong Kong, announce that as Alfred Kirchner, Heinrich Boger, and Christian Friedrich Grosemann, lately trading under the firm of Kirchner, Boger and Co., have assigned all their estate and effects to Adolf Andre and Carl Wilhelm Seigfried, of Victoria, Hong Kong, the trustees for the creditors, all creditors of the late firm should send in their claims to the trustees, or their solicitors, before the 1st of November next.

THE Imperial College at Tokio, Japan, and the other Government schools have lately held their annual examinations, and vacation has commenced, to continue until September next. Professor M. M. Scott, formerly a teacher at the Rincon School, in San Francisco, has been Principal of the Japanese Norman School, and has proved himself an efficient teacher and a particularly successful organiser of great value to the Japanese.

MR. CAMPBELL, Secretary to the Commissioners of Maritime Customs, was the delegate from China attending the conference held in London last week for the discussion of subjects connected with maritime meteorology.

THE China Trans-Pacific Steamship Company's steamer *Vancouver* arrived at San Francisco, from Yokohama and Hong Kong 5th inst. The *Vasco de Gama* sailed from Hong Kong, for Yokohama and San Francisco 3rd inst.

THE Pacific Mail steamship *Colima* arrived at Yokohama on the 2nd ult. Her sailing time from San Francisco was seventeen days and thirteen hours, being the quickest passage ever made between these ports.

THE Japanese Secretary in Vienna has arrived with his wife at Aix-les-Bain. From this watering-place he intends proceeding to Berne, in order to be present at the International Postal Conference.

GERMANY.

(FROM OUR OWN CORRESPONDENT.

HAMBURG, AUGUST 31.

The Bank of Prussia has given notice that all bills brought to them for discount and falling due in 1875 must be drawn in the new currency. According to the returns compiled to be laid before the Federal Council the thirty-four Banks of Issue in Germany had on the 31st October, 1873, a paid-up capital of 130,833,000 thalers, and their notes in circulation were 441,500,000 ditto, of which only 298,300,000 were covered by bullion, coin, and securities.

The filial establishments at Hamburg and Bremen of the Deutsche Bank (Action Gesellshaft) have been so successful in their financial operations this year, that in the term ending June 30th they had made a clear profit of 9 per cent., or at the rate of 18 per cent. per annum, whilst the dividend of that bank last year was only 4 per cent. The value of the shares has not been given for some time past in this market, but now they are quoted in the official share list at 89½ to 90 per cent.

The *Berliner Volks-Zeitung* of the 6th inst. publishes an article on Chinese coolie labour, chiefly with reference to Peru and Salangore; but as it contains only extracts from a South-American paper to the glorification of Mr. Meiggs, the enterprising contractor for the Peruvian Railways, and partly from some remarks of your contemporary, the *Hour*, *à propos* of the new company formed for the purpose of working the tin mines in the Malay Peninsula, I need not enter further into the subject.

Some young Japanese are to be sent at the charge of their Government to Pilsen in Bohemia to learn the art of brewing. The Japanese Ambassador at Vienna, Sano Tsunatami, on his return from Carlsbad, stopped a couple of days at Pilsen to inspect the Great Joint-Stock Company Brewery there, and was so much pleased with the quality of their beer that he gave them an order for a considerable quantity to be sent out to Japan for the use of the Court there, and asked the Director if he would instruct some of the young Japanese now on their way to Europe, which was willingly agreed to, and his Excellency promised to send him some of them on their arrival.

The New York *Handels-Zeitung* states that the appointment of a number of American citizens to the Japanese service and employed in the expedition to Formosa, has given rise to reclamations and complaints on the part of the Chinese Government, who consider such conduct as a breach of neutrality.

The Copenhagen journal *Folkets-Avis* announces that in a very short time, and partly in fulfilment of the wish of the Chinese Government, a Minister Plenipotentiary will be accredited with the sovereigns of China and Japan to protect the interests of the Danish subjects in those countries and the shareholders of the Great Northern Telegraph Company.

It will no doubt be interesting to many of your readers to learn that the beautiful Gothic structure of the Church of St. Nicholas, designed and executed by Sir George Gilbert Scott, of London, has been finally completed, and was inaugurated on the 26th inst., in the presence of members of the Senate, the diplomatic body, the civil, ecclesiastical, and military authorities, and a large concourse of spectators. The architect was also present, having come over on purpose to witness the imposing ceremony. The old church, on whose site the present one is constructed, was burned down in the great conflagration that destroyed nearly one-half of this city in 1843, since which it has risen like a Phœnix from its ashes, and is now become one of the handsomest cities in Europe.

The seat of the Imperial German Consulate at Foochow has been removed to Amoy, and includes in its Consular jurisdiction the province of Fookien and the island of Formosa. This is officially gazetted under date of the 15th inst.

Herr E. von Leesen, a native of this city resident at Nagasaki, is appointed German Consul at that port.

Messrs. Krummel and Militzy of this city, who failed, with liabilities to the sum of 790,000 marks, have the greatest liabilities in London, Manchester, and other parts of England.

SHIPPING.

ARRIVALS.—Hermann and Emma, Dorothea, and Lesseps, from Rangoon; Sylvia (str.), from China; Albatross, from Canton and Whampoa.

SAILED.—Aline, to Rangoon.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, SEPT. 9, 1874.

THE PRINCE OF KUNG'S DESPATCH ON THE WOOSUNG BAR QUESTION.

NEVER in the whole course of our experience of Chinese diplomacy have we seen so plain-spoken a document as this. However much the excuses put forward in it may be ridiculed in the present days of progress, it is impossible not to admire the definite and tangible terms of the despatch, and we trust that on all questions which may arise in the future the reasons given by the Chinese authorities for the course they adopt will be equally explicit. The views entertained by the Southern Superintendent of Trade and the Prince of KUNG on the subject of treaty obligations are, to say the least of them, somewhat novel and curious. The former official, not over familiar in all probability with the text of the treaties, seizes upon Article XX. of the British Treaty, which after all he quotes incorrectly, and points out that, although the Chinese are bound to come to the aid of British vessels which may be unlucky enough to get stranded on the coast, yet the article in question "says nothing about digging out the sand bars on which these vessels are stranded!" We should have been surprised if it had done so, and we think that Lord ELGIN could hardly have contemplated the possibility of this article ever being employed in such a comical way, or, perhaps, he would have been still more exact in the language he used. Indeed, the notions of the Southern Superintendent of Trade on the subject of the article would scarcely be worth even this passing allusion but for the notable conclusion at which he arrives in consequence of his lucubrations. "It is plain enough," he says in the rather lame translation before us, "that the only feasible "way to do is to build the ships to draw more or less "water according as the entrance of the port is deep or "shallow." If we do not adopt the advice given us by this very enlightened official, our steamers and sailing vessels must be content to follow the example of the Chinese junks. They anchor, he tells us, when they come to a shallow spot, and the boatmen go to sleep on the ship's bow, quietly waiting till the tide rises, when they sound the rattles and go on their course as they like. This is a method of proceeding which will naturally commend itself to the captains of our mail packets and trading steamers, to whom, of course, time is no object, and to whom a delay of a few hours cannot possibly cause any serious inconvenience.

Turn we now to the Prince of KUNG'S ideas of treaty obligations. His Imperial Highness, during his long tenure of office, has had occasion to make himself well acquainted with the text of the treaties and conventions with foreign powers, and he is not so foolish as to blunder about the twentieth article of our treaty, which has no particular bearing on the question at issue. So, ignoring the nonsensical and crude view expressed by his subordinate, and prompted, doubtless, by the hidden influences which teach him VATTEL, and instil into his mind some diluted and hazy ideas about International Law, he boldly pins his faith upon "Art. 10 of the Trade Regulations, wherein the dis- "tribution of lights, buoys, beacons, and the like at all the "ports and their maintenance are provided for out of the "tonnage dues, but no mention is made of dredging the "channels." The Prince is literally correct; no mention is made of dredging the channels; but did he never arrive at the true meaning and import of Art. 32 of the British Treaty, and of that portion of the tenth Trade Regulation which he quotes with such unction as a knock-down argument? Did it never occur to him and his advisers that the obligation thus imposed upon the Chinese was the facilitating of navigation in every conceivable way? Surely the clearing and deepening of the channels leading to such an important centre of commerce as Shanghai are necessary to facilitate navigation. What will be the use of lights, buoys, beacons, and *the like*, if the Chinese are to allow the approaches to the harbour to be blocked up? And why—as the Chinese authorities are so anxious on this occasion, when they think it will serve their purpose, to keep to what appears to them to be the literal and proper interpretation of their treaty obligations—why, we ask, should we not maintain, and maintain successfully, that the dredging of channels *is* covered by the generalisation which we have placed in italics? In our own country, if an important harbour, or the entrance to it, shoals at all, we expect to see, and we do see, the dredging machine do its work with as much regularity as the lighthouse; and why should it not be so in China? If Lord ELGIN had ever conceived the possibility of the Chinese becoming such dolts, and so blind to their own interests as to refuse to keep the channels to their ports free and clear for the navigation of foreign ships, from which they derive such enormous advantages, we doubt not that he would have gone a little more into detail in the wording of Art. 32 of our Treaty, and that he would have specifically mentioned dredging machines and other necessary appliances for keeping the harbours of the open ports of China, as well as the approaches thereto, in a fit and proper state for use by vessels of all sizes. How does the Prince of KUNG reconcile the position which he now takes up with Mr. WADE'S despatch to Earl GRANVILLE, dated July 22nd, 1872, in which our Minister states that he finds on enquiry "that Mr. HART "had been authorised by the [Tsung-li] yamên to expend "a considerable sum upon a dredging apparatus to be em- "ployed specially at Woosung?" Mr. HART'S position in this matter is to us quite inexplicable if what is stated by the *North China Herald* of June 27 be literally true, viz., that "when pressed lately on the subject of dredging the "Woosung Bar, the Tsung-li yamên quoted a despatch of "Mr. HART'S to the effect that they might as well throw "money into the river as undertake that work."

We expressed our views on the subject of the tonnage dues several weeks ago, and we hope that our remarks on that occasion may have been translated for the benefit of the Chinese authorities, and that they will profit by them. We are still of opinion that a portion of this fund ought to be employed for such purposes as dredging bars and harbours, for if the tonnage dues are not to be employed for such and similar purposes it is high time that they were materially reduced, if not altogether abolished. Why is it that the Chinese are so hopelessly, so idiotically obstructive in such matters as these? They admit now in the most unequivocal terms the obligations they are under to provide and maintain lights, buoys, and beacons, but any one whose experience of the country dates from but a few years back will remember the trouble there was to induce them to adopt even this limited interpretation of what it was always unmistakably their bounden duty to do. The Prince of KUNG is unfortunate in his allusion to the rights of nations governing their own countries, and it is sheer nonsense for him to say that "at the entrance of the "Woosung river there used to be forts, and now the river "has made itself a bank which may be regarded as not only "like a bar in a gate, but as a defence placed there by "Heaven, and to be taken in the sense of a protection."

We need say nothing about the engineering difficulties raised in the despatch under consideration, for it is sufficiently notorious that the Chinese are not gifted with the ability necessary to cope successfully with such difficulties, and are in consequence naturally timid about them; but if they would only avail themselves of the skill and science which foreigners would most readily and gladly place at their disposal, they would soon find that these difficulties are not by any means insurmountable, and further, they would be able afterwards to deal more effectually with the vagaries of the Yellow River and other streams which now

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annually cause incalculable ruin and desolation in various parts of the Empire.

A word in conclusion upon one or two matters incidentally raised in the course of this despatch. The Southern Superintendent of Trade, at the close of his notable report, exhibits some ignorance of the mysteries of tonnage dues, for he says that he has thought the matter over and over, and finally believes that it cannot now be undertaken, because, apart from "the flood tide "causing the bar to grow, it is not easy to provide the "means." Had the Chinese, if the tonnage dues were not sufficient for the purpose—a most unlikely eventuality, —only employed upon works of practical utility like this a few of the many millions of taels which they have squandered on dockyards, arsenals, and matters relating thereto, there would have been no lack of money available for an occasion like the present, and they would have thereby been saved the disgrace and humiliation of making such an impotent and ridiculous figure before the world as they have done in their quarrel with the Japanese. In this matter of what avail have been (we quote the words of the Prince's despatch) "preparations of an army, raising up marines, building up forts," frigates, gunboats, Dahlgren guns of Nanking manufacture, home-made Remington rifles, &c., &c. ? Of a surety they had far better have spent the money thus wasted to no purpose on the "dredging of channels" and in stopping and providing against the frightful calamities caused by inundations; for if after all their vast expenditure on arsenals and warlike *matériel* they cannot successfully oppose a descent on Formosa by a comparatively petty power like Japan, what will they do if they have a stronger enemy to deal with ? They may rest assured that their Heaven-sent defence will not stand them in good stead, however much it may appear to the Chinese mind to be "like a bar in a gate."

RUSSIA AND CHINA.

JUDGING from the tenor of a telegram from *The Times* correspondent at Berlin, which we published in our last issue, there would seem to be some chance of a collision between the Russians and the Chinese on the extreme north-western boundary of the latter Empire. We speak thus guardedly, for it is not by any means easy at first sight to grasp the true significance of the news we have received, and, in point of fact, its real import depends, to some extent, on the actual condition of matters with regard to the Kulja district, which, we may mention, is now called Prulinsk on the best maps. It has been the fashion to call this the Russian province of Kulja, and to speak of it as having been *annexed* by that Power in 1872; but the most recent intelligence from that remote part of the world, which has been brought by a traveller who has lately been there, states that the Russians themselves do not claim it as a province, but merely exercise a protectorate over it in consequence of the internal dissensions existing there three or four years ago, and that the district in question is still an integral portion of the Chinese Empire. We are bound to say that such a curious state of things is somewhat difficult of comprehension, but many matters connected with Chinese statesmanship and policy are even more difficult of comprehension. The telegram says that the Russian Government has determined to construct a military road from Semipalatinsk to the Chinese frontier, but this is very indefinite, for the road may run due south or in a south-easterly direction, in the former case, we suppose, passing through Kulja, which is fully 450 miles from Semipalatinsk. The Chinese troops are said to be "threatening the new Russian province of Kulja," and to be "stationed on the Semipalatinsk frontier." This, again, is indefinite, and at the same time unintelligible, for if the Chinese were simply threatening Prülinsk, why should they be at the trouble of going to the north to the Semipalatinsk frontier when a comparatively easy road—the Tien Shan Pei-lu—leading direct to the town of Kulja, is open to them ? We confess that we are at a loss to understand the matter taken from this point of view, for it seems to us to involve some serious improbabilities. A solution of the difficulty suggests itself which would account for the appearance of Chinese troops in a position which may involve them in trouble with Russia. It is well known that our new ally, YAKOOB BEG, the *de facto* Ameer of Kashgar, has been pushing his forces eastward along the Tarim, and casting greedy eyes on portions of the outlying Chinese province of Ili, and that a Chinese corps of observation—if such a term can be given to the rabble which, in the opinion of the Celestials, constitutes an army—has been for some time past stationed at Hami watching events. Now, the Ameer's line of march would lie along the Tarim Kul, to the south of Prülinsk or the Kulja district, in what is called the Tien Shan Nan-lu; and it is suggested that the Chinese are probably executing a strategical move—if, indeed, they are capable of such a thing—and having taken the Tien Shan Pei-lu, have marched westward from Hami, intending to cross the Kulja valley, or else to work round the north of the district under Russian protection, and then to strike south, and cut off the Ameer's retreat. This view presents an intelligible reason for the Chinese *appearing* to threaten the Semipalatinsk frontier.

WITH considerable satisfaction we call attention to a telegram in another column, announcing that the differences between the Chinese and Japanese in regard to the raid on Formosa, have been adjusted without recourse to hostilities. There are many who will regret this peaceable solution of the difficulty, for there are in China and Japan a number of foreign rowdies and would-be filibusters, who regard such an opportunity lost as a great calamity. Merchants also rival each other in the supply of arms and ammunition, and the competition affords an opportunity for showing up the worst features of the trading class. Although a brush between the two countries would have caused a stir in some branches, there is no doubt but that our trade on the whole would have suffered considerably. By another telegram, in regard to the purchase of the Danish ironclad, we see that the contract is not likely to be carried through, and this is no doubt owing to the receipt of the news noticed.

A LETTER from Yokohama in the *Cologne Gazette* says that the Koreans seem determined to provoke the Japanese to make war upon them. The old antagonism between the two nations is embittered by the acceptance of European institutions by the Japanese, and Korea, which is strongly opposed to these novelties, has manifested its dissatisfaction by destroying some fishermen's villages in the Japanese islands opposite the Korean coast. The Koreans have built extensive fortifications, and armed them with rifled cannon; their army is tolerably well equipped, and it is being trained by Chinese instructors who have served under European officers — chiefly Frenchmen — in the Chinese army.

MR. NACAYAMA, who has been for some time Japanese Consul at Venice and Milan, has been withdrawn. It is clear that the Japanese Government have decided on a considerable retrenchment in the way of Embassies and Consulates, which have been opened up rather at random and at great cost. As usual in such cases, they now proceed to the other extreme. Considering the great interest that silk and its culture is to the Japanese, we think it a mistake to close the Consulate at Milan. H.E. SANO is still travelling on the Continent, but will probably return to Japan early in October with Baron VON SIEBOLD.

BY the last mail from the Straits we observe that the telegram sent out in July in reference to the Treaty of Perak was misquoted. REUTER'S inform us it was telegraphed out on the authority of the *China Telegraph*. Up to the present it has not been ratified, but there is no doubt that it will be on the return of Lord CARNARVON.

THE French Minister of Public Instruction has lately received from KIDO, who is the head of the Department of Public Education in Japan, a letter, thanking the French Government for the gift of a series of French works on History and Agriculture, and promising to send in return a number of Japanese books of similar kind.

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Literature.

Mr. Henry S. Munroe has just published, in connection with the geological survey, his report on the Yesso coal. "It will be seen," he says, "that these Japanese coals are widely removed in composition from all coals of similar age, and can be compared with the best carboniferous coals; they are, therefore, neither *lignites* nor *brown coals*, but true bituminous coals."

The *Athenæum* says:—A great literary curiosity is now for sale at Peking. It consists of a copy of a gigantic work, composed of 6,109 volumes, entitled "An Imperial Collection of Ancient and Modern Literature." This huge encyclopædia was commenced during the reign of the Emperor Kang-he (1662-1722), and was printed at the Imperial Printing Office, where a complete fount of copper type was cast for the purpose. Its contents are arranged under thirty-two divisions, and embrace every subject dealt with within the range of Chinese literature. Unfortunately, the greater part of the type employed in printing the work was, after the publication of the first edition, purloined by dishonest officials, and the remaining portion was melted down to be coined into cash. The result is that very few copies are now in existence, and still fewer ever come into the market. The price asked for the present copy by the Chinese owner is, we believe, about £4,000.

Sir Rutherford Alcock's pen is becoming so very prolific that we can hardly keep pace with him; at the same time it is pleasant to find that, though he has retired from active service, his thoughts are still earnestly and ever directed to that part of the world in which he has spent so many years of his life. It is but the other day that we drew attention to Sir Rutherford's long letter in the *Pall Mall Gazette*, and now we have before us a still longer and still more important paper by him in *Macmillan's Magazine* for September. Sir Rutherford commences by giving an interesting and rapid survey of Central Asian matters. In this he naturally finds occasion to speak of the manner in which the Chinese try to prevent our crossing their inland frontier, and knowing as we do the views which he takes on questions relating to China—views, too, which are usually antagonistic to our own—we are somewhat surprised to find him concluding this portion of his essay with the following sentences:—"Hostility begets hostility, and injurious action along the whole Chinese inland borders cannot be compensated by a forced admission of a right of trade on the coast. The manifest contradiction between the two only tends to prove a total misapprehension on the part of China of the rights of nations in mutual intercourse." Sir Rutherford next turns his attention to China Proper and Japan, but more particularly the former, and he discusses at great length "what is now passing there, and the tendency as well as the aim of the progress observable." In the course of his remarks he speaks in the highest terms of commendation of the administrative ability and energy of Mr. Hart, the Inspector General of Customs, and he has a word to say in defence of the course pursued by the Chinese in regard to the dredging of the Woosung Bar. In this connection, when speaking of the inadequacy of the tonnage dues of 1872 to pay for a work of such magnitude, he entirely omits to allude to the enormous accumulations of bygone years, in which lighthouses were not, and buoys and beacons were few and far between. We must not omit to mention that at the conclusion of his paper Sir Rutherford incidentally furnishes Messrs. Bryant and May with a capital advertisement for their lucifer matches.

Under the title of "Up the Grand Canal of China" the current number of the *Atlantic Monthly* contains an article which is very remarkable for the hopeless inaccuracy of its nomenclature. The blunders, indeed, are so continuous that the responsibility for them can hardly be shifted on to the shoulders of the printer; besides, the article bears date early in May of last year, so that a proof might have been corrected in any part of the world. When we took up the magazine we not unnaturally expected to find an account of a journey from Soochow to Tientsin, but we were mistaken. The writer went from Shanghai to Soochow, and thence to Tenyan (? Tan-yang); from that place he walked to Chinkiang, as his boat had got entangled in one of those blocks which are not uncommon in the canal. Of the Grand Canal we hear no more! The writer went by steamer up to Hankow and back to Shanghai, making a trip to one of the Kiukiang tea districts, *en route*; from Shanghai he found his way to Peking. Had we not been intimately and personally acquainted with nearly all the places named we should have been sorely puzzled to recognise them in their strange garb. Further, the chief Chinese official residing at Shanghai is repeatedly spoken of as the Tantai!

The *Cornhill Magazine* contains a delightfully complete and interesting article on the Danish National Theatre. The Danes have had for more than a century a State-supported theatre in Copenhagen, and what is more important, they have been blessed with men of sufficient dramatic genius to give them an original and individual drama. In this last respect Denmark stands alone among the small nations of Europe. The writer in the *Cornhill* has been led to take a survey of the Danish drama at this particular time by an event of some importance in its history—the demolition, to make way for a more spacious building, of the old theatre upon whose stage have been produced all the plays of the famous national dramatists. And the Danish stage differs very notably from our modern stage in this respect, that it has always commanded the services of the most distinguished poets.

The September number of the *Geographical Magazine* contains "Routes to the North Polar Regions," by Admiral Sherard Osborn, the fourth of Captain J. E. Davis's series of papers on the "Voyage of the *Challenger*," and a "Contribution to Cyclone History." There is also a curious note on "Tea Culture in Japan as Affected by Ocean Currents," and a notice, from an R.G.S. point of view, of Mr. W. D. Cooley's notable pamphlet on "Dr. Livingstone and the Royal Geographical Society." From the "Log Book" we learn that, when on Aug. 1 the Presidents of the R.S. and R.G.S. had an interview with Mr. Disraeli on the subject of the Arctic Expedition in 1875, "the Prime Minister asked numerous questions and promised to read the papers that were left with him, and to consider the subject carefully with a view to its early decision."

Mr. F. O. Adams, Secretary to the British Embassy at Berlin, has just completed the second volume of his "History of Japan from the Earliest Period to the Present Time." It is to appear in October, and carries on the history of Japan from 1865 to 1871.

The September number of *Art* contains sketches of Antony and Cleopatra, Age, and Scottish Deer Hounds. All these are excellent, and the letter-press, by the editor, Mr. Forbes Robertson, is very interesting and instructive.

In the *Gentleman's Magazine* for September "Olympia" and "A Rambling Story" continue to be the main features of interest. A paper of John Poole, the author of "Paul Pry," is very readable.

THE JAPANESE IN FORMOSA.

(SATURDAY REVIEW.)

A threatened quarrel between China and Japan is a symptom of the vast processes of change which have supplied to the present generation an unprecedented variety of political experience. Both States had long been regarded as strange and almost unintelligible instances of an ancient and stagnant civilisation. The trade of China was valuable both to the East India Company while it enjoyed a monopoly, and to the merchants who eventually succeeded in removing the former restrictions. In Japan, according to popular legend, the Dutch were allowed a limited intercourse on condition of trampling on the Cross; and it was more certain that all other foreigners were absolutely excluded from the kingdom. The extraordinary aptitude of the Japanese for the adoption of novel practices and modes of thought could by no possibility have been anticipated, even if the remarkable literature of which only a few specimens have been since translated had been known to foreigners. The Chinese also have been profoundly influenced by the results of two unsuccessful wars. If the Chinese, who are naturally indifferent to danger, once succeed in organising their forces after the European fashion, their enormous numbers will render them extremely formidable. It was always difficult to believe except in a vague and careless manner, that three or four hundred millions of people acknowledged the authority of a single Government. Except by a great superiority of arms and discipline, no existing State would find itself a match for China. The Japanese came within reach of Western influences much later than their neighbours; but they have since made far more rapid progress. The Chinese and Japanese are perhaps equal in military qualities, but the resources of China are inexhaustible. If it is not thought prudent to engage in a naval contest, the Chinese will find little difficulty in landing troops in Formosa, who will be supported by the native population. The territory and the harbours of Formosa might perhaps be valuable if they could be safely acquired, and the substitution of a more civilised race for the piratical inhabitants would tend to general advantage; but no acquisition of the kind could be worth the risk of a serious quarrel with China. If the Japanese navy is employed elsewhere in the repression of piracy in the Eastern seas, the commerce of all countries will be greatly benefited. It is not known whether the Government of Japan has reasons of domestic policy for undertaking aggressive enterprises. It is highly probable that recent changes may have created discontent which it may be thought prudent to divert into the channel of foreign enterprise; and Japan is showing itself sufficiently like Europe to render conquest and military fame the most certain foundations of popularity. The national feeling, if it has been consulted by the Government, will perhaps be satisfied by the attainment of the original object of the expedition; and withdrawal in deference to Chinese remonstrances may easily be explained away. On the other hand, it is possible that the invasion of Formosa may have been part of a deliberate policy for gratifying the national ambition and forming an efficient army. It is impossible to foresee the immediate result of a war between Japan and China, though the greater Power would in the long run almost certainly succeed. It would be difficult for the Western Governments to remain indifferent to the injuries which would be inflicted on commerce and to the diplomatic complications which might probably arise.

Should the political complications in the Far East not be unravelled by some afterthoughts of diplomacy, the world must be prepared for a strange spectacle—an naval war between two purely Oriental Powers. The Imperial Governments of China and of Japan each claim a territorial sovereignty over the extensive and luxuriant island of Formosa, which, geographically speaking, is more closely allied with the former than with the latter, while, from the point of view of history, its relations with Japan are of the most shadowy and traditional character. Under no circumstances could we anticipate a collision of the true Asiatic kind between two armadas of junks, painted, high-pooped, with

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temples on their decks, and double-sworded warriors chanting heroic songs; for the East is becoming less Eastern every day; the mysteries of interior Japan have been dissipated; no longer are mariners awed by miles of white calico batteries daubed with black representations of port-holes, as in the epoch when Thunberg travelled; war steamers are among the arsenals of those immemorial nations, and their orders are transmitted to Europe for Krupp's guns of the largest calibre. The Chinese, pitted against any Asiatic population—the military castes of India excepted—are formidable enough in the field, and their fortifications and castramentation are not, regarded in such a light, contemptible; but they are less maritime in their experience than the Japanese, and both nations suffer from the long and deliberate discouragement by their several Governments of naval architecture. The actual dispute, however, is a striking sign of the times. It is not pretended that China wants additional territory. Populous though the empire be, there exist immense tracts capable of maintaining their millions almost without number. Nor is the vast dominion of the Vermilion Pencil poor in the matter of frontiers, since it enjoys, perhaps, the widest in the world; but it wants outlets, and the Japanese have hit upon the same secret. With them the object is less to possess Formosa than to exclude the Chinese from the island.

The Shanghai correspondent of *The Times* writes:—Copies, said to be authentic, of correspondence which has passed between the Japanese and Chinese on the subject of the Formosan occupation have lately found their way into the native newspaper here, and translations have appeared in the local foreign press. The most important of these is a letter purporting to have been addressed by the Chinese Tsungliyamen to the Minister for Foreign Affairs in Japan. It admits that the question of a mission to Formosa by the Japanese did come up for discussion when Soyeshima, the Japanese Minister, was in Peking, but asserts that all that passed was only in the nature of a conversation, and that the proposition, as put before the Chinese, was simply to send a peaceful mission to the aborigines in order to induce them to treat chance visitors from Japan to Loochoo with humanity, the Japanese Minister having particularly observed, on "shaking hands" to take leave, that there should be no intrusion on either part upon the other's territory. The Hong Kong papers have given publicity to another interesting document, which, if authentic, somewhat contradicts the Tsungliyamen's letter just noticed, as to the nature of the understanding come to with the Japanese Minister at Peking. It professes to give the text of the instructions sent by the Privy Council of Peking to Shen, the Commissioner, associating with him the Viceroy and Commander-in-Chief of Fukhien, the Viceroy of Kiangsu, and Li-Hung-chang, the Viceroy of Chili. Referring to the visit of the Japanese Minister, it declares that nothing transpired with regard to the Formosan aborigines during the negotiations at Peking, and ascribes the expedition to an afterthought, induced solely by an evil lust for Chinese territory, on the part of the Japanese. The high functionaries addressed are therefore directed to adopt all necessary measures of precaution and defence, but to be careful in no way to provoke hostilities. They are, at the same time, instructed to maintain order throughout the island, and so to administer its affairs as to conciliate and reclaim the savages, in order that they may be utilised, as far as possible, in the protess of protecting the country from foreign invasion.

The *Hour* says it is hard to ascertain what are the respective warlike capabilities of the two empires. It may be urged on the one hand that the resources of China are practically illimitable, and that when once the Chinese forces can be thrown on Formosa, or upon the Japanese group itself, they will crush the armies of Japan without mercy. But this theory must be qualified by the consideration that Japan, although inferior on land, is rapidly becoming a naval power of the highest class. Even if the Japanese cannot successfully invade China, their ironclads and gunboats can prevent the landing of the Chinese forces on the shores of Formosa, and can sweep Chinese commerce from the seas. Opinions differ as to the relative military qualities of the Chinese and the soldiers of Japan. We ourselves are disposed to form a high estimate of the Japanese character, and to believe that, in the teeth of mandarin traditions, they are a hardier, a more interesting, and a more promising race than the millions who crowd the exhausted Empire of China. But hostile critics contrast the courage and discipline of the "Ever-Victorious Army" under "Chinese Gordon" with the timid and disorderly conduct of the Japanese troops who were ordered to suppress the Saga insurrection. If we balance military experience by naval superiority we are led to believe that the rival Powers are fairly pitted against each other.

(NEW YORK TIMES.)

To punish these barbarians, and if possible secure protection to the shipwrecked mariners of all nations, the Japanese Government has undertaken an armed expedition to the island. The war-junks of ancient Japan play no part in this naval raid; it is conducted wholly by steam-vessels, bought or chartered by the Government, and built after approved European or American models. These "fire-ships" seem to have alarmed the Formosans, and late accounts say that they fled to their fastnesses in great terror. Admiral Pennock, in a communication to our own Government, says that the Chinese Government, which still retains a feeble hold upon Formosa, has ordered the expeditionary forces to leave. Furthermore, it is said that the Peking Government has vigorously remonstrated against the prosecution of hostilities in Formosa, and has given a warlike notice to Japan. There is prospect of war, and both parties are said to be actively preparing therefor. This was anticipated by our Government; and Minister Bingham solemnly warned Americans in Japan against engaging in the expedition, which was notoriously against a Chinese province. Notwithstanding this notice, Gen. Le Gendre, formerly United States Consul at Amoy, and a United States officer, Lieut. Cassell, of the navy, went on the expedition. We do not anticipate, however, that any serious difficulty will arise from this little unpleasantness. China is in a torpid condition. Province after province has slipped out of her possession; Formosa has been semi-independent for a hundred years past. The wide-awake Japanese have attempted to chastise the people in the interest of humanity. China could not do it. The world will be glad if Japan can.

Monetary and Commercial.

Tenders for £500,000 in bills on India were received at the Bank on the 2nd inst. The amounts allotted were—to Calcutta, £467,000; to Bombay, £30,000; and to Madras, £3,000. Tenders on Calcutta and Madras at 1s. 10d. will receive about 62 per cent., and on Bombay at that price in full. These figures show a trifling diminution in the demand for the means of remittance to the East.

Subscriptions are invited for 21,491 Bonds of £20 each, or £429,820 of Five per Cent. Russian Land Mortgage Bonds of the Charkoff Agrarian Bank, at the price of £16 4s. (or, reckoning allowances, £15 19s.) per £20 bond, being equal to 79¼ per cent. The Bonds are to bearer, and the instalments extend to the 21st of December. A cumulative sinking fund of ½ per cent. is to provide for their redemption at par in forty-nine years.

Frankfort advices describe some revival of animation on the Bourse during the last week or two, money being more than ever abundant. Speculators, however, look almost in vain for some channel of operations. All investment stocks are very high and scarce. Shares of the new banks have slightly recovered, but the public at large keep aloof from such undertakings. The new Bank law, as contemplated by the Chancellor, has led to much discussion, and is said to be unlikely to pass in its present form.

We understand that the P. and O. Company have agreed to take a cargo of coals from the Lingga coal mines in Borneo, and should it prove satisfactory steps will be taken to form a company and work the mines in a full and complete manner.

The Eastern Telegraph Company's traffic receipts for the month of August amounted to £31,265, against £28,091 for the corresponding period of 1873. The traffic receipts of the Eastern Extension 1874, Australasia and China Telegraph Company (Limited) for the month amounted to £19,697, and to £19,219 for the corresponding period of 1873.

The Great Northern Telegraph Company's traffic receipts for the month of Aug. were, this year, f.414,553; last year, f.331,238. The total traffic receipts from Jan. 1 to Aug. 31 were, this year, f.2,914,362; last year, f.2,053,350.

The Shanghai correspondent of the *Grocer* writes as follows with reference to the Tea market:—

Before entering into the more minute particulars of the transactions of the past fortnight, a few remarks as to prospects may not prove unacceptable, especially as the comparison of the figures of this season with those of the last might induce your readers to conclude that heavy supplies of teas may be looked for, and that the London market will again become overstocked with tea. The rather rapid and simultaneous shipments, both from the Yangtsze ports and from Foochow, would appear to justify this view of the question, inasmuch as the exports from China to date show an increase of about 15,000,000 lbs.; but it must be borne in mind that the home stock is estimated to stand at 52,000,000 lbs. on June 30, as against 71,500,000 lbs. last year, so that speaking of total shipments from all China, and assuming that henceforth the tea will go forward on the same scale as in 1873, we are actually 4,000,000 lbs. to the good. But, taking the Yangtsze ports alone, the gloomy forebodings which seem to be entertained by some are again found untenable. It is not the shipments that should form the basis of a calculation of this kind, but the actual supplies; for, although hasty consignments, arriving on the markets of consumption all at once, may cause momentary depression, the produce would quickly recover its lost ground in the opinion of purchasers the moment it was discovered that after all there was a deficiency in the crop. And what is the condition of our supplies? Simply this—we are 18,000 chests behind 1873 for the first crop, the severe winter having seriously affected the shrubs; and it is expected that the second crop will follow suit. Your readers must not base their opinions on the rapidity with which, during a month or two, steamer after steamer comes into port with full cargoes of tea; they may rely upon it that an amount of first and second crop Congou—for to these I confine my remarks—equal to that of 1873, cannot be sent forward this season; the country cannot produce it.

Bar Silver is quiet, though the price is unchanged, and still remains at 58d. per oz. standard. The arrivals are very limited. Mexican dollars have been disposed of at 56⅜d. per oz., being a reduction of ⅛d. from recent quotations.

ARTICLES OF IMPORT.

Most of the leading articles have continued in a dull and drooping state, there still being an almost complete absence of speculative inquiry, and prices of Tea, Silk, Cotton, Hemp, Coffee, Pepper, and Tin show a greater or less reduction. On the other hand, Rice, Cinnamon, Camphor, Gambier, Galls, and some articles of lesser importance have been in good request at advanced prices.

TEA.

There is little to report about the market; the large quantity showing, as advised last week, has now mostly been looked at; but the Trade, having previously bought very freely, have been keeping quiet, and only just bought for their wants, or have been tempted by lower rates. Generally the lower qualities have shown an easier tendency, but it is difficult to obtain full value for any sorts when a desire is shown to sell. Green Teas have been offered at auction on arrival, and show a considerable decline from first sales.

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Messrs. Arthur Capel and Co.'s Circular says:—During the past month the arrivals have been very heavy, affording a good selection of different grades for the trade and exporters, and the result has been a fair amount of business, although at prices generally in favour of buyers, owing to the very large quantity offering. It is satisfactory to note that the deliveries for the month have amounted to the large total of 15,722,563 lbs., being 1,400,000 lbs. more than last year. *Congous*—Red-leaf kinds: Siftings of old import show no change; old red-leaf, common to good common, have been sold from 10d. to 1s. 0½d. per lb. New siftings and broken leaf have sold from 8d. to 1s. 1d. per lb., the latter for exceptionally good quality. Fair to good Kaisow kinds have been in over-supply, and difficult of sale at a decline of about 2d. per lb.; fine have also sold 1d. to 1½d. per lb. lower. Finest have been firmly held, but sales have been difficult to make, even at some decline in prices. Pak Lin kinds have been in good demand, from 1s. 5d. to 1s. 10d. per lb. in half-chests, and 1s. 7d. to 2s. 2d. in boxes, for fair to good and fine kinds. Black-leaf kinds: Several parcels of old season's common to good quality have been sold at public sale from 11d. to 1s. 3d. per lb., being easy rates. New have been fairly saleable, but at lower prices, common to fair ranging from 11⅝d. to 1s. 2½d. per lb., being fully 1d. per lb. lower. Fair to good medium from 1s. 3d. to 1s. 6d., and fine from 1s. 7d. to 1s. 10d., also show a similar reduction; finest from 1s. 11d. to 2s. 3d. have sold rather lower, but superfine chops still command full rates for export. New-make kinds: Common have sold from 10d. to 11d. per lb., fair 1s. to 1s. 2d. per lb., good from 1s. 3d. to 1s. 5d., being about previous prices. In Souchongs a fair amount of business has been done, the demand being chiefly for the finer grades at from 1s. 11d. to 2s. 6d. per lb. Oolongs have been very difficult to move, and several parcels have been sold, at public auction, from 1s. 3d. to 1s. 6d. for good to fine in half-chests, and 1s. 5d. to 1s. 7d. per lb. in boxes, showing a decline on the month of fully 3d. per lb. *Scented Teas.*—There has been a better market for Canton Capers, and considerable sales have been made at an improvement of fully 1d. per lb. on the low rates previously current, prices for common to fair ranging from 1s. 0½d. to 1s. 2½d., good 1s. 3d. to 1s. 5½d. per lb., and fine from 1s. 6d. to 1s. 9d. per lb. Foochow Capers have been sold to some extent, but prices show 1d. per lb. decline. Canton Orange Pekoes show no improvement in prices. Foochow Orange Pekoes have been in larger supply, and sales made from 1s. 10d. to 2s. 2d. per lb., show 1d. per lb. decline.—*Green Teas:* Several invoices of new season's have come to hand and been sold at public sale, prices of the earlier sales being satisfactory, ranging up to 2s. 8d. per lb. for No. 1 Gunpowder, but latterly there has been a decline of 1d. to 2d. per lb. The stock in the United Kingdom on the 31st ultimo was estimated at 75,081,000 lbs., against 74,742,415 lbs. last year, and the quantity afloat (advices by letter) at 10,800,000 lbs., against 14,575,000 lbs. of China Tea, and 480,000 lbs. against 310,281 lbs. of Indian Tea.

Messrs. J. C. Sillar and Co.'s Circular says:—The arrivals from China have again been heavy, and the market has been glutted with samples; public auctions "without reserve" have been held almost daily; importers have pressed sales, and a large business has been done at irregular prices. As anticipated in our last, the telegram reporting shipments to the middle of August to be 71,250,000 lbs. proved to be incorrect. On the 18th August they were 87,250,000 lbs. They have not been made up to the end of August, but on the 25th they had reached 92,000,000 lbs.; of this 46,268,000 lbs. have arrived, 41,632,000 lbs. remain afloat, and 4,100,000 lbs. have been lost. The steamer Gordon Castle, which was wrecked near Lisbon, has been raised, and a thousand chests of her teas have been sold there at 2d. per lb. It is proposed to send the remainder of her cargo, twenty thousand chests, to this market. They have been under water for a fortnight or three weeks, and the samples which we have seen are in a state of fermentation, and quite unfit for human consumption. We hope the authorities will prevent their being offered for sale here.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—The public sales have concluded with the following result:—The attendance of buyers was good. Without reserve, 3,033 bales China, 457 Canton, 471 Japan, and 147 Bengals, total 4,108 bales, all of which have been sold at the following prices, which show that the rates previously ruling have been maintained for common Tsatlees, but are about 6d. to 1s. easier for the medium qualities. China Silk: 10s. 6d. to 11s. for very common and inferior Tsatlees, of which the bulk of the Chinas consisted; 11s. to 11s. 6d. for No. 5; 12s. to 14s. for 4½ to fair 4; 14s. 6d. to 15s. 11d. for the small quantity between a four and three-and-a-half; 9s. 6d. to 12s. 1d. for common to good Hongchow Tsatlee; 8s. 5d. to 10s. 7d. for very common Kahing Taysaam; 12s. to 13s. 5d. for medium to good ditto; 8s. to 9s. 8d. for common Hainin; 12s. 2d. to 14s. 11d. for Rosechop and Pang-y-tah ditto.—Japan Silk: 12s. to 18s. 2d. for common to good Mybash, which are lower in price and very irregular. Canton Silk: 9s. 6d. to 13s. 7d. for Tsatlee No. 4 and upwards; 10s. 6d. to 13s. 6d. for common to good Loeng Kong. Besides the above, the following quantity was taxed: 520 bales China, 576 Japan, total, 1,096 bales; and although at moderate limits yet attracted little or no attention, and they were passed, with the exception of just a few bales.

Messrs. Durant and Co.'s Circular says:—The primary object was to clear out old parcels before any large arrivals of new Silk, and so far the object has been attained, but the cost of the operation has been severe—not more so perhaps than might have been expected seeing the large quantity put forward; still a very large proportion realised only very low prices—generally 1s. to 2s. under previous nominal rates. Japan and Canton Silk especially felt the pressure, and the prices of the thrown Silk were deplorable. However, the market has been to a certain extent relieved, and manufacturers and throwsters have had the opportunity to supply themselves with a large quantity of very cheap Silk, with which, one would think, they cannot fail to make profitable business. In new Silk some little progress has been made since the sales. In the better Silks at some advance upon the prices quoted for old Silk, but the lower qualities have not escaped the influence of the large stocks and low prices established at the public sales. The quantity of the new Silk may be estimated at about 1,000 bales, at the following quotations for good Silk:—Best chop 3rd Tsatlee, 18s. 9d. to 19s. 6d.; best chop 3½ Tsatlee, 18s. to 18s. 6d.; No. 2 Golden Lion, 16s.; Red Peacock, 14s.; 4½ to good No. 5, 13s. to 12; inferior Tsatlee, 11s. to 11s. 6d. The deliveries are only fairly good.

	Stocks.		Imports.		Deliveries.	
	Aug. 31, 1873.	Aug. 31, 1874.	Jan. 1 to Aug. 31, 1873.	Jan. 1 to Aug. 31, 1874.	Jan. 1 to Aug. 31, 1873.	Jan. 1 to Aug. 31, 1874.
China ...	19,529	22,794	14,750	17,643	21,910	23,097
Canton ...	5,714	5,080	1,727	1,878	5,944	4,863
Japan ...	6,403	5,962	3,916	6,069	5,179	5,483

Messrs. Arles, Dufour and Co.'s Circular, dated Lyons, September 4, says:—We confirm our advices of the 7th ult. For ten or twelve days after that date business remained very quiet, and in several instances prices showed again a tendency to weakness. Towards that time a good many buyers of silk goods arrived on our market, and bought rather freely, although prices obtained were not always remunerative; manufacturers showed more disposition to effect purchases in raw and thrown silks, and a better tone began to set in. The first unloadings of new China Silks were then particularly welcome, but the announcement of large public sales "without reserve" in London caused fresh uneasiness, and for several days transactions were very limited. Nevertheless, our market recovered gradually from this depressing influence. In spite of low prices reported from London, many buyers, considering the undesirable quality of silk put up for sale, gave the preference to new silk; many runs have since changed hands at full quotations. In other descriptions business has also been resumed with fair activity.

COCOANUT OIL.—Transactions in Ceylon have been to a fair extent, and include 200 tons at £34 10s. to £35 as to quality for pipes; but the continued scarcity of Cochin causes prices of this description to be very firm, and sales have been effected at £42 5s. to £43. Of 132 pipes Ceylon at auction, 60 pipes fine, tare 19 per cent., sold at £34 17s. 6d. Of 66 puncheons, 30 puncheons good, tare 19lb., at £35, 48 hogsheads sold, fine, tare 22 per cent., at £35 10s., good fair, tare 22 per cent., at £35 5s. to £35, and 19 per cent. at £35 per ton.

CUTCH.—The market has continued very quiet, no public sales have been held, and by private contract only small sales of Pegue have been made at 22s. 6d. to 23s.

CINNAMON.—The third periodical auctions were held on the 31st ult., when 1,327 bales Ceylon were offered, against 2,697 bales at the previous sales, and 1,911 bales at the August sales last year. The small supply met an active demand, and the whole was disposed of at a very irregular, although important, advance; fine and superior qualities at an advance of 6d. to 10d. per lb., ordinary to medium 2d. to 5d. above the previous sales.

195 bales first sort, superior, sold at	...	4s. 2d.	to 4s. 7d.
good to fine	...	3s. 4d.	to 4s. 1d.
low to medium	...	2s. 7d.	to 3s. 3d.
620 second sort, fine to superior	...	3s. 4d.	to 3s. 8d.
medium to good	...	2s. 6d.	to 3s. 3d.
ordinary	...	1s. 10d.	to 2s. 5d.
403 third sort, fine to superior	...	2s. 7d.	to 3s. 0d.
medium to good	...	1s. 11d.	to 2s. 6d.
low and ordinary	...	1s. 6d.	to 1s. 10d.
109 fourth sort, superior	...	2s. 3d.	to —
low to good	...	1s. 1d.	to 1s. 10d.
spurious	...	0s. 9d.	to 0s. 11d.

CINNAMON CHIPS.—432 bags Ceylon have been sold at fully ½d. per lb. advance, bark at 3½d., ordinary at 4d. to 4½d., fair to good at 5½d. to 6½d., quill cuttings 1s. 5d. to 1s. 6d. per lb.

CAMPHOR.—About 2,000 cases China have changed hands at advancing prices, principally at 80s. to 85s.

COPRA is in request; no sales reported.

DRAGON'S-BLOOD.—Market firm and steady.

ESSENTIAL OILS.—*Aniseed* has been firm, and there have been about 75 cases sold on the spot at 8s. 6d. to 8s. 9d.; afloat further lots offer. *Cassia* quiet, but firmly held, small sales at 4s. 8d., but 4 cases sold under the hammer at 4s. 6d. to 4s. 7d. *Nutmegs* quiet, 7 cases retired. *Cinnamon* scarce, of 20 cases offered, a few sold at 2½d. per oz. for common leaf; fine sold last at 7s. to 8s. *Citronelle* quieter, of 94 cases, few only sold at 1⅝d. per oz., being easier; the bulk held for 1¾d. *Lemon Grass:* Very firm, sales at 2¾d., and no sellers.

HEMP.—Easier rates having been accepted for Manila, sales to the extent of about 2,500 bales have been effected, fair to good fair at £32 10s. £33 10s., superior at £39.

INDIA-RUBBER.—No sales of importance have been effected, but the market has exhibited a firm tone.

PLUMBAGO.—Market for Ceylon firm; about 900 barrels offered, and nearly all sold. Lump, fine bright 22s. 6d. to 23s. 6d.; good 18s. to 19s.; chips, ordinary to fine, 9s. 6d. to 12s. 6d. Dust, 8s. 6d. to 10s. 6d. per cwt., closing very firm.

RICE.—During the first half of the fortnight a general recovery took place, and prices advanced 6d. to 9d. per cwt., but a quieter tone has since prevailed, and this improvement is not in all instances upheld. On the spot a good business has been done at gradually advancing rates, until a recovery of fully 6d. per cwt. was established for hard as well as soft grain, which checked the demand, and the market closes quietly. For arrival large sales of Madras have been effected, closing at 9s. 7½d., or 1s. above the previous rates. There has been a good demand for floating cargoes, chiefly for Liverpool, and prices advanced 9d. per cwt., but with very large arrivals and less demand about 3d. of this advance has been lost. The sales on the spot are as follows:—35,000 bags white Bengal from 10s. 3d. for ordinary to 13s. for fine, 500 bags Askoolie at 9s., 5,000 bags Ballam at 9s. 6d. to 10s. 6d., 8,000 bags Madras at 8s. 6d. to 9s. 1½d., 10,500 bags Rangoon at 8s. 6d. to 9s. 1½d., 12,500 bags Moulmein at 9s. 3d. to 9s. 6d., and 38,000 bags, 18,000

MUSK is firmly held, but there have been large arrivals; 18 tins retired; 4 tins grain sold, fine 60s., fair 43s., common 25s. per oz.

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mats (2,500 tons) Japan at 9s. 3d. In auction 3,008 bags Saigon from Melbourne sold at 8s. 6d. to 8s. 9d.

RHUBARB.—China has met a good demand, and of 190 cases in sale fully half were sold; bold dull, root part sun-dried 1s. 10d. to 2s. 1d.; high dried middling and good 1s. to 1s. 6d.

RATTANS.—Market dull; of 6,073 bundles at auction, the bulk sold at 3s. 1d. to 4s. per 100 canes.

SPICES.—*Cinnamon:* (See report of quarterly sales above.) *Cassia Lignea:* Market firmer; 800 cases sold at 56s. to 57s. Large sale to arrive; unchanged. *Cloves:* Penang are scarce and firmly held; os25 cases about one-third sold at 2s. 2d. per lb. for fine. Amboyna are higher, and sales at 1s. 4d. to 1s. 4½d. *Mace:* Quiet; at sale 47 cases offered, 28 finding buyers; good at 3s. to 3s. 4d., fair at 2s. 6d. to 2s. 11d., common 1s. 8d. to 1s. 11d. *Nutmegs* dull and rather easier; plentiful supplies at auction, viz., 365 packages mostly small, of which 285 sold at about 1d. decline for common sorts, 80's to 75's at 3s. 7d. to 3s. 9d., 116's to 110's 3s. 3d. to 3s. 4d., limed ditto 3s. to 3s. 1d., defective 1s. 3d. to 2s. 2d.

SAPANWOOD continues scarce and in request; in auction of 57 tons Manila 36 tons sold at £12, damaged £8 to £10 10s., and 11 tons Ceylon at £12 15s. to £13 per ton.

SAGO.—Market rather easier; of 2,000 bags offered, about half sold, good medium small at 17s. 6d., superior 18s. to 18s. 6d. Large sorts principally bought in. *Flour* remains dull of sale at 15s. to 15s. 6d.

STICKLAC and STAR ANISEEDS are firm, without alteration in price; no transactions of importance have been entered into.

TAPIOCA.—Market steady; 2,016 bags Penang offered, 1,620 bags sold, at 2d. to 2⅝d. for ordinary to good. *Pearl:* No change; 520 bags sold at 21s. to 23s. for medium to good.

TIN.—The dulness in the market has continued, but prices have sustained no further decline. The current quotations are—Straits on the spot £92 10s. to £93, afloat £91 10s.; Banca £98 to £100; Billiton £94 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug 28	Felicina Ferrari	Pastorina	Rangoon	Bremerhaven
28	Gareloch	Greenwood	Maulmain	Do.
29	Southern Cross	McDonald	Rangoon	Do.
31	Silvia	Basso	Bassein	Plymouth
31	Grad Serg	Rubelli	Rangoon	Falmouth
31	David Salamon	Delbalzo	Do.	Liverpool
Sep. 2	Peru	Cumoy	Colombo, &c.	London
1	Orion (s.)	Smerdon	Foochowand Singapore	Do.
1	Hedvig	Nillson	Rangoon	Falmouth
1	Petronella	Vincini	Do.	Do.
1	Svea	Borin	Akyab	Do.
1	Undine	List	Rangoon	Do.
1	Charity	Taylor	Saigon	Do.
1	Schiller	Wisehuser	Osaka	Do.
1	Ida	Muzio	Rangoon	Do.
1	Ornen	Lossins	Akyab	Do.
1	Meridian	Strickland	Singapore	Liverpool
1	Oithona	Reed	Bassein	Do.
1	Rutlandshire	Morgan	Maulmain	Do.
	Venezia	Croilo	Akyab	Queenstown
Aug 27	Holland (s.)	Boon	Batavia	Texel
27	Prosperina	Ivancich	Rangoon	Do.
30	Queen	Covey	Batavia	Do.
28	Trait d'Union	Demeux	Samarang	Helvoet
29	Annie Florence	Fraser	Rangoon	Do.
29	Kosmopoliet II	Huizer	Batavia	Brouwershaven
28	British Princess	Stewart	Rangoon	Zierikzee
31	Triumph	Ashton	Pentewan	Flushing
21	Ocean Belle	Jarver	Colombo	New York
Sep. 1	Shalimar	Walker	Japan	London
Aug 31	Eugenie	Koch	Java	Liverpool
Sep. 2	Peter Rickmers	—	Akyab, for Bremen	Off Dover
	Tabor	Morice	Rangoon, for Hamburg	Plymouth
1	Goodell	Crockett	Rangoon	Falmouth
2	Fair Leader	Fookes	Do.	Do.
2	Gazelle	—	Java	Off the Lizard
Aug 29	Nancy Pendleton	Pendleton	Akyab	Bremerhaven
31	Maris Stella	Cluzean	Do.	Palais, B.I.
25	Eurydice	Edwards	Bassein	Bremerhaven
12	Ernest	—	Sourabaya	Boston
27	Maasnymph	Vogelsang	Rangoon	Falmouth
29	Kingsbridge	—	China	Off the Lizard
27	Maori	Sim	Rangoon	Liverpool
28	Cyrene	Turnbull	Do.	Falmouth
28	New Era	Meadows	Do.	Liverpool
25	Dorothea	Waller	Do.	Hamburg
July 13	Florencia (s.)	Garcia	Hong Kong	Callao
Aug 29	Societa	Benvenuta	Rangoon	London
29	Profita	Landini	Akyab	Do.
27	Honigby	Leurensen	Java	Greenock
29	Americana	France	Rangoon	London
29	P.G.H.V. (Labrador)	Jones	Batavia, for Rotterdm.	Off Prawle Point
31	Fiery Cross	Bates	Osaka	London
29	Constantine	Lundelin	Rangoon	Do.
29	China	Brugeeman	Do.	Off the Lizard
29	J.B.D.H.	—	Do.	Do.
29	St. Bernard	Cunningham	Do.	Liverpool
	Lady Octavia	Walsh	Akyab	Queenstown
	Bredalbane	Christian	Bassein	Do.
29	Consiglio	Consigliore	Akyab	London
29	Yrurac Bat (s.)	Bollequi	Manila, &c	Liverpool
	Peruvian Congress	Power	Rangoon	Queenstown
29	Staats Raad	v.Ewyk Bakker	Batavia	Falmouth
30	Florence Braginton	Davies	Rangoon	Do.
30	Agincourt	Cator	Do.	Do.
31	Glaros	Mickelsen	Akyab	Do.
31	Florentine	Jones	Rangoon	Do.
31	Mario	Bollo	Bassein	Do.
31	Uranus	Schwartz	Rangoon	Off Falmouth
31	Michels Loos	Zellien	Akyab	Do.
29	Lycka Till	Renesi	Rangoon	Liverpool
29	Camar	Mitchell	Do.	Clyde
29	B. K. France	Leglise	Sourabaya	Do.
31	Stefano G.	Foote	Rangoon	Queenstown
31	Syringa	Hick	Bassein	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 29	Ben Nevis	Colville	Penang	London
28	Braemar Castle (s.)	Marshall	Singapore, Chins, &c.	Do.
29	Tamesa	Green	Hong Kong	Do.
26	Agnes	—	Batavia	Shields
28	Scawfell	Burnyeat	Colombo	London
29	Tromp (s.)	Harris	Java, via Flushing	Do.
29	Sourabaya	McNab	Java	Greenock
28	Sarah Nicholson	Selkirk	Hong Kong	Swansea
28	Douglas Castle	—	Singapore	Newcastle
July 30	Jeannie S. Barker	Waite	Batavia	Rio Janeiro
Aug 3	Thos. Hilyard	—	Cardiff & Yokohama	Liverpool
31	Jupiter	—	Singapore	Shields
Sept. 1	Pride of England	Nash	Galle, via Cardiff	London
Aug 29	Co. of Sutherland (s.)	Auld	Java	Glasgow
29	Samarang	—	Sourabaya	Penarth
29	Andreas	Rickmers	Singapore	Do.
Sept. 1	Thomas Bayne	Nelson	Do.	Cardiff

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Aug. 30	Cawdor Castle	London	Singapore, China, &c.
30	Conrad	Batavia	Nieuwe Diep
30	Ajax	China	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Yokohama, and Hiogo: Penedo. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn. For Singapore, Hong Kong, and Shanghai: Glenfalloch, Crocus. For Penang, Singapore, Hong Kong, and Shanghai: Nankin. For Penang, Singapore, Yokohama, Hiogo, and Nagasaki: Ly-ee-Moon. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Singapore, Hong Kong, Foochow, and Shanghai: Mongol. For Colombo, &c.: Viceroy, Scindia, Hindoo, Bertha.

SAILING VESSELS.—For Yokohama and Hiogo: Black Prince, Evelyn. For Shanghai: Corea. For Hong Kong: Invincible, M-kado. For Penang: Glenisla. For Singapore: Star of the South. For Colombo: Conference, Lion.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Glaucus (str.), Achilles (str.), Deucalion (str.). For Singapore and Manila: Aurrera (str.), Yrurac Bat (str.). For Singapore: Kendrick Fish. For Galle: Ellen Munroe, Staffa, Flora, Astrida. For Batavia and Sourabaya: Emma and Robert.

At GLASGOW.—For Singapore: Stanfield, Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

H.P.B.V. (French barq.), Bordeaux to Batavia, June 5, 7 N., 30 W.
HORATIA SPRAGUE, Hong Kong to San Francisco, off Bonin Island.
MARIE ELISE, Batavia to Amsterdam, Aug. 9, 31 N., 40 W.
P.G.T. (Dutch barq.), Batavia to Rotterdam, Aug. 6, 33 N., 43 W.
CORNELIA, Newcastle to Batavia, Aug. 28, near the Wight.

FREIGHTS AND CHARTERS.

There is no important change to report in berth rates of freight to the Eastern ports. The berths in London are well supplied. Sailing vessels are wanted from Java at 70s. to 72s. 6d. for October and November loading.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 45s. weight, 50s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 35s. weight, 45s. meast. To Shanghai: — weight, — meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. to 27s. 6d. meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23, f.c. To Penang: £27, f.c. To Batavia and Sourabaya: £25. To Colombo: £24. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 35s. to 37s. 6d. To Singapore: 24s. To Galle: 21s. To Batavia: 27s. To Sourabaya: 30s. To Colombo: 25s. To Manila: 28s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s. To Manila: 28s. to 30s.

CASUALTIES.

Telegrams from Algiers, Sept. 2 and 3, announce that the Yorkshire (str.), from Calcutta and Colombo to London, had arrived there, with cargo and coal on fire; she is now in dock; half cargo lost; ship must be submerged; fire gaining.

A telegram announces the arrival of the Sliedrecht, Willemse, at Singapore, Aug. 27, with her rudder damaged.

A telegram from Cadiz, Aug. 29, announces that the Sorsogon (str.), of Liverpool, Darbishire, from Newcastle to Manila, was aground at South Conil, but will probably float and proceed.

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CADIZ, AUG. 30.—The Sorsogon (str.) has floated off and proceeded.

NEW YORK, AUG. 18.—The North American, Tucker, from Hong Kong (?), with coal, struck a sunken rock in Gaspar Straits, in July, and sprung a leak, but was got off, taken to Singapore and docked; she was examined, and found to have knocked off forefoot and four feet of keel, opening the garboard seams as far as the foremast.

SOURABAYA, AUG. 29.—The Albion (Brit. ship), from Java to the Channel with about 840 tons of sugar on board, has been burnt at Probolingo, and is a total loss.

MISCELLANEOUS.

At SIMON'S BAY, AUG. 6.—D. M. B. Park, and sailed for Colombo; Rota, and sailed for Batavia.

LISBON, AUG. 22.—The discharge of the Gordon Castle continues, but goes on slowly, because the forebulkhead has to be shored off as the tea is removed from behind it; the forebulkhead shows signs of the enormous pressure upon it from the water in the fore compartment, consequently every precaution is necessary to avoid accident.—Lisbon, Aug. 29.—With the exception of about 100 packages, salt water has soaked through every chest of the Gordon Castle's cargo, and it is unfit for consumption.—Advices from Bahia, Aug. 7, state that the Solent, Meldrum, from London to Singapore, which put in there 13th July, leaky, is discharging.—Greenock, Aug. 28.—The Sourabaya (barq.), hence to Java, has put back with steering gear defective.

THE STEAMER ORÉNOQUE.—A fine steamer named the Orénoque has just been finished for the Messageries Maritimes at La Ciotat, and she is in every respect French built. The vessel is one of 5,400 tons, and is 410ft. in length, and a little over 39ft. beam; her horse power is 600 nominal, and can be worked up to 2,500. She is built of iron, and is divided into compartments; her three decks are also of iron, the upper one being covered with teak. A notable improvement in the internal arrangements of this ship, and one which we are informed is due to a suggestion of our own, is that the baths and fittings are all of marble. The Orénoque is a veritable floating hotel, and can accommodate comfortably over 300 first and second-class passengers, or she could carry 500 emigrants; and besides, she still has ample room for her crew of 140. One detail alone will suffice to show the excellence of the arrangements for the well-being and comfort of the passengers, viz., that the Orénoque's ice house will hold no less than about 65,000lbs. of ice. We wish this vessel all success, and hope she may soon be placed on the Indo-China line.

THE steamer Orion, Capt. Smerdon, which has lately arrived with a cargo of 3,300 tons of teas from Foochow, has made the fastest passage as yet from that port, having made the run in forty-three days from Pagoda Anchorage to Gravesend, including stoppages at Singapore, &c., but not including three days' detention at Suez in consequence of not being provided with a bill of health from Foochow. This will serve as a caution to other commanders. The Orion, which is a fine steamer, with first-rate accommodation, belongs to Messrs. Rathbone Brothers, Liverpool. It is expected that she will be in China next year in time to take part in the trial for first steamer from Hankow. She now loads out to Calcutta. The dates are as follow:—Left Foochow, 17th July; Singapore, July 24, strong S.W. monsoon to Cape Guardafui; Aden, arrived for coals Aug. 9, 2 P.M., left 8 P.M. same date; Suez, arrived noon, Aug. 15, three days' quarantine; arrived Port Said Aug. 19, left Port Said 5 P.M.; arrived at Gravesend Sept. 2, 10 A.M.

MESSRS. BLACKWOOD AND GORDON, Port Glasgow, have launched an iron screw-steamer, named the Amboyna, of 680 tons. She will be supplied with engines of 155-horse power. The Amboyna is intended to form one of the Java line of steamers, owned by the Netherlands Indian Steam Navigation Company.

MESSRS. DENNY BROS., Dumbarton have launched a screw steamship of 1,906 tons, named the Canara, for the British India Steam Navigation Company of Glasgow. The Canara is 297 feet length of keel, 33 feet beam, and 26½ feet deep, and will be supplied with engines of 200-horse power.

DURING the ten days ending August 20 the number of ships which passed through the Suez Canal was twenty-seven. The transit revenue of the Canal Company in the same period amounted to £18,000.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

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DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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AND OINTMENT.—A great and precious property possessed by Holloway's inestimable remedies is that no skill or experience is required for their successful administration. No education or intelligence is necessary for using them to advantage, beyond the capacity of understanding the plain and intelligible instructions accompanying each box and pot. For the cure of all internal and external ailments, Professor Holloway has considerately placed such printed rules round his remedies that error is impossible after they have been once read with attention. In these Pills there is nothing nauseous to the taste, or trying to the most tender age or delicate constitution. They purify, regulate, and strengthen the entire human system.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

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Agent for the *London and China Express*.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

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IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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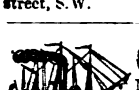
SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE

and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C, and 25, Cockspur-street, S.W.



OVERLAND ROUTE

and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Zambesi...	2,421	370	Sept. 10	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia ...	2,736	450	Sept. 17	Mediterranean, Aden, Bombay.
*Australia..	3,648	600	Sept. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Hindostan	3,113	600	Oct. 1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	3,933	450	Oct. 29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

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Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

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Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
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Reserved Fund ... ... f.20,000,000 ... £800,000.

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MANAGER.—Theod. Dromel.

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Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

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J. THOMSON, Chairman.

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RESERVED FUNDS, £500,000.

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BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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PARIS, 8, RUE D'ANTIN.

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12, RUE CASTIGLIONE, 12.

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Hoogly	... Sept.	13	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho	... Sept.	27	
Mei-Kong	... Oct.	11	
Sindh	... Oct.	25	
Provence	... Nov.	8	
Anadyr	... Nov.	22	

The Steamers of the 27th Sept., 25th Oct., and 22nd Nov. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 13th Sept., 11th Oct., and 8th Nov. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Banca, s.s.	600	Robertson & Co....	Sept. 12
Nankin, s.s.	2 423	Norris & Joyner...	Sept. 11
Ly-ee-Moon, s.s. ...	1,900	Norris & Joyner...	Sept. 24
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
Star of the South ...	665	Wright Bros. & Co.	Sept. 25
Crocus, s.s.	2,000	Thos. Skinner & Co.	Sept. 25
LIVERPOOL.			
Glaucus, s.s. ...	1,604	Alfred Holt ...	Sept. 22
Achilles, s.s. ...	1,550	„ ...	Oct. —
GLASGOW.			
Normanby, s.s. ...	1,900	T. Skinner & Co.	Sept. —
Brisbane, s.s. ...	1,500	„ „	Sept. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY. San Francisco to Yokohama and Hong Kong. The steamers of this Company have made the fastest passages on record. The steamship VANCOUVER will leave San Francisco about the 15th September, and the VASCO DA GAMA about the 5th October. Through tickets from Liverpool, via New York and the Pacific Railway, to Yokohama, £73 18s. To Hong Kong, £10 extra.

For through tickets and full information apply to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Singapore & Java Ports	Banca, s.s. (new).....	90 A1	S.W.I.D.	Sept. 10
Hong Kong..	A ship.....	A1 16 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Evelyn	A1 13 yr.	S.W.I.D.	With des.

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GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	Sept. 15
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glencagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 24th Sept.), the magnificent steamship CROCUS, 200 A1, 2,000 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

Steam via the Suez Canal. To sail on the 21st Sept.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid new full-powered screw steamer FORMOSA, 100 A1, 651 tons nett register, 140-horse power nominal; South West India Docks. This magnificent steamer, from her large horse power, is expected to make a very rapid passage. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

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THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; last shipping day, Sept. 11; the favourite full powered screw steamer NANKIN, 100 A1, 1,830 tons register, 300 horse power nominal; R. McNABB, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first class passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill).

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 10th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

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TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, taking goods and passengers at through rates in conjunction with steamers of the East Australian Mail Steam Co. (Limited), to Australia, &c.; last shipping day the 23rd Sept.; the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,900 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers. Will carry a surgeon and stewardess, if necessary.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

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2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 576.] LONDON, MONDAY, SEPT. 14, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Sept. 12.
JAPAN—Yokohama	May 29	July 10	July 22
Yedo			
Osaka and Hiogo	„ 22	„ 11	„ 17
Hakodadi			
Nagasaki	—	—	„ 23
CHINA—Peking	—	—	„ 15
Tien-tsin	—	—	„ 17
Chefoo	—	—	„ 19
New-chwang	—	—	„ 6
Hankow	„ 29	„ 12	„ 22
Kiu-kiang	—	—	„ 22
Chin-kiang			
Shanghai	June 12	„ 23	„ 26
Ningpo	—	—	„ 24
Foochow	„ 12	„ 21	„ 26
Formosa			
Amoy	—	—	„ 27
Swatow	—	—	„ 28
Hong Kong	„ 19	„ 27	Aug. 1
Canton	—	—	July 30
Macao	—	—	„ 31
PHILIPPINES—			
Manila	„ 5	„ 13	„ 21
COCHIN-CHINA			
Saigon	„ 19	„ 23	„ 31
SIAM — Bangkok	—	—	„ 31
BORNEO —			
Labuan	—	—	„ 16
Sarawak	—	—	„ 25
JAVA — Batavia	„ 26	„ 28	Aug. 3
Samarang	—	—	July 24
Sourabaya		—	„ 20
MALACCA STRAITS—			
Singapore	July 10	Aug. 7	Aug. 9
Penang	„ 10	„ 5	„ 10
CEYLON—			
Galle	„ 24	„ 15	„ 17
Colombo	„ 24	„ 13	„ 19

THE MAILS, &c.

The P. and O. mail, with advices dated as above, was delivered, *via* Brindisi on Saturday, being two days in advance of its due date. The next inward (French) mail, with dates Yokohama, 29th July; Shanghai, 2nd; Hong Kong, 8th; Singapore, 17th August, which is due on Monday next, the 21st inst., left Suez on the 8th inst., three days early, and may be expected in London on Saturday next.

Communication between Hong Kong and Amoy by the China Telegraph Cable is still interrupted.

List of Passengers.

PASSENGERS INWARD.

By last mail to Marseilles, per Messageries Maritimes steamer *Donnai*, arrived Sept. 7.—From Yokohama: None. From Shanghai: Mr. and Mrs. Coutts, Mr. G. Barton. From Hong Kong: Mr. Bosch, Mr. Madrigal, Miss Evans. From Saigon: Col. De Trentinian, Mr. D'Ornay, Mr. Roux. From Singapore: Messrs. Martin, Drysdale, De Vargas, Serrano, Ruiz, Jazadia, Miss Dumas. From Batavia: General Van Swieten, Messrs. Walker, De Bock, Van Gaarbach, Besson. From Galle: Mr. A. J. Mackinnon, Mr. Whiting.

By this mail to Brindisi, per P. and O. steamer *Ceylon*, arrived Sept. 9.—From Penang: Captain Binks, Mr. Walthers. From Galle: Mr. Hedges, and one second-class passenger. To Venice.—From Shanghai: Mr. J. M. Ringer. From Hong Kong: M. J. G. T. Hassel, Mr. Julius Molter, Captain Garcia y Garcia, St. Octavio Freyre, and one second-class passenger. From Singapore: Mr. Louis Glass.

To Southampton, per P. and O. steamer *Malwa*, expected on the 20th inst.—List not to hand.

PASSENGERS OUTWARD.

Per French steamer *Hooghly*, Sept. 13 (booked from London).—To Yokohama: Mr. Dupont, Mrs. David. To Shanghai: Mr. and Mrs. Hall. To Singapore: Mr. Bansigler, Mr. Bailliere, Mr. Riechmann, Mr. Motion, Mrs. Bogard, Dr. Campbell and lady. To Hong Kong: Mr. Hulse, Mr. Pearson, Mr. W. Wilson, Mr. Harwood. To Batavia: Mr. Fraser. To Galle: Mr. and Mrs. A. G. Thompson and family, Mr. P[illegible]at and family, Mr. Winzer and lady, Mrs. Poponot.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Yokohama: Mr. F. Heyden. To Hong Kong: Mrs. Deane, Miss Deane, Mr. and Miss Lechler, Miss Peter, Miss Sness, Miss Graham, Mr. Josephson, Mr. Schaub. To Shanghai: Mr. Grosvenor, Mr. Hodgson. To Batavia: Mr. D. Koek v. Leuven, Mr. and Mrs. Shee, Col. the Hon. W. Fielding, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie, Mr. Fitzroy Kelly, Mr. H. Dies, Mr. C. Miller.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mrs. Seward. To Hong Kong: Mr. Scott, Mr O. E. Edwards, Mr. F. Mortimer. To Galle: Mr. Karslake, Mr. Cross, Mr. and Mrs. Vandespar. To Batavia: Mr. Holland and three daughters.

Per French steamer *Sindh*, Oct. 25, (booked from London).—To Shanghai: Mrs. Little, Mr. Leopold Lefebre.

Per P. and O. steamer *Zambesi*, from Southampton, Sept. 10.—To Hong Kong: Mr. Legge. To Singapore: Mr. J. W. Withan, Miss King. To Ceylon: Mr. R. W. D. Moir, Mr. Dashwood, Mr. T. Skinner.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Ceylon: Mrs. Dowden, Mr. H. K. Phillips, two Mrs. Brereson, Mr. E. A. Marras.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son, Mr. Dunlop. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hoss Mr. and Mrs. Skinbrigge.

Per steamer *Glenfalloch*, from London Sept. 6.—To Singapore: Mr. A. Cane. To Hong Kong: Messrs. V. Meyenberg, J. Beaton, O. G. Meier, L. Hartoigson. To Shanghai: Mrs. Page.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 26th July; the French mail from London, 5th June, arrived out on the 20th July, and the following P. and O. mail of 12th June on the 23rd July. The following summary of news is from the *North China Herald*:—

The minutes of the meeting of the French Municipal Council held on the 22nd June have been published. Correspondence was laid on the table which had been exchanged between the Consul-General and the Chairman of the Council, on the non-convocation of the ratepayers to assist at the meeting at which the Budget was passed, and as to the yielding up to the Chinese by the Consul-General of the ground in dispute in the Ningpo and Saigon road affair. As to the first, the Council considered itself freed from responsibility by the refusal of the Consul-General to convoke or preside at the meeting. As to the second, the Council decided to ask whether the electors mean to have their rights to this piece of public property vindicated before a proper tribunal. A special meeting is to be held to consider the matter of wharves and pontoons. It is proposed to refer to arbitration a little dispute with the English Council arising out of the repairs to Yang-king-pang bridge No. 2. The only other matter of importance is an instruction to the secretary regarding the division of the wheelbarrow-tax and the responsibility for the maintenance of the bridges over the Yang-king-pang, which has already been made public in the letter addressed to the English Municipal Council.

The fifty bales of raw silk salved from the wreck of the *Canton* have been sold by auction at Hunt's Wharf. The sale attracted a large number of bidders, almost all native dealers. The prices realised, per bale, were, for Tsatlee Kukee Kinhoc, Tls. 241 to Tls. 248; Tsatlee, Tls. 131 to Tls. 227; Tsatlee Blue Elephant, Tls. 132 to Tls. 228; Tsatlee Eagle, Tls. 129 to Tls. 192; Tsatlee Red Peacocks, Tls. 197 to Tls. 223; and Taysaam Kahing Tinghous, Tls. 140 to Tls. 159. There was a very brisk competition.

The U.S.S. *Ashuelot*, Commander Matthews, returned to Shanghai on the 21st July, after a cruise of over a month in the waters of the Yang-tsze above Hankow. The *Ashuelot* left that place on the 12th June, voyaged up the river for a distance of over 1,000 miles, or more than 360 miles above Hankow, and considerably above the point hitherto reached by foreign vessels. After having anchored at Ichang, where ceremonial visits were exchanged between the officers and the Taoutai and other dignitaries from the city, a party from the ship went overland on an exploring expedition, and met with the greatest kindness and good feeling everywhere. The excursion extended over several days, and after the return of the party steam was raised and the

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Ashuelot ran up to the gorges of the Yang-tsze. At one time the crowds about the ship were so great, and became so inconvenient to those on board, that it became necessary for the Taoutai to issue a notification to prevent any annoyance. At another stage of the *Ashuelot's* progress the assemblage along the banks of the river was computed at 50,000 to 60,000—immense numbers having repaired to Ichang from the districts round to see the extraordinary visitor. The *Ashuelot* reports that as far as she had reached water was found fit to float any steamer or tea ship visiting this coast. She also reports portions of the country above Hankow as very much inundated.

We are glad to be able to state, on the authority of Mr. Medhurst, H.B.M. Consul, that the subscriptions towards the Chinese Reading Room and Polytechnic School have reached Tls. 1,098.65 and $398. The Taoutai has given Tls. 200, the Manager of the Arsenal Tls. 100, the Hsien $100, and other Chinese gentlemen have subscribed with equal liberality.

The British str. *Glamis Castle* arrived at Woosung on the 22nd July, but could not get over the Bar. On her arrival at Woosung, high-water showed only 18 feet on the Bar, while the *Glamis Castle* drew 20 feet. The O. S. S. Company's steamer *Priam* arrived at Woosung on the 24th, but had also to remain until lightened of a portion of her cargo, so as to enable her to cross the Bar.

H. M.'s gun-vessel *Hornet* arrived in port from Nagasaki on the 23rd July, on her way to Tientsin and Chefoo, to relieve the *Curlew*. The *Thistle* left for Nagasaki on the 23rd.

We take the following items of intelligence from the *Shanghai Budget*:—

There have been rumours floating about of war between China and Japan being imminent, but we have been unable to trace them to any definite source.

The telegraph steamer *H. C. Oersted* returned on the 18th July from her telegraphic construction expedition to Foochow. We understand that the line between the Foreign Settlement and the Pagoda Anchorage was completed with all the anticipated despatch, but that from the settlement to the Viceroy's yamen in the city has not yet been erected. After that the steamer is said to have visited Amoy and Formosa, inspecting and prospecting, but with what result we have not heard.

The trial of Michael Martin on a charge of sending a letter to Alfred Silverthorne, threatening to burn down a house belonging to him, has taken place at the Supreme Court, before Sir E. Hornby and a jury. There was no Crown prosecutor. Mr. Robinson conducted the defence. The taking of evidence was soon over, after which Mr. Robinson contended in point of law that there was no case to go to a jury, as there was no evidence to connect accused with the sending of the letter, which was the gravamen of the offence charged. In support of his contention he quoted the leading case of King *v.* Howe. His Lordship made a note of this point, but overruled it, on which Mr. Robinson addressed an elaborate defence to the jury. The latter retired for about ten minutes, and returned with a verdict of guilty. His Lordship, after a few remarks, sentenced the prisoner to six months' imprisonment with hard labour, to be followed by deportation from this port; but added, in regard to this last part of the sentence, that if satisfactory security were offered he might consider it.

The strange agglomeration of races and languages existing in Shanghai has been well illustrated in H.B.M. Police Court. In one case of assault, one Bengalee speaking English was sued by another who needed a Bengalee interpreter, while, of the witnesses called, one was a Bengalee speaking remarkable English, the other was apparently also a native of Hindostan, but the fact that he spoke French seemed to hint of Pondicherry. They had all shipped in London for the steamer *Europe* but sailed for Cardiff. In another assault case, a German mate was sued by two Japanese; all of them belonging to a British ship. The Japanese were accompanied by an interpreter, and between their lengthened colloquies with the lattter, in a low, dropping, rhyming concatenation of utterances, and the hazy English in which he gave, in six words or so, the sum of the whole, made the examination one of the most excruciating we ever listened to. In the course of it, it turned out that the owner is a Scotchman, the captain a Dane; the mate a German; the second mate a European (?), while the remainder of the "fifteen all told" included 4 Malays, 2 Manila men, 2 Chinese, 2 Japanese and "another Japanese."

A few days since, while two large junks, bound up river, were tacking across the bows of H.M.S. *Frolic*, they were drifted by the last of the flood till they fouled her stem. But English oak proved too much for Foochow pine. The *Frolic* was scarcely scratched. One of the largest junk's masts went by the board. The other junk was unscathed.

As a gentleman, the other evening, was riding down through Hongkew, a noisy cur rushed barking from some house or shop into the roadway, and, getting among the horse's feet, caused it so to plunge and rear that the rider was thrown, and suffered a severe shattering of the right elbow joint, which will disable him for many weeks.

FORMOSA.

THE JAPANESE EXPEDITION.

A correspondent of the Hong Kong *Daily Press* writes as follows:—

Everything is so quiet here that one would be inclined to forget altogether the presence of the Japanese in the island, were it not for the sight now and then of a steamer passing by, flying a flag with a red sun upon a white field, or for the occasional appearance here of one or two strangers who wear European clothes, but show unmistakably Eastern features. The relations between the Chinese and the Japanese are in exactly the same state as they were a fortnight ago. The Chinese authorities still content themselves with firmly and politely requesting the Japanese to leave Formosa, and assuring them that no portion of Chinese territory can possibly be ceded to a foreign Power. At the same time they are making preparations in case peaceful measures should prove unsuccessful. A camp has been established in one of the Pescadore Islands, where there is a good harbour accessible in all weathers. M. Giquel is busy at Tai-wan-foo making plans and inspecting fortifications. Mr. H. O. Brown, of the Chinese Customs' service, has just landed at Anping. As he was employed for some years by the Chinese in drilling troops at Tientsin, it is easy to guess what his employment in Formosa is likely to be. There is even some talk of laying a telegraph cable between the mainland and Tai-wan-foo. If this is really carried out, the presence of the Japanese will have quickened the wits of the mandarins in most astonishing degree.

The Japanese at Langkiaou are keeping very still. The south camp, which has been for some time their head-quarters, is a picture of neatness and tidiness. All the troops there are lodged in comfortable wooden houses. A road has been made to the shore, and trees planted. The army seems prepared to stay any length of time, but there are no arrivals of new troops, no fortications in course of construction. No new expeditions are being undertaken against the savages, but a few chiefs from the neighbouring villages occasionally come in to assure the General of the friendliness of themselves and their tribes. One road at least across the island is now considered safe, as the General and suite latterly rode across without an escort to the camp on the east coast, returning the same night.

The Taoutai of Taiwan has arrived at Takao and left for the Pescadores, where he was to change to another steamer and go to Tamsuy, Kelung, or Sau-o Bay. It is said that he has undertaken this voyage on account of some new complication with the Japanese in the north of the island.

TYPHOON AT KEELUNG.

H.I.C.M. despatch vessel *Wan-kien-chang* has arrived at Shanghai direct from Keelung, on her way to Tientsin, and brought on Capt. Tough, his officers, engineers and crew from the late s.s. *Laptek*. By this opportunity we (*North China Herald*) are in possession of particulars regarding the typhoon of the 17th inst., which proved so disastrous to the party from H.M.S. *Kestrel*, who it appears were at the time engaged in dismantling the wreck of the *Laptek*. The correspondent writes as follows:—

Very little remained to be done on board the *Laptek* after the services of the steamer's crew were dispensed with; but for fully a week previous to the day which proved fatal to so many of them Lieutenant Gardner, Mr. Jones, chief engineer, and twelve men and stokers of the *Kestrel*, under the superintendence of Mr. James Greig, of Messrs. Dodd and Co., Lloyd's agents, carried on the work of salving by themselves; and as the hull was to have been sold the next day, their occupation of it would not in all probability have lasted twenty-four hours longer. The gunboat steamed away into Keelung harbour as soon as the men were sent on board the wreck, but the cutter in which they were conveyed was left moored at some distance from them. For several days previously the position of the wreck was the same as when the typhoon came on, and the work of demolition having become difficult her condition was not altered much during that time. The hull was so denuded of everything that it is difficult to imagine how anyone could have lived on it even in fine weather; full of water fore and aft, up to the 'tween decks; saloon and engine-room skylights, the rail and stanchions, accommodation ladder, all hatches, midship and quarter-deck houses removed or in course of removal; all boats, lifebuoys, ropes, rigging, sails, spars, chains, and anchors sent on shore to be sold, with portions of the engines, steam winches and windlass, and everything above water that could be torn away, "for the benefit of the underwriters"—nothing unfortunately was left to provide for the shelter or safety of the wreckers.

Masou Bay, where the *Laptek* was beached, is about ten miles from Keelung by water, having Masu Peninsula on the south and Double Rock on the North side, and from the latter a reef crosses the mouth of the bay about two-thirds of the way. The chief exposure is north-easterly, and along the shore for several miles there runs a sandy beach, with sand hills and water courses behind it. The hull of the vessel lay head out to sea, with the stern about one hundred yards from what in fine weather is the shore, but as it is only a narrow sandbank, the rollers during the typhoon must have swept clear over it and into the low land beyond. To the south of the ship's position only did the high land dip down to the sea, without being intercepted by streams and lagoons; therefore it will be seen that a swimmer had but a poor chance, in a dark night and heavy sea, of saving his life, even if he succeeded in gaining the beach directly opposite the ship. When it commenced to blow on the morning of the 17th, the ship worked a good deal, and as the wind increased during the after-

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noon it must have been something dreadful on board, as she lurched with the weight of water in her hold, springing the decks and causing the boiler to bump about out of its place. Towards night matters became much worse, and the Chinese servants begged to be sent on shore, as they said it was going to blow a typhoon. The others seem only to have had a slight suspicion that this might be the case, but one of the men-of-war's men and a Malay were allowed to swim on shore, and go in quest of a boat for them. The cutter had previously to this time been once in danger, and was with much difficulty moored further out by two seamen who swam off to her, but afterwards, dragging her moorings, she drove into the breakers and was swamped. A boat from the shore was at last induced to go alongside, and the boys and two Europeans were landed by it in safety, but it did not succeed in reaching the ship a second time.

Those on board now apparently recognised the danger of their situation. A raft had been constructed during the day, and by means of it all would doubtless have been enabled to reach the shore, but on being put over the side it broke adrift, and a sailor who jumped overboard, after an unsuccessful effort or two to bring it back, scrambled on to it and was landed on the beach in safety. Two more sailors were washed overboard about this time, and driven on the beach, clinging to a piece of the deck, making in all six men-of-war's men who have been saved. Between eight and nine o'clock, or later, a sea washed Lieut. Gardner and Mr. Jones off the deck. They were both good swimmers, but only Mr. Jones got clear of the wreck, and after a long struggle amongst the breakers, in which he was much bruised and exhausted, he at last got a footing. Lieut. Gardner, it is supposed, was hurled against the ship's side, or some floating portion of the wreck, and rendered powerless to save himself, as nothing is known regarding his fate than that he must inevitably have been drowned. Mr. Greig, on observing that Lieut. Gardner and Mr. Jones were washed away, went to communicate the fact to the remaining six men belonging to the *Kestrel*, who had taken refuge in the ship's iron galley, and who, it is believed, were all unable to swim. This he had scarcely done, when a heavy lurch of the vessel caused the iron door to slam, while he was holding on. Catching his hand, it broke his arm at the wrist; the next wave probably washed him overboard, and although he could swim fairly, his sufferings from the accident in all likelihood rendered him quite insensible to the fate which must have afterwards overtaken him.

In the thick darkness of that stormy night the survivors on shore neither saw nor heard anything of the six men who remained the last occupants of the wreck, and when the calm of morning came the most diligent search failed to discover any of the bodies, nor was anything to be seen to indicate the spot where the hull lay the night before. Only one body has been found up to this time, that of a seaman from the *Kestrel*, which was brought in to Keelung by Chinese fishermen and buried.

The hull of the *Laptek*, as it lies under water, was sold for $275.

HONG KONG.

Our advices by the present mail extend to the 1st August; the P. and O. mail from London June 12 was received on the 18th July, and the following French mail of June 19 arrived out on the 27th July. We take the following items of news from the *Overland Trade Report*:—

The ordinary half-yearly meeting of the shareholders in the Hong Kong, Canton, and Macao Steamboat Company took place on the 18th ult., Mr. G. Heard in the chair. The report was duly passed, and a dividend of 8 per cent. for the half-year declared.

The ordinary half-yearly meeting of the shareholders in the Hong Kong Hotel took place on the 22nd inst. The report showed a profit of $6,843, and a dividend of 2½ per cent. for the half-year was declared, leaving a balance of $2,198 to be carried forward.

Some further facts have been published with reference to the manner in which the Hoppo of Canton has managed to put an end to the carriage of cotton from Hong Kong to Canton in foreign steamers.

The Chinese merchants in Hong Kong have forwarded a memorial for protection against the Chinese revenue cruisers, which have been making grievous havoc with the trade. They set forth that they were promised protection on the cession of the island, and that in consequence many settled at Hong Kong as traders, but that at present they are unable to carry on their business except under great restraints from the squeezing cruisers which surround the harbour. It is announced that the Chamber of Commerce intend to forward a similar memorial. The course adopted will probably have the effect of calling prominent attention to the subject in England, but there is no doubt that the matter is one which can be better treated by specific action in individual cases on the spot than by reference home, Seeing, however, that the local government is so loathe to do anything, a reference home is the only remedy left; but except so far as it may have the effect of making the officials here a little more active in such cases, it is to be feared it is not likely to produce any immediate beneficial result, as, if a diplomatic question be raised in regular form, there is undoubtedly much which may be urged which will go in favour of strengthening the position of the Chinese, and they will be able to stretch whatever dictums of international law may be pronounced in their favour on the supposition of their collecting a legitimate revenue, so as rather to strengthen them than otherwise in the line of action which has proved so vexatious to the trade of the colony.

(FROM OUR OWN CORRESPONDENT.)

AN enterprising speculator, who happened to have by him just now the particular mercantile commodities which are in most request, might realise in a very short time a handsome fortune by the judicious disposal of his wares. We have a sufficiency and more of enterprising speculators, but unfortunately they none of them keep on hand the articles which are at present in urgent request. Stands of arms, with all the latest improvements, and ready-made ironclads are not to be found in the godowns of our principal merchants; and these are the sort of goods at the present moment most adapted to the Chinese market. The offer of the Chinese Government to purchase from Great Britain the *Iron Duke* was no *canard*, but a proposition made in perfectly good faith by the would-be buyers, to whom a sum of $2,000,000, or one of twice that amount, is not a very serious matter. The Chinese are good believers. They believe not only that every man has his price, but also that everything may be bought for money, and that a place, or a fleet if necessary, may be obtained, provided enough is given for either or both of them. In the matter of the *Iron Duke*, the authorities could hardly be convinced that that vessel was "not for sale." When they did realise that fact, they made the best of their knowledge, and comforted themselves for their disappointment by ordering two bran new ironclads to be made with speed in England, and transmitted their orders through the British Consul at Canton. They have bought up all the rifles, good and bad, that were obtainable. They mean, if they can, to give Japan a lesson. They did not at first attach much importance to the Japanese raid upon Formosa. Indeed many of the chief men among them did not even know where or what Formosa was. Most of them hardly knew that such an island existed, still less that it was part of the Chinese Empire; and only the few very best informed were aware that it was not part of the mainland. They were content in the first instance, when they found that such a place, so objectionably inhabited, did belong to them, that the Japanese, or any one else, should take the pains and incur the expense of chastising the savage islanders; but they cannot bear the idea of Japan, now that the work is done, wanting her expenses paid, or, failing that, requesting to be allowed peaceably to colonise the island. The present attitude of the two Powers is sufficiently ridiculous. Japan is fearful of the overwhelming numerical force of China, and begins to wish that she had not meddled. If she could see how to get out of the difficulty, without losing her money and her honour, she would withdraw her 3,000 troops to-morrow. The minds of the Japanese Executive are much exercised just now, and public business of national importance is neglected at Tokio, through the embarrassment of the officials, and their endless discussions. On the other hand China is alarmed at the European weapons, European vessels, and European servants of the smaller Power. Hence she has assembled an overwhelming force to throw into Formosa. To drive away the handful of Japanese who at present occupy that island, she has concentrated some 30,000 or 40,000 men at and near Amoy, on the coast of the mainland, in order to strike surely and effectively, if strike she must. She has dallied and played with Japan, coquetted with her propositions, humbugged her envoys, and now that politic deceit is no longer necessary, she has thrown off the mask. If Formosa is not instantly evacuated by the Japanese troops there will be a struggle, of which the result must be disastrous to Japan. The idea of a war, under such circumstances, is so popular in China that volunteers have been solicited in Canton, and have actually responded to the appeal. The comet which was visible in the early part of last month, and which is now hiding somewhere in the region of the sun, is, as was to be expected from the Chinese nature, blamed for the disturbance; which, though extremely ludicrous, has yet its serious aspect. China is as remorselessly inimical to foreigners as she was before the lesson she received fifteen years ago, a lesson which she is fast forgetting, and which the truckling policy of our national representatives near—for they are not at—the Court, is teaching them to forget. In the event of China being victorious in the approaching struggle with Japan she will not be slow to "give cheek" to the first comer from the West.

Your somewhat swinging articles upon the Consular Service have excited here a perfect *furore* of execration. The English press of North and South China and Japan has, with a unanimity rarely to be found amongst its members, taken up the cudgels on behalf of the subjects of your censure. What could have induced you to suppose that student interpreters were not diligent; that they had any other occupations than those involved in the sedulous pursuit of their profession? What reason had you to suppose that Mr. Wade was a wonderful sinologue, but no great thing at diplomacy? You cannot seriously think that Great Britain could be better represented in China by a man who knew less Chinese, and had a higher notion of his country's dignity.

We had a Distillery Company in Hong Kong. First. Too much faith brought it to grief. Its virtue was its downfall. It was Charity herself, "believing all things, trusting all things, enduring all things." It thought it could make spirits, and did so, such as they were, or are, for there is some of the dew from its still left still. I will not give you the whole his-

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tory of the concern. The directors were sensible shrewd men of the world, business men in fact. One of them, starting from small beginnings in the carpentering line, had by industry and frugality accumulated a fair fortune, a considerable portion of which, some forty thousand dollars at least, he loses by this venture. Another director was a prosperous newspaper proprietor. All were men in good positions, and ought to have known that it was impossible to sell large quantities of spirits at half of what the manufacture cost them, and make a profit out of the loss. Yet they seem to have believed this fallacy, and to have induced shareholders to believe it also. They talked at their meetings in a most cheerful way of their losses, and kept on lending money and taking shares. This pleasant state of things would have continued had not the representative of a leading firm, which had been supplying them with molasses, stopped the flow of the nectarous fluid, and then, with unsoftened heart, sued the directors collectively, and individually, for a small bill of $ 20,000. Fancy £5,000 worth of treacle! How many infant mouths might it have lubricated! How many pounds weight of jumble and hardbake might it not have provided for grateful schoolboys! The case went against the directors, and, urged by bad example, the ungrateful shareholders have begun to sue. The conclusion of one suit was heard to-day. A gentleman who bought shares, and is not the sort of person to lay himself out to buy pigs in pokes, but on the contrary, has the reputation of knowing pretty well what he is doing, and of keeping at least one eye open to the main chance, sued the directors for the value of his shares. The Chief Justice had reserved his decision, which will not be promulgated till after the vacation. Should it be in favour of the plaintiff, more litigation of the same sort will follow. Meanwhile, the public opinion is that the buyer had an eye to immediate business in his purchase, and that he thought a temporary rise in the price of shares would put money in his purse. Just now he is expected to feel rather mean, and the directors are expected to feel particularly foolish.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 9th August; the French mail from London 3rd July was received on the 2nd August, and the following P. and O. mail of July 10 arrived out on the 7th August. The following summary of news is from the *Straits Times*:—

The Governor returned to Singapore on the 14th July, after having called at the Pangkor Islands, Klang, and Langkat on his way from Penang. Everything was quiet at those places. One of the turbulent leaders of the late Klang disturbances had, we learn, got into the neighbourhood of Sunghie Ujong, and was endeavouring to obtain a few followers, but Tunku dia Oodin, the ruler of Klang, will, it is believed, be able to defeat his designs. Though the treaty with Perak and Larhoot has been ratified, no Residents have yet been appointed to those States, which is to be regretted, as the provision with respect to Residents is the point upon which the success of this engagement hinges, and too long delay in inaugurating the new form of administration may permit complications to arise between the chiefs, which would make the protectorate more difficult of establishment at a later date, and seriously retard the prosperity of those territories and the development of their resources. It is, therefore, urgent that the voluntary engagement entered into by the Sultan and chiefs, and which, moreover, is in accordance with the desire of former rulers for years past, should be availed of at the earliest possible date, lest the golden opportunity be lost.

The session of the Legislative Council will now no doubt be shortly resumed, when we shall be in possession of the correspondence and papers alluded to in H. E. the Governor's opening speech, about which considerable curiosity has been felt. It is probable one of the first subjects for consideration will be the estimates for the ensuing year, which we understand have been fully made up, though not yet published.

We are in possession of no late news from Atchin. At last accounts, the Atchinese still continued hostile, and even the people of the West Coast, who had given in their nominal adhesion to the Netherlands, showed anything but a friendly spirit, the Sultan of Analaboe being reported as actually absent with his forces fighting the Dutch at the Kraton. Reinforcements have been sent from Batavia to the assistance of the garrison, with what result we have not learned. The Java papers state that the Atchinese envoys who have lately returned from Turkey have sought to make terms with the Netherlands India Government, but that the offer has been declined, they being referred to the commander of the Dutch forces in Atchin. Notwithstanding the Netherlands official assurances of the favourable disposition of the people, it is apparent that the Dutch forces have made but little advance, and that the people are as hostile as ever, contesting every inch of ground. There is no longer any doubt that if the Netherlands Government intend to continue the war, a third and possibly a fourth expedition will have to be despatched.

The steamers arrived *via* Suez Canal have been the *Eastern Isles*, from Glasgow, on the 1st Aug.; *Galley of Lorne*, on the 4th, and *Glenfinlas*, on the 5th, from London; and the *Hector*, on the 7th, from Liverpool. The departures homeward have been the *Glenlyon*, on the 30th July, *Cheops*, on the 3rd, and *Ajax*, on the 5th August, for London; and the *Tchihatchoff*, on the 5th, for Odessa, all with tea cargoes.

The Bill entitled the "Final Supply Ordinance for 1873" is published in the *Straits Settlements Government Gazette*. It enacts that whereas by Ordinance No. 11 of 1872 a sum not exceeding $1,331,636.23 was charged upon the revenue of the colony for the service of the year 1873, and this sum is insufficient, a further sum of $214,562.41 is authorised to be charged upon the revenue. The proportion for each head of service is as follows:—Establishments, $8,029.89; pensions, $2,054.82; revenue services, $2,318.12; administration of justice, $427.97; education, $1,549.67; medical, $8,335.14; police and gaols, $25,016.36; convict department, $58,791.14; harbour department and lighthouses, $3,670.08; Government vessels, $11,129.36; conveyance of mails, $9,615.09; rent, $1,046.10; transport, $5,420; interest, $277.40; miscellaneous services, $5,278.64; works and building, $61,080.81; roads, streets, and bridges, $917.66; land and houses purchased, $450; military contributions, $487.32; special expenses, $8,666.84; giving a total of $214,562.41.

The Postmaster-General's Report is published also in the *Gazette*, and from that document it appears that the Department has made steady progress during the years 1872 and 1873. The number of letters, &c., received in 1873 for local distribution were 55,933 in excess of those received in 1872, and 55,596 more letters, &c., were despatched during 1873. The revenue of that year exceeded that of 1872 by $4,306.44. There was also a large increase in the money-order transactions. The sub-post-offices opened at Butterworth and Bukit Tamboon in Province Wellesley have more than paid their expenses. The attempts made to enter into conventions with the neighbouring Governments with a view to the adoption of a uniform rate of postage, with free delivery at each end of all prepaid correspondence exchanged with the Straits Settlements, are likely to lead to satisfactory results. In a few months it is probable that such correspondence will be conveyed between the Straits Settlements and Netherlands India, China, Japan, Saigon, and Sarawak at a cheap rate, without charge on delivery. A scheme for affording the Chinese labouring classes greater facilities for communicating with their friends in China is now under Government consideration, as is also the establishment of a savings bank in connection with the General Post-office. The new General Post-office commenced last year is approaching completion. Last year the Dutch expedition to Atchin opened Field Post-offices, and the bulk of their correspondence passed through the Post-offices at Singapore and Penang. As there is no connection now between the P. and O. steamers from Australia to Galle and those between Bombay and China, the Australian mails *via* Ceylon were for the most part of 1873 brought on to Singapore by the Messageries steamers, the French Post-office claiming a share of the postage. It is satisfactory to learn that no mail has been lost, and that where letters have not reached it has been the fault of the writer. One eccentric person, for instance, posted a letter addressed as follows:—"Miss —, with the White Cross on the Locket, Peterboro Station Refreshment Room." This communication duly reached the nameless young lady, ornamented as described, but unfortunately the sender neglected to pay the postage, and the etter was not accepted.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—The market for Piece Goods had been comparatively quiet, and the only feature of moment to notice had been a considerable improvement in the value of Woollens, particularly Long Ells.

SHANGHAI.—There had been little improvement on the market generally, which with some few exceptions had remained quiet throughout the fortnight. There had, however, been some enquiry for common Drills, Jeans, and Long Ells. At the close the market was dull, with the exception of Drills, which were still enquired for. At auction goods had continued to realise fair market rates. Cottons had mostly remained very quiet. Grey Shirtings: Heavy goods were lower; 8¼lbs. quiet, and without alteration. T-Cloths: Little enquiry, but unchanged in value. White Shirtings without improvement. Drills had been in considerable demand, and prices had advanced; rather a large business had been done, and stocks were much reduced. Fancy Cottons were without alteration, but there had been a small enquiry for Velvets. Woollens and Worsteds showed but little change. Long Ells, Camlets, and Spanish Stripes had been asked for, and the former showed some improvement for assorted cargo; the stock was small. At auction Camlets showed a small decline, while Spanish Stripes had realised rather better prices.

HONG KONG.—There had been considerable improvement in the demand for both Piece Goods and Yarns, and large transactions were reported for the fortnight. Messrs. Olyphant and Company's Circular says:—Cotton Yarns: A rather better feeling has existed, as the stocks of good and best qualities of Nos. 16 to 24 and 28 to 32 are light, and

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importers have thus been enabled to display more firmness in treating with native buyers for these kinds ; but for common Yarns there is no enquiry, and values are more or less nominal. Nos. 38 to 42 of really good spinning will readily command extreme rates. Piece Goods : During the first week of the fortnight there was a decidedly better enquiry for both 7 lb. and 8/4 lb. Grey Shirtings, and a fair business was done in these weights ; but latterly the demand has fallen off, and closing prices are the same as those last given. White Shirtings are wanted, and are generally dearer. Drills have been considerably bought, and present values show a sensible improvement, which is well maintained at the close. Prices of T-Cloths are unchanged, with the exception of 6 lb. ordinary makes, which have been sold at an advance of 1 to 2 cents per piece, and are at present held for still higher figures. Woollens : The enquiries of dealers have resulted in fair settlements of the principal fabrics, and prices are now somewhat better for nearly all heavy goods, but the wants of the natives are as yet mainly for the best makes and qualities. Metals : Tin is weaker, as full supplies are reported on the way from the south. Lead has been in good demand, both from native dealers and foreign speculators, and prices now show a fair improvement. Quicksilver has advanced, under the influence of recent purchases by foreigners, and extreme rates are now demanded. Coals : There has been no movement whatever in Cardiff and English kinds.

CANTON.—Lead had been fairly active for common kinds, 1,400 piculs of which had found buyers at $7.90 to $7.95 per picul, leaving a stock of 2,500 piculs on the market. There was no supply of W.B., the quotation for which was $8.00 to $8.05 per picul. Quicksilver was quoted at $182.00 to $184.00 per picul, with no transactions.

SINGAPORE.—The market for Piece Goods generally had been very quiet, and there was little change in prices. 8¼ lbs. Grey Shirtings were firmer, but only a small business doing. The demand for all qualities of White Shirtings had fallen off. White Spots neglected. 40s Grey Yarn in more demand, which had been met at lower prices. Low qualities of White Cambrics in excellent demand, and none in first hands ; Turkey Red Cambrics in no request whatever.

PENANG.—No improvement had taken place in the import market during the fortnight ; transactions had again been on a very limited scale, and prices had still further declined.

EXPORTS.

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TEA.

HANKOW.—Messrs. Evans, Pugh and Co.'s Report says :—During the fortnight under review, there has been a fair business transacted in secondcrop Teas, amounting to 18,000 chests, which is same as in corresponding time last year, but arrivals are 53,500 chests, against 48,800 chests, and shipments to Shanghai 37,000 chests, against 32,000 chests. Prices have ruled firm in consequence of the high rates current in Shanghai, which have made Teamen very independent about selling in this market ; our quotations have had an upward tendency till an advance of one Tael per picul has been established during the last few days. Chon-sow-ki second crops have been in some demand at from Tls. 21 to 24½ per picul, the highest quotation being paid for "Pinghing" by a Russian buyer ; the chop "Chune-cut" realised Tls. 24. These Teas possess better quality than the Oopacks generally. Second crop Oanfas are of fair quality, and have been selling at Tls. 20½ to 24½ per picul. Ly-lings of this crop are as usual dull and flavourless, but have commanded Tls. 17¼ to 17¾ per picul. Of the 40,000 chests of second crop so far settled 8,000 chests are for Russia. There are no indications of the shortness in supplies of second crop, which we anticipated a fortnight ago, arrivals being so far 92,000 chests against 72,000 last year. Quotations are, for Fair to Medium Oopacks, Tls. 17 to 24½, against Tls. 15 to 23¾ at same date last season ; Oanfas, Tls. 18¼ to 24½, against Tls.16½ to 20 ; Oonahms, Tls.13 to 19¼, against Tls. 11½ to 17½. Settlements to date are, 262,577 chests, against 269,522 chests in 1873. Shipments on Native account, 105,960 chests, against 110,330 chests in 1873 ; Contracts, 3,437 chests, against 11,324 chests in 1873 ; Stock is estimated at 5,562 chests, against 9,764 chests in 1873. The following is a comparative statement of the export hence: 1874-75, 45,227,039 lbs.; 1873-74, 44,668,936 lbs.; 1872-73, 41,200,874 lbs.; 1871-72, 40,095,971 lbs.; 1870-71, 31,026,321.

KIUKIANG.—Black Teas.—Fourteen chops Ningchows, equal to 2,588 chests, had been settled during the fortnight at Tls. 21.8.0 to 27.5.0 per picul. Total arrivals amounted to 125,433 chests.

SHANGHAI.—*Black :* A large business had been transacted, settlements averaging about 3,500 chests a day. Prices for all descriptions, except good common to fair, showed a decline of Tls. 1 to 1½ a picul on last P. and O. mail's rates. Good common to fair were sought after, and had fully maintained previous quotations. For low and common Teas (Shuntaams) there was no market. Compared with last year's rates at this time, Teas costing Tls. 16 to 17 last year were worth Tls. 19 to 20. Medium Oopacks were about on a par with last year's prices; medium Oonams and Oanfas were Tls. 1 to 2 dearer, and Ningchows were fully Tls. 2 to 3 higher. Arrivals were coming forward freely ; the second crop so far was in excess of last season's yield, and the scale of prices gave every encouragement to Teamen to manufacture a very full third crop. Settlements for the fortnight, 40,700 chests ; re-shipments, 1,875 chests ; stock, 31,300 packages.—*Green :* The demand for Pingsueys had been well sustained, but prices showed a decline which was most perceptible on Teas of common quality. Several chops of Taiping Teas had been bought at prices about 3 taels above rates paid for the same description of merchandise last season. A few chops of Countay Tea had arrived in market. The stock was, as yet, too small to give any definite idea of the crop, but, judging from musters seen, the quality was much the same as last year. Teamen, as is usual at the beginning of the season, talked of high country cost, and asked correspondingly exorbitant prices here, Tls. 50 being demanded for ten best chop, but it remained to be seen whether any sanguine foreigners would be found to accede to their extravagant ideas. The following were about the prices paid :—For Pingsuey, 20,151 half-chests at Tls. 24¾ to 25 per picul ; for Taiping, 1,463 half-chests at Tls. 33½ to 36½ per picul ; for Local-packed, 3,423 half-chests at Tls. 29¼ to 35 per picul ; settlements, 25,037 half chests ; re-shipments, 1,415 half-chests.

FOOCHOW.—During the week buying had been very active, a good demand existing for all descriptions. Congou : Settlements had been 36,300 chests at Tls. 5 to Tls. 27. Rates paid showed some irregularity though the Teamen were willing sellers at quotations. Second crop Kaisows were arriving freely, and a few sales had been reported at Tls. 19 to Tls. 23, being about last year's rates. Arrivals during the week 35,000 chests. The following were the current quotations, duty paid. (The cost at which Teas lay down in London calculated at Exchange of 4s. 2½d. and freight £3.) Dust and siftings. 6¼d. to 7¾d. ; broken leaf to common, 8¼d. to 11¼d. ; fair to good common, 11¾d. to 1s. ; flavory to medium, 1s. 1½d. to 1s. 4d. ; good medium to fine, 1s. 4½d. to 1s. 7d. ; fine, 1s. 7¼d. Souchong : settlements 2,800 chests at Tls. 15½ to Tls. 34, medium to fine kinds being a shade easier. Arrivals 200 chests. Oolong : settlements 100 half-chests at Tls. 23½. Arrivals 4,500 half-chests. Scented Teas : settlements 7,960 boxes at Tls. 23 to Tls. 25 for Orange Pekoe, and Tls. 17 to Tls. 23 for Capers, being about former rates. Arrivals, 11,000 boxes. Flowery Pekoe : settlements 270 chests at Tls. 33 to Tls. 40. Arrivals, 200 chests.

AMOY AND TAMSUI.—Very little business had been transacted at Amoy. Stocks were still accumulating, and Teamen were firm at prices, which were far too high for buyers. Oolong : Stocks 90,000 half-chests, which were firmly held for very much higher rates than the New York market can afford. Most of the chops lately settled had been for the London market, and there still appeared to be little prospect of business to any extent for the American market for some time to come. Congou : Stocks somewhat reduced. Quotations: common cargo $16 to $18, fair cargo $19 to $20, good cargo $21 to $22. Formosa Oolong : Later advices from Tamsui do hot show any improvement in this market. Fine Teas were scarce, and owing to the firmness of holders, only a very small business had been done. The stock on offer amounted to about 2,000 piculs poor quality Tea.

CANTON.—The market had remained very quiet ; Teamen, however, had shown rather more disposition to realise, and some business had in consequence resulted, at somewhat easier rates. Scented Capers.—Fair to good medium Teas had principally been dealt in up to Tls. 22, but of fine and finest quality the market was entirely bare ; very few musters had been shown of third crop Teas, as in the existing state of the market Teamen were not willing to pay the prices asked for the leaf in the country. Scented Orange Pekoes.—A few parcels of good long leaf had been shown on the market, and these had found buyers at about previous rates ; the result of these sales was not satisfactory we hear to the Teamen, and the bulk of the Tayshan leaf would probably be used for Congou. In other descriptions we do not hear of any business having been done. Settlements reported :—Scented Caper, 14,000 boxes at Tls. 16.00 to 22.0.0 per picul. Scented Orange Pekoe, 5,000 boxes at Tls. 18.00 to 27.50

SILK.

SHANGHAI.—The fortnight's settlements had been again on a large scale, which had been chiefly owing to the decline in Exchange, and influenced by continued heavy arrivals the Chinese had been current sellers, and prices had declined from 5 to 10 taels ; Tls. 435 for best chop No. 3 ; Tls. 367½, 347½, and 327½, for No. 1, 2 and 3, Gold Lion ; and Tls. 307½, for Red Peacock, being the last prices paid. There had been a small enquiry for the American market, amounting to about 200 bales. Settlements for the fortnight, Chinas, 7,000 bales. Total settlements since 1st June, 18,500 bales ; against 1873-74, 12,000 bales ; 1872-73, 22,500 bales. Comparative unsold stock on this market on the 24th July, 1874, 14,000 bales ; 1873, 9,000 bales ; 1872, 7,500 bales.

CANTON.—During the fortnight but little had been doing on this market, higher prices here and very discouraging telegrams from both London and the United States having almost entirely put a stop to business. In consequence of there being so little demand only a very small quantity of 3rd crop Silk had arrived on the market ; that which had arrived showed a bright colour, was of fair quality but the thread somewhat coarse. During the fortnight the only authenticated settlement had been one of 15 bales market Tsatlee ; no new contracts for rereels had transpired ; of Waste Silk 300 bales had been shipped to London and 126 bales of Pierced Cocoons. Stock consisted of 500 bales Tsatlee Reel, 200 bales Loongkong, 100 bales Cumchook and Lacklow and 300 bales of inferior descriptions.

LATEST TELEGRAMS.

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KASHGAR AND CHINA.

BERLIN, SEPT. 10.—Yakoob Ameer of Kashgar has defeated the Chinese troops menacing his frontier. The Kashgar troops were commanded by the Ameer's son, and partly consisted of foreign auxiliaries.

THE FORMOSA DIFFICULTY.

SHANGHAI, SEPT. 10.—Okuba, the Japanese Ambassador, has arrived at Peking. Public opinion here is favourable to a pacific solution of the Formosa difficulty, and reports are current that the question will be submitted to the arbitration of the United States or Italy.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, SEPT. 9.—The P. and O. Company's steamer Ceylon arrived here at 2.0 A.M., and the mails left at 2.40 A.M. for London.

NEXT INWARD MAIL.—SUEZ, SEPT. 8.—The Messageries Maritimes steamer Meikong, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 17th inst.

INWARD MAIL DUE OCT. 5.—GALLE, SEPT. 7.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, left here to-day for Aden.

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OUTWARD MAIL OF AUG. 16.—GALLE, SEPT. 8.—The Messageries Maritimes steamer Ava, from Marseilles on the 16th ult., left here to-day for Singapore.

OUTWARD MAIL OF SEPT. 4.—SUEZ, SEPT. 11.—The P. and O steamers *Delhi*, for Bombay, and *Khiva*, for Calcutta, left here to-day. with the outward mail from London, Aug. 27-Sept. 4.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅞d. to 4s. 3d.	4s. 3¼d.	4s. 3⅜d.
Shanghai ,, ...	5s. 8⅛d. to 5s. 8⅜d.	5s. 9d.	5s. 9⅛d.
Canton ,, ...	4s. 2⅛d.	4s. 2⅛d. to 4s. 2⅜d.	4s. 2⅜d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2d.	4s. 2⅛d.	4s. 2⅛d. to 4s. 2⅛d.
Manila ,, ...	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	223½
,, Hong Kong	27 to 27¼ dis.	—
Bar silver	Tls. 111.2.0	9⅛ prem.
Mexican dollars	,, 73.2.5	⅜ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 11 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 per cent. premium
Hong Kong Fire Insurance Company, $315 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 95 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $20 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 91 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8⅛d., at Hong Kong 4s. 1⅛d., at Singapore 4s. 2d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, July 21, Joseph Dodds; 22, Glamis Castle (str.); Sept. 10, from —, Hanover.

At HONG KONG and CANTON.—From London, July 30, Melbrek; from Liverpool, 19, Priam (str.); 30, Patroclus (str.); from Hamburg, 27, Essen (str.); from London, &c., Sept. 10, Paris (str.), Charles Albert (str.), Falcon, Atalante (str.).

At SINGAPORE.—From London, July 25, Peking (str.); Aug. 4, Galley of Lorne (str.); 5, Glenfinlas (str.); from Glasgow, 1, Eastern Isles (str.); from Cardiff, Iris; 2, Adelphoi; from Italy, 4, Vittor Pessoni (str.); from Liverpool, 1, North American.

At PENANG.—From London, July 29, Galley of Lorne (str.); Sept. 5, Hope; from Liverpool, Aug. 4, Hector (str.).

DEPARTURES.

From SHANGHAI.—For London, July 18, Dartmouth, Sir Lancelot; 19, Glenlyon (str.).

From Foochow.—For London, July 22, Cheops; 24, Ajax (str.), Ascalon.

From HONG KONG and CANTON.—For London, July 17, Menelaus (str.); 28, Ajax (str.); Sept. —, Hector (str.).

From SINGAPORE.—For London, July 25, Cathay (str.), Menelaus (str.), Orion (str.); 30, Glenlyon (str.); Aug. 4, Cheops (str.). Ajax (str.); 6, Eurus, Southport; for Odessa, 6, Tchihatchoff (str.); for Boston, July 31, Crest of the Wave.

VESSELS LOADING.

At SHANGHAI.—For London, Glamis Castle (str.), Iotus (str.), Priam (str.), Lauderdale, James Shepherd; for New York, John R. Worcester.

At FOOCHOW.—For London, Montgomeryshire (str.), Egeria (str.), Forward Ho, Norman Court, Cassandra (str.).

At HONG KONG and CANTON.—For London, Golden Spur (at Macao), Faith, Jessie McDonald; for New York, Riflemian.

At SINGAPORE.—For London, Meteor, for Hamburg, Esperansa; for New York, Olivia Davis, Evening Star.

At PENANG.—For London, Luzon, Elly.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, per steamer, £3 per ton of 40ft., and £2 10s. per ton of 50ft., sailing vessel. (By telegram £3.)

At FOOCHOW.—To London, per steamer, £3 per ton of 40ft., and £3 10s. per ton sailing vessel. (By telegram £3.)

At HONG KONG AND CANTON.—For London and New York, £3 12s. 6d., and £3 5s. per ton of 50ft. and 40ft respectively. (By telegram £3.)

At SINGAPORE.—To London, £2 10s. to £2 12s. 6d. dead weight, and £3 5s. light cargo, with downward tendency.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 14 ...	Sacramento ...	New York ...	Samarang
,, — ...	Coquette ...	Hamburg ...	Manila
,, — ...	Pride of the Ocean .	Rio Janeiro ...	Order
,, — ...	Joackim Christian...	Hamburg ...	Hong Kong
,, — ...	Comet ...	Cardiff ...	Do.
,, 15 ...	Morning Light ...	Do. ...	Do.
,, — ...	Har Bary ...	Manila ...	New York
,, 16 ...	Rose ...	Singapore ...	Freemantle
,, — ...	Johanna Maria ...	Flushing ...	Samarang
,, — ...	Dirigo ...	New York ...	Batavia
,, 17 ...	Liguria ...	Sourabaya ...	Falmouth
,, — ...	Mindoro ...	Ilo Ilo ...	Boston
,, 18 ...	Critesiur ...	Manila ...	New York
,, 19 ...	Commercant ...	Newcastle ...	Saigon
,, 21 ...	Wijlo ...	London ...	Shanghai
,, — ...	Emily Smith ...	Albany ...	Singapore
,, — ...	Barea ...	Manila ...	Havana
,, 23 ...	Lady Hincks ...	Singapore ...	London
,, 24 ...	Maria Fidela ...	Manila ...	Do.
,, 26 ...	Naval Brigade ...	Singapore ...	Liverpool

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 8, off Beachy Head, from Java, Atlantic; 10, at Falmouth, from Rangoon, Mysore; 9, at Liverpool, from Rangoon, Pons Ælii; 6, off Copenhagen, from Akyab, for Flushing, Freia; at San Francisco, from Hong Kong, Horatio Sprague; 11, at London, from Colombo, Isurium; 10, at Falmouth, from Rangoon, Bengale; 11, Lady Lisgar; at Liverpool, from Rangoon, Peruvian Congress; at Queenstown, from Akzab, Prospero; from Rangoon, Prince Leopold.

DEPARTURES.—None.

LAID ON.—At London, for Singapore, Hong Kong, and Shanghai, Glenlyon (str.); at London, for Shanghai, Belted Will; at Liverpool, for Batavia and Sourabaya, Hawkhope.

SPOKEN.—Eastern Chief, Nagasaki to London, June 30, in Gaspar Straits; Cornelia (Dutch ship), from Batavia, Aug. 2, off the Cape; Sumatra (Amer. ship), Manila to New York, Aug. 17, 17 S., 4 W.; Hollinside (Eng.-ship), Newcastle to Galle, Aug. 7, 10 N., 25 W.

CASUALTIES.—Algiers, 10th Sept.—Of the cargo of the Yorkshire (str.), 1,100 bales of jute, 300 bags of coffee, 300 chests of shellac are dry; all the rest badly damaged or destroyed by fire and water. St. Helena, 21st Aug.—The Tennyson, M'Kinlay, from Batavia to Queenstown, which put in here, 4th July, making water, is still discharging. 3,368 baskets of sugar had been landed up to yesterday. The leak is reported to have taken up slightly.—Kong Kong, Sept. 10. The Duna (str.), from Yokohama to New York, put in here to repair damage to packing of shaft, and was docked, but did not discharge; she has proceeded to-day.—Shanghai, Sept. 10. The J. R. Worcester has been slightly damaged by the collision, and has put back; she will not have to discharge.

MISCELLANEOUS.—At St. Helena, Aug. 14, Marie, v. d. Kerkhoff, from Batavia, and sailed 15 for Rotterdam; Blackwall, Watkins, from Singapore, and sailed 15 for London; 15, Lady Elizabeth, Cobbett, from Manila, and sailed 17 for New York; 20, Nederlanden, Orange, Phoff, from Saigon, and sailed for Rotterdam; Off St. Helena, Aug. 17, Luctor et Emergo, from Batavia, for New York; 19, Kishon, from Java, for Cork; 20, Rollo, from Ilo Ilo, for London. At Table Bay, Aug. 14, Twilight, Garner, and sailed for Galle.

THE Admiralty have invited tenders for the conveyance of 115 tons of stores to Hong Kong.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HARPER—On the 3rd Aug., at Dunearn, Singapore, the wife of G. Harper, Oriental Bank, of a daughter.

ZECHARIAH—On the 6th Aug., at Singapore, Mrs. G. I. Zechariah, of a daughter.

DEATHS.

JACKSON—On the 6th Sept., at Cavananore, Dunkeld, Edith Bradford, the child of Thomas and Amelia Lydia Jackson, aged three months.

PRYOR—On the 5th Aug., at the General Hospital, Singapore, Richard Pryor, of Lowertown Sithney, Cornwall.

PARKHILL—On the 15th July, at Canton, George Saunderson, infant son of Samuel Parkhill.

RAMSAY—On the 22nd July, at Shanghai, William Ramsay.

SIMMONDS—On the 21st July, at Shanghai, L. A. Simmonds.

Miscellaneous.

CHINESE IN PERU.

Mr. Isaac Lawton, writing to *The Times* upon Peru and the labour question, says:—It seems fashionable not to believe anything which is good of Peru, while there is an eagerness to credit everything which betokens ill of that interesting country. It is, however, with the labour question in Peru in particular that I would deal in this letter, since it has formed the subject of several communications which have lately appeared in *The Times*. They have chiefly emanated from gentlemen interested in the British colonies, with whom, as an Englishman who resided for many years in the West Indies, I fully sympathise; but I am not ready to admit that the advocacy of the cause of the British sugar-producing colonies can be best served by injurious insinuations and actual misstatements in reference to foreign countries, made by those who in many instances possess not the slightest knowledge or experience of such countries. It is not my intention to defend or to attempt to defend the cruelties of the "Chinese traffic" with Peru.

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For three years or more I have persistently commented upon the subject publicly, and, in common with my contemporaries of Lima, have openly denounced such evils as have been attendant on it. Perhaps, then, I may be entitled to some credence when I state that the evils have in many instances been exaggerated. It is, perhaps, not unreasonable to suppose that many of the evils which beset the Chinaman in lands other than his own may in a great measure be accounted for by the peculiarities of his own nature, and it may be accepted as certain that it is entirely from the lowest class of Chinamen that the emigrants to Peru have been selected. Yet, in face of this, it is gratifying to know that many thousands of them, who a few years ago were worse than slaves in their own country, are now enjoying actual comfort, and —incredible as it may appear to very many of your readers who cannot possibly disconnect the poor Chinaman in Peru from misery, pain, and suffering—not a few are in prosperity bordering on opulence. Thousands of them are domestic servants, cleanly in their appearance, and, as a rule, easily instructed in domiciliary duties. Large numbers of those who have served out the terms of their indentures are engaged in various and profitable branches of trade and different industries. Some are importers of merchandise, and there are in Lima two highly respectable firms composed of Chinamen who receive very large consignments. Their business in Callao, as is customary, is done by an agent, who is one of the oldest and most respectable foreign residents. Then there is the Chinese Club and the Chinese Theatre in Lima, while in Calle de Puno, Callao, they have recently established the Chinese Benevolent Society.

THE SUEZ CANAL.—A bulky Blue-book has just been published containing correspondence that has taken place between June, 1872, and July, 1874, respecting the question of the Suez Canal dues. In the month first named the attention of the British Government was called to an alteration proposed by the Suez Canal Company of the basis on which they levied the canal dues on vessels using the canal. Since the opening of the canal up to that time the company had levied their maximum due of f.10 per ton on the net register tonnage, as shown by the register, or, in the case of foreign-owned steamships, by the British "measure brief;" but it was recently officially intimated that, on and after the 1st July following, this due of f.10 would be levied on the gross register tonnage of such vessels. This alteration of the tariff of the company was much opposed, and the Viceroy of Egypt expressed himself of opinion that the company had gone beyond their powers in making the increase of the dues on their own authority. After some negotiation it was agreed, on the suggestion of the Turkish Government, to hold an international conference on the question, and, the British Government agreeing to the proposal, appointed Colonel Stokes and Sir P. Francis as their delegates. The conference met for the first time on the 7th October, 1873, and, after having held twenty-one sittings, broke up on the 18th December, when a new set of rules as regards tonnage and the levying of dues was agreed to, and the arrangement was ordered to be carried into effect within three months. M. de Lesseps protested against the new tariff; but the Porte authorised the Khedive to enforce submission to the decisions of the conference, and M. de Lesseps at last submitted under protest.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.—The programme of the arrangements of this Congress has been completed, and preparations have been made for the reception of foreign Orientalists, who continue to arrive from the Continent. France, Germany, Sweden, and other States send delegates. The following are the times of meeting:—14th of September, 8.30 P.M., inaugural meeting, at the Royal Institution; 15th, 2.30 P.M., Semitic Section, at the Royal Asiatic Society; 16th, 8.30 P.M., Turanian Section, at King's College; 17th, 2.30 P.M., Aryan Section, Royal Institution; Hamitic Section, 8.30 P.M., at 9, Conduit-street; 18th, 11 A.M., Archæological Section, at the University of London; 18th, 2.30 P.M., Ethnographical Section, at the Royal Asiatic Society. Receptions will be given by Sir Bartle Frere, Mr. Bosanquet, and others, and some private collections will be open to inspection. The Imperial University of St. Petersburg has sent a special contribution of considerable amount to the Congress. The Lord Mayor has invited the members of the Congress to a banquet in the Egyptian Hall of the Mansion House on the 19th inst.

WE have received from Messrs. Henry S. King and Co. "Translations from the Hakayit Abdulla (Bin Abdul Radar) Munshi," by J. T. Thomson, F.R.G.S., formerly resident in the Straits, but now of Otago, New Zealand. Mr. Thomson says in the preface to this work, which we shall notice fully in our next:—Portions have already been translated by Mr. Braddell (now Attorney-General to the Straits Settlements), viz., "Abdulla's Schooling," "Colonel Farquhar's Seeking for a Settlement," and the "Tan Tae Hoey," which appeared in the *Journal of the Indian Archipelago*, 1852; and by myself, viz., "Abdulla's Family," "Christian Missionaries," and "Malay Governments," which appeared in a work termed "Some Glimpses into Life in the Far East," published in London in 1863. The above are not reproduced here, but they, as well as the remaining untranslated portions, will be shortly noticed.

WE are glad to hear that Mr. Mundy, of the firm of Messrs. Deacon and Co., who was a passenger on board the *Spark*, captured by the Chinese on the 22nd of August, is progressing favourably from the injuries he received on that occasion.

THE steamer *India* left Lisbon for Macao on the 3rd inst. with troops.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, SEPT. 9.

A few days have yet to elapse before the Parliamentary Session is opened. Next Monday, the 14th inst., this ceremony will take place, and the King will, as usual, read the Speech from the Throne. The public is most anxious to know its tenor, as it is generally supposed that we shall hear something positive about the Ministerial programme. It may be that this hope will be realised; but we are too familiar with the nature of royal speeches of late years to be certain on the point. They have been of late mere confirmations of the theory that language is given to mankind to conceal their thoughts. In my next letter I shall be enabled to state whether Mr. Heemskerk will really make known his programme or not. In the meanwhile the press continues to discuss his probable policy. Most of the papers confess to the belief that the new Cabinet will, after all, prove a mere business Ministry. The most difficult task will be laid upon the shoulders of the Minister of the Financial Department. It is true our treasury is still well provided, but Atchin will absorb a good deal of money. Again, Mr. Van Goltstein is a promoter of the construction of railways in Java, and the abolition of the forced services of the natives, which will involve considerable expense. So much is certain, that it will be very difficult to make both ends meet.

It has created much astonishment that Mgr. Bianchi, the Papal Nuncio, has been invested with the Grand Cross of the Netherlands Lion. There was, it was asserted, no reason for such a proceeding. I, however, hear that he will start in a short time for Munchen, and it is an old custom to present the Grand Cross to the Ambassadors when they leave the residency. There is, therefore, no foundation at all for the rumour that this act was a concession of the new Cabinet to the Ultramontanes. A good deal has also been made of the fact that Captain de Roo van Alderwerelt, M.P., has been promoted to a majority. This makes it necessary for him to submit himself for re-election but there is small chance that the electors will reject their Radical representative.

Elections will shortly take place at Amersfoort and at Tiel. As candidates for the first named place are Mr. Pynappel (a Moderate Conservative), and Mr. van Asch van Wyck (an Anti-revolutionist). Mr. Geertsema is mentioned as a candidate for Tiel but I think it very doubtful whether the ex-Minister, who is now with Mr. Fransen van de Putte at Marseilles, awaiting the arrival of General van Swieten, will accept the candidature. Other rumours say that Professor Tienhoven will be put forward by the Liberals as their candidate.

The Emperor of Russia has appointed the King colonel of a regiment of the Imperial Guard. This appointment was made on the occasion of the visit of Prince Alexander to the Russian Court. As soon as Prince Alexander returns he will establish himself in his own palace. Rumours are once more in circulation of a marriage with a German Princess, but I don't believe there is any foundation for the report. It seems that both the sons of the King prefer to remain unmarried.

PRODUCE MARKETS.

The transactions in the market for Colonial Produce have been limited in extent since last mail, and both by private tender and auctions only trifling lots have changed hands. The position of most articles, however, is firm, and prices are, as a rule, well maintained.

COFFEE.—The market has been in general very firm, but the demand very dull. The news from the places of produce is satisfactory. The September auction of the Dutch Trading Company will take place on the 23rd.

TEA.—On the 25th inst. 10,500 chests Java will be brought under the hammer, and this fact, of course, checks business. Some demand has prevailed for China, so that the cargo ex Kirkland will probably soon find buyers. The stock includes 23,600/4 chests Java and 3,000/4 chests China.

SUGAR.—Only small lots have changed hands at the last auction prices. The Nos. 15 and 17 of the August sale have been bought for the Baltic at f.¾ under November value; for Nos. from 8 to 14 there is some demand for Belgium at f.1 to f.1¼ under November. The result of the beetroot crop being quite uncertain there are now neither buyers nor sellers. This state of affairs will last about three weeks.

RICE.—The market is somewhat firmer. The arrivals are very important, so that the stock amounts to 5,304 bags Java, 18,064 bags Rangoon, 26,830 mats Japan, whilst 10,687 pcc. Java are afloat.

SPICES.—Since the auction there has been much demand for Mace, and an important advance has been paid. Nutmegs are saleable at the auction prices, but holders decline to operate. Cloves are also firm. The quotations are:—No. 1, 210c. to 215c.; No. 2, 200c. to 205c.; No. 3, 170c. to 175c.; No. 4, 128c. to 130c.; Mace, D, 215c. to 218c.; E, 210c. to 212c.; Cloves, No. 1, 112c. to 110c.; No. 3, 108c. to 106c.

JAVA TOBACCO.—About 20,000 bales offered for sale by public tender, and only 718 bales were bought in. The result proves that there is still a firm demand for the qualities which are fit for manufacturing purposes. Prices are as a rule very high.

DRUGS.—The trade is inspecting the several parcels which will be offered for sale in a few days.

JAVA INDIGO is dull, and there is scarcely any demand. The total stock is 2,070 chests. The result of the forthcoming auctions is expected to be anything but satisfactory.

BANCA TIN.—Some transactions have taken place in the last few days. Holders however do not incline to sell large lots at the low prices offered by the buyers. On the spot can be bought at f.57¾. For Billiton is offered f.54¼.

HIDES meet with a good demand for superior qualities.

ARRACK.—In spite of the advancing season, when usually large quantities are shipped, no transactions in first hands have taken place.

SHIPPING.

ARRIVALS.—Sept. 1, at Brouwershaven, from Rangoon, Unione; 3, at Brouwershaven, from Batavia, Nieuwe Waterweg II.; from Rangoon, Emanuele; at Maassluis, from Batavia, Harrington (str.); 4, at Brouwershaven, from Rangoon, Petronella, Florentine; at Texel, from Batavia, Maria Elise, Amstelstroom, A.M.E.; 5, at Brouwershaven, from Rangoon, Grad Senj; at Hellevoet, from Batavia, Petronella; 6, at Texel, from Batavia, Warrior (str.); from Rangoon, Constantin; 8, at Texel, from Rangoon, Goodell.

PASSENGERS OUTWARD.—For Java, per Dahlia: Mr. H. Veerkamp, Miss C. Wenssen, Miss M. Blankenberg, Miss E. Wynen-Riems and family, Messrs. A. Muyterman, D. Schoonermarck.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, SEPT. 14, 1874.

THE TREATY BETWEEN CHINA AND PERU.

AT length we have intelligence of the conclusion of a treaty between the Envoy of Peru, Senor GARCIA, and the Chinese Government at Peking, after eight months' negotiations. The chief object attained is the proper regulation of the coolie traffic between the two countries, which for a long course of years has not only been a curse to the Chinese who were kidnapped, and a stain upon the character of their Peruvian taskmasters, but a disgrace to humanity. Happily the long list of crimes at sea involved in that vile traffic is now at an end, chiefly through the representations of the British and other Governments to the Portuguese and Spanish authorities concerned. The conclusion of this treaty may be considered the crowning act in giving effect to the philanthropic intervention of friendly States and their ministers at Peking, who supported the Chinese Government in demanding an amelioration of the condition of the EMPEROR'S subjects in Peru. When it is known that there are about one hundred and forty thousand in a state of semi-bondage in that country, it shows the importance of the question at issue. Evidently LI HUNG CHANG, the Imperial Commissioner, was fully impressed with the responsibility of protecting so many of his countrymen, and their transit from China to Peru, or *vice versa*, while conducting the negotiations with the Peruvian Envoy. Accordingly, we learn that it became "his duty, as the Chinese Plenipotentiary, to take every "necessary measure to ensure that his nationals should "have accorded to them by the Peruvian Government the "same rights, immunities, and privileges which are accorded "to foreigners of other countries resident in Peru, and that "the Chinese there should hereafter enjoy on equal terms "with the peoples of the most favoured nations full pro-"tection on the part of the Peruvian Government for their "persons and for their properties. H.E. consequently "deemed it necessary, besides concluding the treaty, to "arrange with the Peruvian Plenipotentiary, by a special "convention, that a Chinese Commission should at once "proceed to Peru to institute an investigation into the "condition of the Chinese labourers in that country, for "the information of the Chinese Government." Doubtless this convention was urged by the Imperial Commissioner in consequence of the unsatisfactory result of reports received from the Commission of Enquiry of which Mr. MACPHERSON, of the Customs, is a member, which left Peking some six months ago for Cuba. We have not heard anything of their movements lately, but they must be about leaving on their return to China. In all probability, on their arrival at Peking the new Commission will be preparing to start, and will avail of the experience of their predecessors. While viewing with satisfaction the successful diplomacy of LI HUNG CHANG in securing a favourable treaty for the protection of his countrymen in Peru, we congratulate Senor GARCIA on his perseverance in overcoming the difficulties he had to encounter. At the outset it was quite within bounds that the Chinese Government would have persisted in an obstinate resistance to enter into any treaty relations with Peru, not only on account of the misdeeds of the Peruvians, but being averse to the national policy. Now that the treaty is a *fait accompli*, it behoves Senor GARCIA to see that his Government carries out its stipulations fairly and honestly. Every facility should be given to the Commission in their investigations into the condition of their fellow countrymen, as it is only after that proving satisfactory that the Chinese Government will permit emigration.

THE CHINESE GOVERNMENT AND THEIR CUSTOMS SERVICE.

WE are inclined to believe that the Chinese are losing faith in their foreign employés, whether from their excess of zeal, or their want of it, it is not easy to say. But the facts are clear. In the difficulties which have so recently arisen in Formosa, in which acquaintance with the Chinese language, and knowledge of international law—both, we believe, considered essential qualifications for those occupying the position of commissioners—would have been eminently useful, it does not appear to have been the Customs employés who have been called to the counsel and assistance of the local Government, but the foreign Consuls and the ex-Director of the Arsenal at Foochow. We speak with the utmost impartiality on this occasion. We are even ignorant of the names of the Commissioners at Formosa and Foochow, but we make bold to say that on an occasion like the present it behoved the head of the service to see that the Chinese were supplied with the best counsel and advice which the service could afford. A pacific solution of the difficulty was earnestly to be desired, not only in the interests of China and Japan, but also in those of the united commerce of the world. We might fairly expect that a person occupying the important—and remarkably well paid—post of Commissioner of Customs, speaking the Chinese language, and mixing on terms of official equality with Chinese authorities, should have given his employers sound, safe, and salutary counsel; should have had influence enough to shape, to some extent, the course of events, and have aided in reconciling the two conflicting interests. Yet we hear nothing of the presence of the Customs Commissioners in the negotiations now pending in Formosa, and we believe that for nearly two years no visit, either of ceremony or business, has been exchanged between the Governor of the island and the Commissioner in charge of the port; while it is a well-known fact that since the departure of the Baron DE MERITENS from Foochow the influence of the Customs—once paramount—has dwindled into insignificance.

WE understand that Sir JULIAN PAUNCEFOTE, late Attorney-General at Hong Kong, and at present Chief Justice of the Leeward Islands, has been appointed Third Assistant-Under-Secretary at the Colonial-office, vice Sir HENRY HOLLAND.

AN extraordinary Embassy from the King of DENMARK to China and Japan is talked of, and General ROASLOFF is mentioned as the probable Minister.

SARAWAK.

The Sarawak Government has, we hear, determined upon opening a station at a point named "Kapit," in the Rejang river, situated 150 miles in the interior, capable of being reached by vessels of from one to two hundred tons burden. There are already two stations in this fine river, one (head-quarters) situated sixty miles, and the other one hundred miles. from its mouth. The trade in exports and imports has increased from £8,000 to £85,000 per annum, during the last fifteen years, consisting of gutta-percha, beeswax, rattans, sticks (canes), the valuable camphor and hard woods for the Chinese market, besides other articles, such as bezoar stones of various sorts, worth their weight in gold, and are always sold at that rate. These are exported to China to be used as drugs, Dyak mats, cloths, arms, &c., &c. The imports consist of piece goods, iron, salt, tobacco, jars, &c. The population of the Rejang numbers 50,000 souls of different speaking tribes, some being very warlike and give considerable trouble at times; but yet they are active traders and have learnt the value of money. It is expected that when this third and upper station of "Kapit" is established the commodities will be collected here from the very centre of the island of Borneo. The Rejang is the largest river on the whole of the north coast of Borneo, situated seventy miles from Kuching, the capital of the Sarawak territory. Three Government officers administer the affairs of this district, holding court at stated times at the different stations, and settling the affairs of the aborigines as well as the claims of the creditors. Malay chiefs and Chinese magistrates sit in court when required by the Government officer, and the Malay popu-

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lation are ready to be called out should disturbances arise in the many branches up the river. The Government have a mixed force of forty paid fortmen and police, with one seventy-five feet steam launch, in this district. The importance of this river is increasing rapidly, and during last year the blessing of a trading steam vessel, of the Borneo Company, Limited, has been experienced by its inhabitants, in addition to many trading vessels. The Chinese here, as every where else in these parts, are the great pioneers of commerce, and many hundreds have already located themselves in this river, and ready to increase in number as the resources of the inland country are developed, to afford them maintenance and profit.

LE THEATRE AU JAPON.

Writing from Yedo on the 26th of last May, M. George Bousquet contributes a long and very interesting article to the *Revue des Deux Mondes* under the above title. Speaking at the outset of the changes now going on in the Japanese Empire, he observes that it is not his object in this paper to point out the promises and perils of this "hasty and incoherent transformation," nor to explain the reasons which rendered it inevitable, but rather to save from the universal shipwreck some relics of a world which is about to disappear. After a few words respecting the different tendencies of the upper and lower classes, and the conservatism of the latter, he proceeds to remark that if you question a dignitary of the official world respecting the theatre, novels, tales, and stories, he will speak of them with a smile of disdain as being valueless in his eyes ; but it is none the less true that it is in these matters that we must study Japan in order to become acquainted with her. There are many theatres at Yedo, but those of Shimabara and Naka-Bashi only attract chance spectators, and most people prefer to frequent the houses in the suburb of Asaksa, so celebrated for its religious monuments, temples, chapels, pagodas, monasteries, and a multitude of small establishments of an infinitely less sacred character. In order to go to the theatre in Japan one has to get up earlier than usual, for the performances commence at 6 A.M., and terminate at 8 or 9 P.M. ; and some idea may be formed of the powers of endurance of all concerned when we mention that three whole days are not always sufficient to finish certain pieces. Etiquette still forbids great dignitaries, men of letters, and officials of high rank from showing themselves at the theatre, and their wives only go there incognito ; so the vast majority of the audience is composed of people in holiday attire, such as shopkeepers, peasants, artisans, boatmen, porters, and the like, who go with their whole families.

We next have a brief glimpse of the internal arrangements of a theatre, where "the musicians, clad in sacerdotal garb, never cease playing on drums, flutes, and three-stringed guitars, at one time to divert the audience during the *entr'actes*, and at another to accompany the actors ; and it is a great proof of the placidity of the Japanese nature that 1,500 persons can listen to this squeaking for twelve hours at a stretch without exhibiting the least sign of mental agony !"

The pay of the actors is not high, and but rarely exceeds 1,000 rios per annum at the outside : sometimes their pay depends upon the success of the performances ; some again play for nothing, and with no other profit beyond the advantage of making themselves a name. Women never appear on the stage, and their parts are very effectively taken by men, though their voices betray them directly they speak. As amongst the Greeks, continues M. Bousquet, and in our own middle ages, the origin of the drama in Japan is of a religious nature ; its beginnings recall our *mysteries*, celebrated at first in the churches, next transferred to the palace and thence to the theatre. Having given us the same fable about the first origin of the dramatic art as Mr. Mitford had previously given in his *Tales of Old Japan*, and which that gentleman tells us is to be found in the *Zoku Nipon Ki*, or supplementary history of Japan, M. Bousquet discusses tragedy, comedy, and the *no*, or classical opera, as it has been called, which is performed chiefly in princely palaces, and he cites and analyses specimens of each class, but his remarks on these heads extend to so great a length that it is impossible for us to follow him through them, although they are naturally of very considerable interest. He concludes his instructive paper with some observations respecting Japanese novels, a subject which is intimately connected with the theatre, and the more so as it is very rare to find the text of a piece for sale, and it is the corresponding novel alone which can be purchased. The women are almost the only readers of this class of literature, and for the small subscription of half-a-dollar a month they get what books they want at a library. Apart from their titles, these novels resemble one another precisely, and as a specimen of what they are all like, M. Bousquet gives a succinct analysis of one of the most popular, the *Kosan-Kinguro*.

THE AUSTRIAN POLAR EXPEDITION.

(FROM A CORRESPONDENT.)

The telegraph will have informed you of the return of the Austrian North Pole Expedition, which had not been heard of for two years, and about whose safety grave anxiety was beginning to be felt, so that it was great relief when the first telegram came to hand announcing their arrival at Vardoe, a little commercial and fishing port in Norway at the mouth of the Varanger Fiord, and about four degrees to the East of the North Cape. The expedition was fitted out at Bremen, and was under the command of Captain Weyprecht, of the Austrian navy, and Lieut. Payer, formerly an officer in the Imperial army, and well known to the readers of Dr. Petermann's "Geogr. Mittheilungen," from his numerous accounts of his mountain and glacier ascents in the Austrian Switzerland. The *Tegethoff*, in which they embarked, was a screw steamer, built and fitted out at Bremen for this special service, and they sailed in her from the Weser in the month of July, 1872, for Tromsoe, in Norway, whence they took their final departure for the unexplored north, taking with them the Norwegian Captain Carlsen, an experienced navigator of the icy sea. There were also five other scientific men on board, and with the crew and engineer were twenty-three persons, all told. The vessel was provisioned for three years, and their instructions were to explore the sea to the east of Spitzbergen and Novaya Zemlya, along the coast of Siberia, and endeavour to reach Behring's Straits by that route. That object, however, was not realised ; but, on the other hand, they made some valuable discoveries in another direction, especially a large mountainous island or continent to the north of Novaya Zemlya, and often sighted from Spitzbergen, but always unapproachable on account of the ice. The officers of the expedition landed on this island, and propose to call it Franz Joseph's Land. The following is a translation of the telegram sent by Weyprecht to Count Wilczek, an Austrian noble himself, an Arctic explorer :—

In August, 1872, locked in by ice and frozen up ; knocked about in the pack-ice for fourteen months. 1873, five summer months' of work to endeavour to get clear of ice, but without effect. Ship raised seven feet out of the water by the pressure of the ice. August, 1873, discovered large tracts of land north of 80 deg. Locked up by ice and wintered in 79 deg. 51 min. N. lat. and 59 deg. E. lon. Landed and made excursions, but could not find the northern or eastern termination. May 20, abandoned the vessel and came over the ice in a southerly direction in four sledges and ice-boats. After a troublesome and difficult journey of ninety-six days on the ice, fell in with a Russian schooner in Dunen Bay, Novaya Zemlya. The chief engineer, Krisch by name, died of tuberculose, the remainder all alive and well. Great collection of observations. Request permission of the Emperor to name the place discovered—Franz Joseph's Land. Money required 1,200 roubles silver. Pay owing to the crew 11,385 florins silver, and 4,000 florins due for remunerations. Travelling expenses from Tromsoe to Vienna estimated to be 3,400 florins. Pray advise Agaard (the Austrian consular agent at Tromsoe) by telegraph to lend me 8,000 florins for journey to Vienna, charters and advances.—(Signed) WEYPRECHT.

Another telegram has been received by Count Wilczek from Lieut. Payer, giving further particulars of the expedition. It is as follows :—

Vardoe, 3rd September, 4 o'clock.—The vessel has been without a harbour for two years, during which time we were blocked up by the ice. For fourteen months driven about to the north of Novaya Zemlya. During the first winter ship suffered severely from pressure of the ice. In the autumn of 1873 driven to within three miles of unknown land. Passed the second winter in 79 deg. 51 min. north and 59deg. east. 1874, from March 9 to May 4, travelled in sledges over part of the new discovery, from 79 deg. 54 min. to 82 deg. 5 min., and sighted land in 83 deg. Country extends at least 15 degrees of longitude, but except on the south side no termination of the land visible from the summit of the highest mountains, which are 5,000 feet high, and of the dolorite formation. Very little drift-wood seen. Arctic voyage follows large tracts of land bridged over by one-year-old ice. North of 82 deg. coast-water and drift ice visible, therefore a wake. Maximum of cold 37 deg. Reaumur under zero, on the land journey in the middle of March. Land expedition lasted seven months. In the night of May 20 abandoned the ship. August 15th, reached the boundary of the ice, in 77 deg. 40 min. north lat., Motoschkin Schaar bearing south. August 24th, fell in with Russian fishermen, who conveyed us to Norway. With the exception of Krish, who died, all the party are alive and well. Ask his Majesty's permission to call the newly-discovered land Franz-Joseph's Land. Pray send order for 2,600 florins paper for sledge journey, premium recognised, and if possible a remuneration to the surgeon for his valuable and important services. Send telegrams to the Press at Vienna, Pesth, and Klagenfurt, and also to Dr. Petermann at Gotha. (Signed) PAYER.

We hear that the whole party are expected to arrive in a few days (by the Norwegian steamer *Hakon Karl*, from Hammerfest, touching at Tromsoe and Christiania) in this city, *en route* for Vienna. In the meantime the Managing Committee of the Hamburg Geographical Society have, through their President—Burgermeister Dr. Kirchenfrauer—sent a telegraphic message to the German Consul-General at Christiania requesting him to congratulate the intrepid voyagers on their safe return, and invite them to attend a special general meeting of the society on the evening of their arrival here. I have reason to believe that there will be a very numerous muster of the members on that occasion, to express their sympathy and admiration of the gallant conduct of the party, as well as the dangers and hardships they had to endure. The Senate, too, as a special recognition of the importance of the discoveries achieved by the expedition, have given orders to the commander of the State steamer to proceed down the Elbe as soon as the Norwegian steamer's arrival at Cuxhaven is announced by telegraph, and to bring up the party to this city—an honour hitherto only accorded to crowned heads and other very distinguished personages.

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FORMOSA.

The following is an extract from an account of a visit to Formosa, contributed to *The Times* by a correspondent signing himself "E. B. M.":—

I started from Takow on the morning of the 17th of October, shortly after daylight in company with the captain of the man-of-war in which I had come to Formosa and two other gentlemen, one of whom was a resident at Takow, acquainted with the country and the local Chinese dialect. We owe it to him that we were able to make the expedition, as it would have been impossible to penetrate into the interior without an interpreter. A traveller arriving at this village at nightfall would be strangely impressed by hearing the solemn and familiar strain of the Old Hundredth rising fitfully through the thick growth of bamboos, guiding him to the home of the chief of the small community. The Presbyterian mission has been exceptionally successful in Formosa, and thanks to their labours our first night's halt was among Christian Chinese. The farm house of the headman was a quadrangle, one side of which formed the dwelling-house, in which the principal room was ornamented with engravings from the *Illustrated News*. Early on the ensuing morning we resumed our journey in the sedan chairs. For upwards of ten miles our road lay through richly-cultivated districts such as we had seen the day before, but as we neared the mountains the aspect of the plain changed. The hand of the husbandmen seemed to have relaxed its grasp; the soil, apparently as rich as any we had passed through, remained untilled; no bamboo groves diversified the landscape; wild nature was tenant of the land. We had reached the neutral zone between the conquered and unconquered parts of the island. Behind us were the rural homes of the Chinese; in front, the mountain fastnesses of the savages. The internecine strife which continues to this day between the inhabitants of the plain and the mountain has produced a wilderness some ten miles in breadth at the foot of the mountain range. Within this neutral district, however, are a few villages where the savages and the Chinese meet to exchange commodities. At Hoansia, where we had passed the night, we had been urged to proceed no further, as a party of marauding savages had been surrounded on the previous day, and two of their number had been captured and beheaded. Such an incident was, however, of too common an occurrence to be likely to make any change in the friendliness with which Europeans were regarded, and we thought ourselves justified in not heeding the advice, and pursued our way to a neutral village named Kalipo, the Christian Headman of Hoansia accompanying us. At Kalipo the wife of the Headman was of savage birth, and sister of the chief whose home in the mountains it was our object to reach. We experienced considerable delay before we could prevail upon her to act as our guide without sending word previously to know if we should be welcome; and, indeed, she refused to venture upon doing so unless she could find two other women to go with us. There were several savages in the village, who for a bit of red cloth would have taken us anywhere; but we were given to understand that we could only penetrate with safety provided we were under female escort. Our next difficulty was to prevail upon our Chinese baggage-carriers to accompany us. Their terror at the idea of entering the dreaded territory was such that bribes and threats appeared at first to be useless to shake their determination to abandon us. In the end the greater part of our things were left behind and the rest carried by the more valiant of the crew, to whom we assured protection as far as we were able.

When we were about to move forward a savage appeared whose rank we concluded to be greater than or equal to that of the warrior who had first stood by our side, for he stopped the advance and began a lively dispute with him. We learnt afterwards that he claimed the right to escort us up the mountain. Towards eight o'clock we reached our destination—a village situate some 2,000 feet above the level of the sea. The scene of our arrival was illuminated by flaming millet stalks, held by savages. An old man came forward and shook each of us by the hand. Immediately afterwards a youth put his arm round my waist and led me along the road, which was paved in with rude flagstones in the most inconvenient manner, as about every ten paces a flagstone was placed upright, obliging one to step over it. We were soon again in darkness, and I felt really grateful to my friendly guide who seemed to be taking so much care of me, till I found that with the hand which was not round my waist he had succeeded in extricating my revolver from my belt. I endeavoured to regain possession of it, and, before I knew where I was, I found myself engaged in a struggle, which would probably have ended in my discomfiture, as I quickly recognised the superior strength and agility of my friend, when a light was shed upon the scene from a neighbouring doorway, on which he suddenly disappeared, leaving the revolver in my hands. A few steps further brought us to the house of the chief, who was a ruler over ten tribes. He was away on a hunting expedition, and we were received by his wife. She bowed to us as we advanced in succession with all the dignity of a Western Princess. On her head was a massive wreath of brilliant yellow flowers, and we learnt afterwards that married women had the privilege of wearing flowers in their hair, while those who were not married might only wear leaves. Her dress was of green cloth with a red and yellow border, and round her neck she wore necklaces of beads. The room was soon filled with a crowd of natives, whose curiosity about us it was difficult to appease. They were friendly, but inconvenient, and it was impossible to escape from them. Our only compensation was that we were equally curious about them, and their appearance was most picturesque. Some wore a species of headdress which, looked at from the front, resembled a cocked hat with a fringe of many-coloured feathers, others wreaths of small rosy apples, others chaplets of wild boars' tusks.

In the morning, when we announced our intention to return to the plain, difficulties were put in our way, and we were told that we could not be permitted to leave until the arrival of the chief. A number of lances were stacked against the wall of the house, and the natives destined to do the service of outposts came one after another, received their orders, took a lance, and darted away. The distribution of the cloth and beads, which we had brought with us as presents, occupied about two hours, and produced interminable disputes. On finding that we were denuded of all we had brought with us we determined to make good our retreat, for the return of the chief and his hunting party would have been embarrassing if we had no presents. It was also not at all unlikely that the marauders whose heads had been cut off two days before in the plain had belonged to this party, and that the survivors might be inclined to reprisals. On the wife of the chief being informed that we positively intended starting whether she sent an escort with us or not, no further opposition was made; on the contrary, she attired herself in a gala costume of green cloth, did up her hair with fresh flowers, and smeared her face with oil. Then seating herself on the divan she extended her hand for us to kiss as we bade her farewell. I fired three shots from my rifle, which I was told was a civility, and we started down the mountain. On reaching the outskirts of the village we were requested to stop, and presently we saw the wife of the chief being carried down the path towards us on the back of a stalwart warrior. We learnt that it was against etiquette for her to put her feet to the ground outside her own precincts, but that as she wished to see us safely on our road she had desired to be carried to the limits of the settlement. The warrior deposited her upon a stone bench, and we again bade her a formal farewell. An escort of picked men accompanied us on our descent, which was rapidly accomplished. On nearing the plain we divided the last remnant of red cloth among them, and once more wrangling began as to the share to which each was entitled. We should have been glad to leave our wild acquaintance with mutual expressions of goodwill; but, as it was, we had to make our retreat at a moment when their savage nature was making itself unpleasantly conspicuous, and their countenances were distorted with the expression of envy, hatred, and malice. An hour's walk in the plain brought us to Kalipo, and on the following day we returned to Takow.

MURDER OR SUICIDE?

(To the Editor of the *London and China Telegraph*.)

SIR,—The *Overland Straits Times* of July 25 thus eloquently expresses itself in reference to Lord Stanley of Alderley's speech of last May on Straits matters:—

When Sir H. Ord was here he had to bear in silence the imputations publicly current as to the wretched presents which he thought he could not in courtesy refuse, and his mouth was shut when Lord Stanley took up the matter in the House of Lords. In a matter of life or death to his personal character and reputation, he could only defend himself through the Secretary of State, a mode of defence which, ably and loyally as it was done, could hardly have satisfied his sense of indignation when wrongfully accused of what he knew himself innocent. The inference, we think, is that to make a charge against a public man upon mere hearsay or frivolous grounds, nay, without proof positive and unquestionable, is cowardly and unfair, and we almost think ought to be punished with exceptional punishment.

This is high-souled and noble, indeed. Why did not Sir Harry, like his predecessors, and like the Governors of other colonies, send to the Treasury the presents which he could not refuse? Why was he condemned to silence in the colony, when he might have prosecuted his libellers; or why has he not since supplied the public with that complete contradiction of all imputations against him which the noble lord offered to pay for with a public apology? These are questions worth answering. But they are comparatively unimportant. What is important is, to ask who is the culprit that deserves the exceptional punishment? Lord Stanley? Why so? He only believed that the following passage, which he read to his fellow peers, was not devoid of foundation, seeing that it had been published in a newspaper of repute and respectability:—

It may be well to move to have a committee—not a jobbed one—to inquire into the practice of his Excellency the Governor (Ord) of receiving presents from different persons, native chiefs and others, and the time and occasion when these presents were received. . . . . The subject of present-taking by the Governor is notorious, and that high official in no way conceals the fact. Can the public, however, believe that when a public man publicly takes presents he will be very particular as to their nature and extent, or be very communicative as to all the good things he may receive? The bold admission that he does receive presents may be but a blind as to their importance and influence.

If it was "base and cowardly" to read such a statement in reliance on the respectability of the paper which published it, and to ask the Government whether they had enquired into its truth, how is the conduct of those persons to be designated who printed and promulgated it "on hearsay and frivolous grounds," if not editorially, at least without a word of dissent or objection? I must ask the *Straits Times* to dip again into its vocabulary for suitable language, and to devise also an exceptional punishment for such conduct, for the passage just cited occurs in its own columns of the 23rd of August, 1873. Its invective recalls to mind the fate of that unhappy American martyr to absence of mind, who one night fancied himself a burglar, and did not discover his mistake until he had run himself through the body.

—Yours obediently,

A. B.

Sept. 3, 1874.

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Literature.

There is no very striking feature in the *China Review* for May and June, but we are glad to see the journal sustained. Miss L. M. Fay contributes "The Borrowed Boots," a specimen of a Chinese farce; Mr. E. C. Bowra a paper on Hainan, an island about which we wish that more copious and trustworthy information was available than is at present the case; and Mr. Geo. Hughes the first instalment of "The Japanese and China." Mr. C. F. R. Allen, of H.M.'s Consular Service, furnishes two papers of some interest, the one comprising a few notes respecting the Chung Ling spring at Chinkiang, and the other being the first portion of translations from the "Liao-Chai Chih-yi," or tales of the marvellous collected in moments of leisure. This number also contains an article on Kang-hi Dictionaries, the conclusion of a "Chinese Webster," by the Rev. J. Nacken, and two papers by Dr. Hirth relating to geographical matters. Mr. C. Piton contributes some odd information in a "note" entitled "Chinese Anthropophagy," in regard to which we think that he ought to have qualified his statements by remarking that the horrible custom which he describes is peculiar to Southern China, for we do not remember to have heard of similar occurrences in the Central and Northern provinces of the Empire. In his "Literary Intelligence" the editor falls into a curious error; he quotes *The Times* as his authority for saying that a poetical account of the Chinese conquest of Nepaul in A.D. 1790, written by the Emperor of China, is among the recent additions to the British Museum. Reference to the *London and China Telegraph* of May 18, and the *London and China Express* of May 15, under the head of Literature, will show that the information is taken *verbatim* from the annual return of the income and expenditure, &c., of the British Museum for the past financial year.

Naval and Military.

The Vigilant, now fitting out at Portsmouth as a tender for the service of the new Commander-in-Chief on the China station (Vice-Admiral A. P. Ryder), is expected to sail on the 18th inst. The following officers have been appointed to her:—Lieutenant Hugh C. D. Ryder (in command); Navigating-Lieutenant G. W. Balliston; Chief-engineer, H. Jones; Assistant-paymaster (in charge), W. J. Stewart Cannon; Surgeon (in charge), R. A. Mowll, M.D.; Sub-Lieutenant F. O. Pike; Gunner, W. Ricketts; Engineers, R. Sutherland and G. Triggs; Assistant-engineer, G. H. Hearson. The ship's complement is 73 officers and men.

Captain Philip Colomb, who has just commissioned the Audacious (Vice-Admiral Ryder's flagship), entered the navy in 1846. He served as mate in the Serpent, 12, in the East Indies, from May 8, 1852, until paid off at the commencement of 1854, and on March 14 of the same year was appointed to the Phœnix, 8, Captain E. A. Inglefield, in which ship he was employed in the Arctic Regions, and on February 3, 1855, was promoted to lieutenant. As lieutenant he served in the Hastings, 60, in the Baltic, from the date of his promotion to the close of the Russian war, and in the Excellent, gunnery ship, from January 1 until December 15, 1857. From the latter date until February 1, 1863, he was flag-lieutenant successively to Rear-Admirals Sir Thomas S. Pasley, Bart., and T. M. C. Symonds, C.B., at Devonport, and from June 11 until promoted to commander, December 12, 1863, was additional of the Edgar, 71, flagship of Rear-Admiral Dacres, with the Channel Squadron. From March 20 till December 7, 1865, he was borne on the books of the Edgar as additional for special service, and from the latter date until the commencement of 1867 on the books of the Victory for temporary service. On July 8, 1868, he was appointed to the command of the Dryad, 4, sloop, in the East Indies, where he remained until posted April 4, 1870. Captain Colomb was engaged in 1864 with Captain Bolton, of the 12th Regiment, in carrying out a series of experiments with their systems of flashing signals at extreme ranges, the object aimed at being the combination of both systems for naval and military purposes, and more especially with reference to coast defence. He also published a pamphlet, "How Collisions at Sea Occur," having reference to the Hetton *v.* The Uhlenhorst, a letter addressed to Rear-Admiral Collinson, R.N., C.B., and Captain Pigott, the Nautical Assessors who tried the case. He was engaged more recently upon an entire reorganisation of the lighting of Her Majesty's ships. Captain Colomb has received three medals for his services.

The following officers, who last served on the China station, have been appointed as under:—Lieutenant F. Papillon (in the Juno from 1872 to 1873), to the Bittern, gun-vessel, Mediterranean; Lieutenant the Hon. F. R. Sandilands (in the Avon from 1872 to 1873), to the Audacious, the new flagship for the China station; Navigating sub-lieutenant H. B. Newton (in the Rinaldo from 1873 to 1874), to the Topaze, frigate, detached squadron; Mr. W. C. Graham, engineer (in the Midge from 1872 to 1874), to the Helicon, despatch-vessel, Mediterranean; Mr. J. F. Lewis, engineer (in the Leven from 1871 to 1873), to the Pigeon, gunboat, Mediterranean; Mr. G. F. Ludlow, engineer (in the Salamis from 1869 to 1872), to the Wizard, gunboat, Mediterranean; the Rev. J. Edwards, M.A., chaplain (in the Iron Duke from 1871 to 1874), to the Vanguard, coastguardship at Kingstown; W. J. S. Cannon, assistant-paymaster (in the Salamis from 1873 to 1874), to the Vigilant, despatch vessel, fitting out for China.

The crew of the Audacious, the new flagship for the China station, are now, in accordance with the Admiralty regulations of the present day, engaged in completing the rigging of the vessel at Chatham Dockyard, the men being quartered on board the Forte, a vessel which was fitted up as a receiving ship at Chatham when the new order was issued that in future crews should rig vessels fitting out, and not the riggers of the dockyards, as had hitherto been the practice.

Colonel C. Shadwell, C.B., of the 19th Regiment, who served with the 98th Regiment in the China expedition in 1842, and was present at the attack and capture of Chin-Kiang and the investment of Nanking, has become Major-General.

Mr. T. H. L. Bowling is appointed secretary to Rear-Admiral Ryder, the new Commander-in-Chief in China.

Monetary and Commercial.

The directors of the London Bank of Mexico and South America (Limited) have decided to recommend, at the meeting on the 22nd inst., a dividend at the rate of 8 per cent. per annum. At the corresponding period of last year the rate was 10 per cent.

The directors of the London and San Francisco Bank (Limited) notify that they have declared a dividend on account of 3 per cent., being 6s. per share, for the half-year ending the 30th June last.

The report of the Cuba Submarine Telegraph Company has been issued for the half-year ending the 30th June. The balance of the revenue account amounts to £5,895 13s. 7d., and the extraordinary expenditure for the repair of the cable to £21,747 2s. 5d., absorbing the whole of the balance at the reserve fund—£12,283 13s. 6d.—and the above profit of the half-year, and leaving £3,567 15s. 4d. to be carried forward to the debit of the current account.

At an adjourned special general meeting of the shareholders in the Great Western Railway of Canada, Mr. Childers, M.P., was elected chairman of the new board, eight members of which were also elected at the same time. The remaining three will be selected by the board.

An additional return of capital in the Bank of London of 5s. per share has just been announced, making, with the previous returns, the sum of £6 per £10 per share. There are other assets yet to be realised. The bank has been over eight years in liquidation, and the interest on customers' balances, and liquidation and other expenses, have represented over £5 per share, so that at the time of its suspension the bank was perfectly solvent.

A petition has been filed in the County Court at Dewsbury on behalf of Messrs. Gomersall Brothers, woollen manufacturers. Bad trade, losses, large stocks, and pressure by their bankers is said to be the cause of stoppage. The liabilities are about £90,000, and Mr. Good is appointed the receiver.

The suspension is reported of Messrs. John Miller and Company, papermakers, of Denny and Colinton, and stationers at Glasgow. The unsecured liabilities are estimated at £30,000.

The failure is announced of Mr. Castle Kelsey, corn merchant, of Hull, with liabilities for £250,000.

The price of Bar Silver has slightly declined; and for the amounts received this week 57 15-16d. for Fine Silver has been realised; the market is by no means firm, nearly all orders having been filled. Mexican Dollars remain without alteration.

The bullion per P. and O. steamer *Zambesi*, from Southampton Sept. 10, was in gold, to Galle, £135.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for August have been issued, and re very unfavourable. The total value of the exports for the month amounted to £20,503,756, against £22,657,334 in the corresponding month of 1873, being a decrease of 9½ per cent.; and this is the more marked, as following a similar decrease upon 1872. The decrease is, however, chiefly in value. The total value of the imports was £32,433,286, against £29,894,506, being an increase of 8½ per cent. upon 1873. But it will be remembered that in the previous month there was a decrease in the imports total of about 7 per cent. In the exports, cotton yarn shows a decrease in quantity of 4¾ per cent.; but in this case the decrease in value is only 1¾ per cent.; cotton piece goods, a decrease in quantity of 8 per cent., and of 11 per cent. in value; linen yarn, an increase of 1 per cent. in quantity, but a decrease of 11 per cent. in value; linen piece goods, a decrease of 2 per cent. in quantity, and 4½ per cent. in value; woollen yarn, a decrease of 12 per cent. in both quantity and value; woollen cloths, an increase of 5¼ per cent. in quantity and 7 per cent. in value; worsted stuffs, a decrease of 15½ per cent. in quantity, and 21 per cent. in value; iron and steel, a decrease of 5 per cent. in quantity, and as much as 13¾ per cent. in value; and coal, &c., manufactured, an increase of 29½ per cent. in quantity, but here the increase in value is only 2¾ per cent. With regard to the imports, raw cotton shows an increase of 23½ per cent. in quantity, and 25⅜ per cent. in value; flax an increase of 50½ per cent. in quantity, and 42 per cent. in value; raw silk, an increase of 58½ per cent. in quantity, and 50 per cent. in value; wool, a decrease of 25 per cent. in quantity, and 31¾ per

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cent. in value; tea shows an increase in value of 30 per cent.; coffee a decrease of 4 per cent. in the quantity entered for home consumption, but the total value shows a decrease of 21¾ per cent. The exports for the eight months reached £159,477,032, against £171,401,295 in the corresponding period of last year, and the imports £252,338,598, against £245,970,964.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st August. 1872.	1873.	1874.
China and Hong Kong	lbs.	602,800	940,250	1,261,600
Japan	,,	1,650,900	785,900	513,600
Straits Settlements	,,	122,600	114,050	113,700
Ceylon	,,	10,000	24,400	42,000
		For the Eight Months ended 31st August.		
China and Hong Kong	lbs.	5,728,430	7,508,080	9,420,900
Japan	,,	8,901,960	5,581,420	3,965,900
Straits Settlements	,,	1,155,510	1,496,760	1,554,060
Ceylon	,,	83,250	133,100	280,300

COTTON MANUFACTURES.

To		For the Month ended 31st August. 1872.	1873.	1874.
China and Hong Kong	yds.	35,575,500	25,081,400	26,925,200
Japan	,,	2,815,000	774,500	1,244,200
Philippine Islands	,,	501,400	495,000	1,337,000
Java	,,	798,200	1,926,700	2,772,800
Straits Settlements	,,	11,280,000	9,855,600	7,577,440
Ceylon	,,	1,845,300	3,936,800	2,012,100
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	282,381,100	248,714,200	279,241,540
Japan	,,	17,390,800	15,408,847	13,365,400
Philippine Islands	,,	8,954,660	6,208,640	7,200,740
Java	,,	15,213,200	12,786,750	24,132,600
Straits Settlements	,,	66,188,100	58,231,800	80,204,620
Ceylon	,,	22,193,100	22,551,600	25,894,800

WORSTED STUFFS.

To		For the Month ended 31st August. 1872.	1873.	1874.
China and Hong Kong	yds.	1,553,210	1,175,390	1,080,070
Japan	,,	274,500	426,370	244,800
		For the Eight Months ended 31st August.		
hina and Hong Kong	yds.	10,342,980	11,782,570	8,250,040
Japan	,,	1,851,780	2,245,610	896,850

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st August. 1872.	1873.	1874.
China and Hong Kong	yds.	154,050	146,630	111,770
Japan	,,	117,840	48,590	69,300
To		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	1,330,733	1,552,140	616,190
Japan	,,	622,560	748,290	98,720

LEAD TO CHINA AND HONG KONG.

For the month	tons	96	238	619
For the eight months	,,	6,695	2,155	6,587

ARTICLES OF IMPORT.

TEA.

The market during the past week has been rather more steady, with a fair amount of business doing, both for export and home consumption, and prices show rather more firmness for black-leaf kinds of Congou, other kinds generally remaining much as last week. Public sales have comprised 11,680 packages, nearly the whole of which have been offered and sold without reserve. The deliveries for the week as compared with last year are as follows :—

	1874. lbs.	1873. lbs.
Duty paid	2,061,255	1,921,387
Coastwise	816,895	747,849
Exports	1,167,832	836,994
	4,045,982	3,506,230

Congous.—Red-leaf kinds : Siftings have been in less active demand, and prices have ruled a shade easier. Broken-leaf kinds remain firm ; fair to good common have been steady at previous rates. Fair to good Kaisow kinds have been rather more saleable at last week's prices. Fine to finest kinds have been sold without change. Pak Lin kinds meet with a good inquiry at fully former prices. Black-leaf kinds : Common to fair have sold at previous rates ; fair to good medium have been in demand at rather better prices ; good to fine have also been firm, whilst finest still command high rates. Souchongs have been fairly saleable without alteration in price. Oolongs have been sold to some extent at public sale without reserve, at the low rates lately current, say from 1s. 3d. to 1s. 6d. for good to fine Kokew. Scented Teas : The demand for Canton Capers has been rather quieter, but prices have been firmly maintained. Foochow kinds have sold at the recent decline. Canton Orange Pekoes remain without improvement. Foochow kinds have not been so readily saleable, and prices have given way ½d. to 1d. per lb. Green Teas : The private contract market is quiet. New Teas continue to be offered for public sale, without reserve, as they arrive, and prices have generally ruled in favour of buyers.

SILK.

A good deal of business has been doing this week in China Silk, both home and foreign manufacturers showing a disposition to buy pretty freely of the new silk, at prices which show fully 6d. rise on rates obtainable during sale week. Importers readily meet buyers, and altogether the market is steadier and the feeling generally better than for a long time past. Canton and other silks are not sharing in the improvement, which is almost exclusively limited to the new Chinas. Deliveries are good, viz., China 1,584 bales, Canton 276 bales, Japan 227 bales, Bengal 111 bales, total, 2,198 bales.

COFFEE.—A continued decline has been observable in the market for Ceylon, and prices are 2s. to 3s. lower than the closing rates of last week. Quotations are :—Plantation triage, 81s. 6d. to 88s. ; small to low middling, 100s. to 109s. ; middling to bold, 110s. to 114s. ; peaberry, 121s. 6d. to 124s. ; Native, small, 74s. to 74s. 6d. ; good ordinary pale, 80s. 6d. ; bold, 84s. ; peaberry, 103s. An offer of 130 bags mixed Singapore was quitted at 70s. 6d. to 73s. 6d. per cwt.

CHINA PRESERVES.—250 cases Ginger sold at 6¾d. to 7d., and 30 cases Chow-Chow 10¼d. to 10½d.

CUTCH.—No business done.

GAMBIER.—150 bales have been sold at 27s. per cwt. ex ship, and 50 tons afloat at 25s. 6d. ex ship.

PEPPER.—The market continues extremely quiet ; scarcely any business has been done, and the few transactions effected have established no change in the prices ruling last week.

RICE.—Very few sales have been made on the spot, but at a decline of 6d. per cwt. several cargoes of soft grain have been disposed of—one of Rangoon, 940 tons, at 9s. 9d., Liverpool quay terms ; and seven of Necransie (5,700 tons), two at 9s. 1½d. and 9s. 4½d., for Bordeaux ; three at 9s., for the Continent ; one at 9s., for Antwerp ; one at 9s., ex ship London.

STICLAC.—5 boxes Siam sold at £5 12s. 6d. per cwt.

SPICES.—*Cloves :* 70 bags Amboyna part sold at 1s. 5½d., and part of 10 cases Penang at 21s. ; *Nutmegs :* 30 packages sold, 72 nuts to the pound, at 3s. 9d. ; 81 ditto, 3s. 6d. to 3s. 7d. ; 140 ditto shrivelled, 2s. 2d. *Mace :* 20 packages bought in at 2s. 6d. to 3s. 1d. *Cassia :* Of 200 packages offered, 20 boxes sold—Japan, 35s. 6d. *Cassia lignea :* Of 1,200 boxes offered, 350 boxes sold at steady rates—first pile, 80s. ; unworked, 57s. *Cinnamon :* 50 bales Ceylon part sold—second sort, 3s. 1d. ; third, 1s. 10d. ; fourth, 1s. 3d. to 1s. 4d. ; and 50 boxes China, at 8d. to 9d. per lb. for broken ; 130 bags chips withdrawn.

SAGO.—1,400 bags pearl offered, and all bought in. 300 bags since sold, good small, 17s. 6d.

TAPIOCA.—2,400 bags flake chiefly sold, bold white Penang, 2½d. to 2⅝d. ; old, 2d. to 2¼d. ; old Singapore, 2d. ; and 30 bags pearl, 22s. 6d. 400 bags flour withdrawn.

TIN.—The market is steady, with a fair demand. Importers of Straits hold for higher prices, and consequently very little is offered on the market. The Dutch Trading Company announce that they will offer for sale at Rotterdam, on the 29th inst., 22,300 slabs Banca ; no Billiton. The current quotations are—Straits on the spot £92 10s. to £93, afloat £92 ; Banca £101, Billiton £95 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 5	Fire Queen	Hamilton	Singapore	London
2	Gertrude	Dewar	Akyab	Falmouth
7	Alexander McNeill	Storer	Do.	Liverpool
3	Frienze	Ramilla	Do.	Falmouth
3	Cashmere	Fernie	Rangoon	Liverpool
3	Harsfjord	Meyer	Akyab	Queenstown
3	Appenina	Gorziglio	Do.	Do.
3	Warwick Castle	Warren	Rangoon	Off do.
Aug31	Albatros	Hansen	Macao	Hamburg
31	Toivo	Snellmann	Rangoon	Bremerhaven
Sep. 4	Forest Rights	Dare	Colombo	London
4	Irvine	Fernie	Rangoon	Falmouth
5	Christina Aquarone	Cunio	Akyab	Do.
5	H. A. Blanchard	Hardy	Do.	Plymouth
4	Veloce	—	Rangoon	Liverpool
2	Tranquebar	Petit	Bangkok	Marseilles
4	Amstelstroom	Appel	Batavia	Texel
4	Marie Elise	Deursen	Do.	Do.
5	Freydis	Norbeck	Akyab	Falmouth
5	City of Boston	Ullmer	Do.	Do.
5	Nereide	Nickersen	Do.	Do.
5	Mary A. May	Russell	Rangoon	Do.
5	Annie Main	Drysdale	Akyab	Do.
2	Etha Rickmers	Friedrichs	Rangoon	Bremerhaven
2	China	Bruggemann	Do.	Do.
2	Baldovan	Scott	Do.	Do.
3	Harrington (s.)	—	Batavia	Maassluis
3	Nieuwe Waterweg II.	Jacobs	Do.	Brouwershaven
3	Emanuele	Cumio	Rangoon	Do.
6	Glance	Lusby	Akyab	London
6	Menelaus (s.)	Pexton	China, Singapore, &c.	Do.
6	Queen of India	—	Akyab	Liverpool
	Wild Wood	Frost	Shanghai	San Francisco
	Emily Augusta	Walters	Akyab	Queenstown
4	A.M.E.	Kluit	Batavia	Texel
4	Robertus Hendrikus	Hageraats	Macassar, for Amstdm	Zierikzee
4	Jonge Jan	Itz	Do.	Do.
	Clara Bell	Pierce	Manila	San Francisco
8	Seafield	Mackay	Colombo, &c.	London
8	Cathay (s.)	Dundas	Shanghai	Do.
	Glarus	Regelsen	Akyab	Do.
9	Glenlyon (s.)	Templeton	China, Singapore, &c.	Do.
8	F. B. Fay	Osgood	Rangoon	Falmouth
8	Pontiac	Owen	Do.	Do.
8	Loochow	Beal	Singapore	Liverpool
8	Staatsraad v. Ewyck	Bakker	Batavia	Glasgow
	Don Antioco	Babo	Sourabaya	Queenstown
5	Isabelle	Fechaud	Singapore	Havre
Aug11	Ida F. Taylor	Burton	Shanghai	Portland (Oreg.)
7	Altagracia	Onaindi	Saigon	Havana
18	Maria	Mendezona	Rangoon	Do.
	Catharina	Loose	Singapore	New York
Sep. 7	Warrior (s.)	—	Batavia	Texel
7	Constantin	Lundelin	Rangoon	Do.
7	Star of England	Whiteway	Do.	Plymouth
7	Lion	Engrans	Akyab	Bremerhaven
6	Freya	Blauw	Do.	Copenhagen

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept. 2	Marionople	Benventi	Galle	Cardiff
Aug27	Antje	Jelin	Atchin	Do.
Sept. 1	John Clark	Peterson	Singapore	Penarth
1	Eagle	Hodgson	Trincomalee	Sunderland
7	Glenfalloch (s.)	McBain	Singapore, China, &c.	London
3	Maria Rickmers	Schultz	Singapore	Cardiff
2	Batteslina	Gamby	Do.	Do.
2	Batteslina M.	Antonio	Galle	Do.
5	Mongol (s.)	Flamank	Singapore, China, &c.	London
5	Black Prince	Inglis	Yokohama and Hiogo	Do.
5	Cherwell	Weall	Galle, via Cardiff	Do.
3	Theseus	Matthews	Galle	Sunderland
2	Pallas	Luders	Hong Kong	Hamburg
7	James Paton	Cotter	Yokohama, via Cardiff	London
5	Dahlia (s.)	—	Java	Nieuwe Diep
4	Kurrachee	Maxwell	Do.	Buenos Ayres
Aug17	Altona (s.)	Hore	Hong Kong	San Francisco
25	Lelia	Tate	Anjer	New York
26	Golden State	Delano	Shanghai	Do.
Sept. 8	Penedo (s.)	Cain	Sing., Yoko., & Hiogo	London
9	Aurrera (s.)	Larrinaga	Singapore & Manila	Liverpool
9	Nestor (s.)	Jones	Singapore and China	Do.
9	Invincible	Braithwaite	Hong Kong	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn. For Singapore, Hong Kong, and Shanghai: Crocus, Formosa. For Penang, Singapore, Hong Kong, and Shanghai: Nankin. For Penang, Singapore, Yokohama, Hiogo, and Nagasaki: Ly-ee-Moon. For Singapore, Batavia, Samarang, and Sourabaya: Banca. For Colombo, &c.: Viceroy, Scindia, Hindoo, Bertha.

SAILING VESSELS.—For Yokohama and Hiogo: Evelyn. For Shanghai: Corea. For Hong Kong: Miako. For Penang: Glenisla. For Singapore: Star of the South. For Colombo: Conference, Lion.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Sarpedon (str.), Achilles (str.), Deucalion (str.), Yrurac Bat (str.). For Singapore: Kendrick Fish. For Galle: Ellen Munroe, Staffa, Flora, Astrida. For Batavia and Sourabaya: Emma and Robert.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Ocean (str.), For Singapore: Stanfield, Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

L. R. V. H. (Mirella), London to Colombo, July 17, 10 S., 33 W.
BURRELL (barq.), from Philippines, July 8, 35 S., 27 E.
J. R. M. S. (Dut. (?) barq.), Cardiff to Hong Kong, July 31, 9 N., 25 W.
PRINCESS AMALIA, Amsterdam to Sourabaya, July 19, 2 N., 22 W.
J. N. C. F. (?), Tyne to Galle, July 25, 11 S., 28 W.
J. R. M. S. (barq.), Cardiff to Hong Kong, July 31, 9 N., 24 W.
MAARTEN V. ROSSEN (Dut.), Cardiff to Batavia, July 26, 9 N., 23 W.
NENUPHAR, Ceylon to London, Aug. 14.
NORDSTZERNEN (Norw.), Shields to Galle, Aug. 15, 43 N., 13 W.
LOUIS AUG. CONSTANTIN, Amsterdam to Batavia, Aug. 13, 36 N., 45 W.

FREIGHTS AND CHARTERS.

There is no special demand at the moment either for sailing vessels or steamers to load on the berth for the Eastern ports. We quote current rates as under.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 45s. weight, 50s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 35s. weight, 45s. meast. To Shanghai: — weight, — meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. to 27s. 6d. meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23 to £24. To Penang: £25, f.c. To Batavia and Sourabaya: £25. To Colombo: £24. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 23s. to 24s. To Galle: 21s. To Batavia: 27s. To Sourabaya: 30s. To Colombo: 25s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 21s. To Manila: 28s. to 30s.

MISCELLANEOUS.

At ASCENSION.—Aug. 4, Q.S.J.D. (Monte Allegro), from Singapore, for London.

Off ASCENSION.—Aug. 8, V.P.S.K. (Caldew), from Singapore, for Liverpool.

At ST. HELENA.—July 29, Nieuwe Waterweg, v.d. Valk, from Batavia, and sailed 30 for Amsterdam; 31, Dovercourt, Munro, from Colombo, and sailed for London; Aug. 1, Codan, Boyson, from Singapore, and sailed for New York.

Off ST. HELENA.—Aug. 6, Jane Sprott, from Philippines, for Liverpool; 12, Walton, from Japan, for London; Pauline, from Singapore, for Bass Ross.

At TABLE BAY.—Aug. 7, Dr. McB., Park, and sailed for Colombo.

At SIMON'S BAY.—Aug. 7, Rota, and sailed for Batavia.

LISBON, SEPT. 6.—Remainder of damaged tea landed ex Gordon Castle (str.), estimated at 14,000 packages, sold for about £500, where it lies in a bonded store.

At FAYAL.—Aug. 24, Isurium, Redmer, from Colombo, for London.

CASUALTIES.

ALGIERS, SEPT. 3.—The Yorkshire (str.) has been submerged, and a third of her cargo saved; the master discovered the fire Aug. 30, after leaving Malta. Sept. 4, 9 P.M.—The Yorkshire (str.) has been sunk in dry dock; not much cargo saved intact; fire still burning, but mastered. [Tel. from the master].—The Yorkshire is completely gutted from bunkers forward; scuttled ship in dry dock; saved some cargo; rest wet or damaged by fire; decks burnt and plates bulged; passengers leave to-morrow via Marseilles.

The Agamemnon (str.), from Liverpool to China, &c., put into Malta, Sept. 5, with defect in crank shaft.

A telegram dated Shanghai, Sept. 8, states that the J. R. Worcester, hence to New York, with tea, has been run into by the Woosung (Japanese str.). Surveyors have been sent to report; further particulars shall be sent as soon as obtained.

OFFICIAL advices state that in the last eleven days of August thirty ships passed through the Suez Canal. The transit revenue collected by the Suez Canal Company in the same period amounted to £25,200.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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Seventy already sold—fifty now on the register.
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1. RUTTER'S SILK AND TEA TABLES. Price 10s.
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Agent for the *London and China Express*.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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Special Agents for the
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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

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new composition of Glycerine and Bismuth.

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A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

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A nutritive melting Pomade, for preserving and improving the hair.

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(THE SECRET OF BEAUTY.)
For refreshing the tissues of the skin.

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For preserving and giving brightness and softness to the skin.

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A liquid compound of refreshing flowers.

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A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

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INVISIBLE AND ADHERENT
For giving whiteness velvety softness, and freshness to the skin.

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(The basis being Glycerine and Bismuth.)
Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

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For preventing wrinkles and refreshing the face.

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Prepared according to the Oriental formula.

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Concentrated Perfumes for the Handkerchief.
Est. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

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Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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Peiho ...	Sept. 27		
Mei-Kong ...	Oct. 11		
Sindh ...	Oct. 25		
Provence ...	Nov. 8		
Anadyr ...	Nov. 22		

The Steamers of the 27th Sept., 25th Oct., and 22nd Nov. connect at Aden with the Steamers for Reunion and Mauritius.

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For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
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For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

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The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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COMMISSION AGENT
SAN FRANCISCO.

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RESERVED FUNDS, £500,000.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

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Threadneedle-street, London, 1874.

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Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

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J. THOMSON, Chairman.

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BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

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SITUATED on the Alster. A first-class House, at moderate prices.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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COWASJEE DINSHAW,

Close to the Landing Place, Depot of
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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers
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SOLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

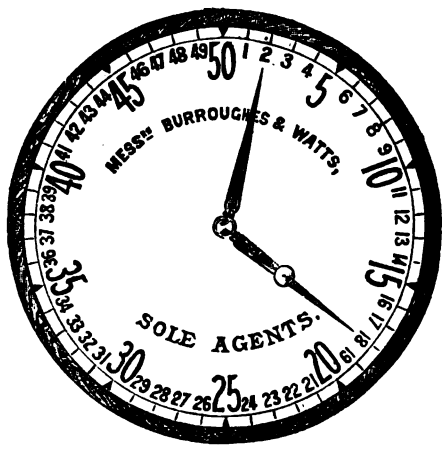
COOK (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



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Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

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SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Venetia ...	2,736	450	Sept. 17	Mediterranean, Aden, Bombay.
*Australia..	3,648	600	Sept. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Hindostan	3,113	600	Oct. 1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

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For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 24th Sept.), the magnificent steamship CROCUS, 200 A1, 2,000 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY. San Francisco to Yokohama and Hong Kong. The steamers of this Company have made the fastest passages on record. The steamship VANCOUVER will leave San Francisco about the 15th September, and the VASCO DA GAMA about the 5th October. Through tickets from Liverpool, via New York and the Pacific Railway, to Yokohama, £73 18s. To Hong Kong, £10 extra.

For through tickets and full information apply to MALCOLM, HUDSON, and Co., 5, Crosby-square, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	Sept. 18
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal. To sail on the 21st Sept.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid new full-powered screw steamer FORMOSA, 100 A1, 651 tons nett register, 140-horse power nominal; CHARLES E. STEWART, Commander; South West India Docks. This magnificent steamer, from her large horse power, is expected to make a very rapid passage. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With quick despatch.

FOR SHANGHAI, the well-known clipper BELTED WILL, A1 15 years, 812 tons register; J. BRANTHWAITE, Commander; South West India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Nankin, s.s.	2,423	Norris & Joyner...	Sept. 14
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 24
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 15
Star of the South ...	665	Wright Bros. & Co.	Sept. 25
Crocus, s.s.	2,000	Thos. Skinner & Co.	Sept. 25
LIVERPOOL.			
Glaucus, s.s. ...	1,604	Alfred Holt ...	Sept. 22
Deucalion, s.s. ...	1,596	,, ...	Sept. 29
Achilles, s.s. ...	1,550	,, ...	Oct. —
GLASGOW.			
Normanby, s.s. ...	1,200	T. Skinner & Co.	Sept. —
Brisbane, s.s. ...	1,500	,, ,,	Sept. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

THE CHINA LINE OF STEAMERS, via the SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates, at shippers' risk; to sail 14th September; the favourite full-powered screw steamer NANKIN, 100 A1, 1,830 tons register, 300-horse power nominal; R. MCNABB, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage, apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill).

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 10th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, taking goods and passengers at through rates in conjunction with steamers of the East Australian Mail Steam Co. (Limited), to Australia, &c.; last shipping day the 23rd Sept.; the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,200 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers. Will carry a surgeon and stewardess, if necessary.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR HONG KONG direct, with despatch, the splendid clipper MIAKO, A1 16 years, 516 tons register; W. ANDERSON, Commander; East India Docks.

Apply to KILLICK, MARTIN, and Co., No. 10, George-yard, Lombard-street, E.C.

YOKOHAMA and HIOGO.—The favourite clipper EVELYN, A1 13 years, South West India Dock, will have quick despatch. Has excellent chief cabin accommodation.

ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C., London.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 577.] LONDON, MONDAY, SEPT. 21, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD.
JAPAN—Yokohama	June 12	July 27	Aug. 3*
Yedo			
Osaka and Hiogo	—	—	July 30*
Hakodadi			
Nagasaki	—	—	„ 28
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 22
Chefoo	—	—	„ 25
New-chwang	—	—	„ 19
Hankow	—	—	„ 29
Kiu-kiang	—	—	„ 28
Chin-kiang			
Shanghai	„ 19	Aug. 1	Aug. 2
Ningpo	—	—	„ 1
Foochow	„ 13	July 21	„ 2
Formosa	—	—	July 5
Amoy	—	—	Aug. 3
Swatow	—	—	„ 4
Hong Kong	„ 26	Aug. 3	„ 8
Canton	—	—	„ 6
Macao	—	—	„ 7
PHILIPPINES—			
Manila	„ 19	July 25	„ 2
COCHIN-CHINA			
Saigon	July 3	Aug. 6	„ 13
SIAM — Bangkok	„ 3	„ 8	„ 10
BORNEO —			
Labuan	—	—	„ 5
Sarawak	—	—	„ 7
JAVA — Batavia	„ 10	„ 11	„ 13
Samarang	—	—	„ 13
Sourabaya	—	—	„ 8
MALACCA STRAITS—			
Singapore	„ 10	„ 7	„ 17
Penang	„ 10	„ 5	„ 10
CEYLON—			
Galle	—	—	„ 25
Colombo	—	—	„ 23

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The Pacific mail, with the Japan advices dated as above, was delivered, *via* San Francisco and New York, on the 14th inst., its due date, and the French mail, with the advices from China and the Straits Settlements, was received on the 17th inst., four days early. The next inward (P. and O.) mail, with dates Yokohama, 5th; Shanghai, 9th; Hong Kong, 15th; Singapore, 23rd August, is due on Monday next, the 28th inst.

Communication between Hong Kong and Amoy by the China Telegraph Cable is still interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Meikong*, arrived Sept. 15.—From Yokohama: None. From Shanghai: Messrs. Macbean, Laing, Chartron, Rouband, Weill. From Hong Kong: Messrs. Sichel, Deroguat, Blade, Page Mr. and Mrs. Bellon, Mr. and Mrs. Norto, Mr. and Miss Reinhold. From Saigon: Messrs. Narquant, Aussoleil, Bezian, DePorcaro. From Batavia: None. From Singapore: Messrs. Kenson, Caloo, Palmero, Kock, DeWilde, Mr. and Mrs. Abella, Mr. and Mrs. Raders, Mr. and Mrs. Toewater. From Aden: The Hon. S. A. Hamilton Gordon, Mrs. Brooks.

From Batavia, per Nederland Company's steamer *Conrad*, arrived Sept. 15.—Mr. and Mrs. Larsen, Mr. and Mrs. Prins, Mr. and Mrs. Van Geuns, Mr. Van Braam Houckgeest, Master Van Vollenhoven, Mr. Egeling, Mr. Tengbergen, Mrs. Wynaendts, Mr. Van Yselmuyde, Mr. Mulder, Mr. Winter, Master Duyvenbode, Mr. and Mrs. Roskes, Mr. and Mrs. de Roy Van Yuidewyn, Mr. A. H. Y. Diemont, Mrs. Gobins, Mr. and Mrs. Rodemer, Mrs. Huguenin, Master Osseubruggen, Mr. Hilje, Mr. Van Aardenne, Mr. and Mrs. Benjamins, Mr. and Mrs. Van Vuuren, Mr. Blanken, Mr. and Mrs. Dietrich, Mr. and Mrs. Wouteroy, Mr and Mrs. Botter, Mr. and Mrs. de Vos, Master Reedyk, Mr. and Mrs. Bleckrode, Mr. and Mrs. Schneider, Mrs. Yerritsma, Mr. Barders, Mrs. Van Lee, Mr. Gimberg, Mr. A. G. Rynsaardt, Mr. Deleger, 23 subaltern ers, 104 soldiers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Hong Kong: Mr. Hearn, Mrs. Phillips, Miss Brereson. To Ceylon: Mrs. Dowden, Mr. H. K. Phillips, two Mrs. Brereson, Mr. E. A. Marras. To Colombo: Mrs. Wells.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 5.—To Ceylon: Mr. W. Clutterbuck.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son, Mr. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg Maj. Moorhead.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: Hon. W W. Cairns, Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Yokohama: Mr. F. der Heyden. To Hong Kong: Mr. and Mrs. G. Detring, Mr. Lechler, Mrs. Deane, Miss Deane, Mr. and Miss Lechler, Miss Peter, Miss Sness, Miss Graham, Mr. Josephson, Mr. Schaub. To Shanghai: Mr. Grosvenor, Mr. Hodgson. To Batavia: Mr. B. Koek v. Leuven, Mr. and Mrs. Speet, Col. the Hon. W. Fielding, Mr. and Mrs. Oostrom and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie, Mr. Fitzroy Kelly, Mr. H. Dies, Mr. C. Miller, Mr. and Mrs. De Rangy, Mr. and Mrs. Johnson. To Singapore: Mr. Frank, thirteen artists, male, and five female. To Saigon: Three Sisters of Mercy.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Shanghai: Mr. Harwood, Mrs. Seward. To Hong Kong: The Danish Ambassador, Mr. Scott, Mr. O. E. Edwards, Mr. F. Mortimer. To Galle: Mr. Karslake, Mr. Cross, Mr. Shutter. To Batavia: Mr. Holland and three daughters. To Singapore: Mrs. Hinnekindt.

Per French steamer *Sindh*, Oct. 25, (booked from London).—To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick. To Shanghai: Mrs. Little, Mr. Leopold Lefebre. To Saigon: Admiral Duperre and suite, Mr. A. Spooner. To Yokohama: Rev. H. Evington. To Galle: Mr. and Mrs. Vandespar.

Per French steamer *Anadyr*, Nov. 8 (booked from London).—To Batavia: Mr. and Mrs. Brevet.

Per steamer *Nankin*, from London Sept. 18.—For Singapore: Mr. and Mrs. J. P. McEwen. For Hong Kong: Mr. and Mrs. John Humphreys and daughter. For Shanghai: Mr James Cheetham, Mr. James Lockhart.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 29th July; and by the Pacific mail we have five days later news, viz., to the 3rd August; the French mail from London 5th and the following P. and O. mail of 12th June were received together on the 27th July. The *Japan Mail* supplies the following items of intelligence:—

The settlement of the Formosa question now depends upon the reception given to Yanigawara at Peking. The Japanese Government are willing to evacuate their position in the island if the Chinese Government will engage to occupy it, and enforce on the savages such discipline as will prevent the recurrence of the outrages which the Expedition was sent to redress. The Japanese Government also require the admission of the Cabinet at Peking that it has hitherto been in the right, and has been justified in sending the Expedition. With this acknowledgment it would be satisfied without the payment of any indemnity or any claim for the expenses incurred. Whether the Chinese Government will give the desired admission must remain a question for some time. But it is far from impossible. The general disposition of the Cabinet will be to avoid war if possible, and however informal may have been the answer given to the Japanese Secretary of Legation by the Tsung-li-yamen on the subject of the jurisdiction of China over the savage tribes, it has never been denied that the tenor of the answer was to deny all responsibility for their acts. The interpretation of the answer, therefore, will hinge on the disposition of the Peking Cabinet, and if this be peaceable a satisfactory arrangement will follow. We may continue, then, to hope for the best.

A very remarkable memorial has been addressed to the Sain on the subject of the Expedition. The savage expressions it contains are probably orientalisms or extravagances which time has consecrated, and which demand rather a metaphorical than a literal interpretation. They are certainly amply atoned for, however, by an exhibition of high spirit and excellent sense in analysing the whole question. The strong patriotic feeling characteristic of the Japanese, and the absence of which seems so complete in the Chinese, is apparent throughout the whole memorial, which is also very much more out-spoken than we should have been prepared to expect. The publication of the

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memorial is possibly another hopeful sign, as showing that the Government feels itself quite strong enough, not only from general points of view, but on the subject of the Expedition, to permit of very free criticism upon the latter. Inferences of this nature, however, are of doubtful value.

Severe weather has been experienced on the southern coast of these islands. The violence of a typhoon on the 23rd July, destroyed the telegraphic wires connecting Shimonoseki with Nagasaki, and communication was interrupted for two or three days. The P.M.S.S. Company's steamer, bound hence to Hong Kong, was compelled to seek refuge in Nagasaki on the 26th July, but was able to proceed on her voyage on the following day. Grave fears were entertained as to the safety of the Messageries Maritimes Company's steamer *Volga*, which left Hong Kong on the 15th July, and did not arrive at Yokohama until the 27th. The *Volga* met with severe weather on her passage, and was for three days subjected to the buffeting of a gale of wind, from which she sustained many injuries. She will proceed to the Yokoska Dry Dock for repair, the Company's agent having chartered the American steamer *Nevada* to take her place on the line provisionally. The *Volga* encountered two typhoons; in the first of these she lost three blades of her screw, and in the second she brokeher tiller.

It is said that the Kenrei (chief local authorities) were some time back ordered to report on the feeling of the people in the districts under their jurisdiction regarding the admission of foreigners into the country, and that this feeling has been found adverse to the measure. On this ground it is supposed that the Government came to the resolution announced by us elsewhere, and determined to shelve for the present the question of opening the country to foreigners.

The attention of the Consular Authorities has been directed to the existence of several gambling establishments in the settlement, and a determination to use every possible means to suppress them has been arrived at. The proprietor of one of these has been fined $500, and a warrant has been issued to close his establishment.

It is rumoured that there is a probability of the Japanese Government abandoning their appeal from the decision of the American Consular Court to California, in the case of their action against the P.M.S.S. Company, for breach of charter for the *New York*.

Orders have been issued by the Central Government that the local officials of the various provinces, who are to constitute the Deliberative Assembly, shall assemble in Yedo not later than the 10th of September next, for the despatch of public business.

We learn from a native paper that Tanabi, an officer occupying an important position in the Gaimusho, proceeded to Shanghai by the *Costa Rica* on the 16th July. He is said to be the bearer of important despatches to the special envoy, Yanigawara, who was sent to China two months since to discuss the subject of Formosa.

The examinations at the Kaisei Gakko having now been brought to a conclusion, the long vacation has commenced, and both professors and scholars have separated, a large majority of the former betaking themselves to the various interesting and health-giving resorts of this part of the country. Studies will recommence on the 2nd September.

A new Japanese theatre of large dimensions has just been completed on the site of the houses burnt down in the serious fire of last year. The energetic Takashima Kayemon is said to be its proprietor.

The gradual deterioration of the silk-growing industry of this country, to which Mr. De Bavier in his work on Sericulture very largely addresses himself, is, it is stated, now receiving the notice of the Government.

A performance of sacred music was held at Christ Church on the evening of the 21st July, and passed off very successfully. A member ofthe community, whose name has not been disclosed, has discharged the balance of the debt incurred in the purchase of an organ for Christ Church.

Dealings in army clothing, munitions of war, and arms continue to be reported. Enquiries from China represent a pressing demand in that country, and it is stated that the Chinese Government is desirous to purchase iron-clad men-of-war.

The unexpected appearance of a comet in the northern heavens has created much excitement in both Japan and China. In the latter country it is regarded as a presage of evil and is connected with the position of matters in Formosa.

The *Japan Herald* contains the following summary of news:—

The Formosan expedition still drags its slow length along, being, so far as we know, still in *statu quo*. Offensive operations appear to have been suspended, although reinforcements, to fill casualties from disease and wounds, have been despatched. Meanwhile, China is making strenuous efforts, and is said to be arming on a gigantic scale, and it would only be a just retribution on Japan were China to avenge her violated territory and the attempted colonisation of Formosa by annexing some of the outlying Japanese islands, say the Lew Chews. The Japanese Government is using every means to come out of the affair with the loss of as little prestige as possible, knowing that should the force now in Formosa be captured, or have to withdraw at the order of China (one of which events must inevitably occur should the two Powers come into collision), the ministers responsible for this ill-judged expedition would scarcely be able to withstand the well-merited indignation of the people, unless popular wrath could be diverted by a war with China, in which, however, in the end Japan would be vanquished. It is well known that strong differences of opinion prevailed originally in the Dai-jo-kuan respecting the policy of despatching the mission, and it was eventually undertaken as a sop in the pan to a discontented soldiery. Probably the Government will in future, in indulging their aggressive propensities, remember the old proverb of "look before you leap." The prime author of all this turmoil, Mr. Le Gendre, left this on the 21st July for Hong Kong, it is said to conduct some negotiations with the Chinese. It would be quite in the style of Japanese character to despatch Mr. Le Gendre to negotiate at one spot whilst the specially appointed Envoy, Yanagiwara, is doing the same thing at another.

Provision has been made, we hear, for the payment of the final balance of the Simonoseki indemnity. We trust that this salutary mulct—the payment of which has been too long delayed—will teach the Japanese that they cannot be permitted to fire upon foreign flags with impunity, and that if they do they will be certain to be made to suffer for their silly temerity.

The sentences pronounced on the police for the late outrage on the British Legation have been published, but no sooner was this done than a somewhat similar case in Yokohama again served to warn the public as to the absurdity of trusting Japanese with any authority over Europeans. In the last case the Inspector of Police has been dismissed. The Government has, it is said, offered the escort man Woods, who was illegally assaulted and imprisoned, the sum of $500.

There seems at last a fair prospect of an arrangement being arrived at by which the foreign settlement here will be lit with gas.

ELEVEN DAYS LATER.

The Pacific Mail steamer *Great Republic* arrived at San Francisco on the 4th inst., bringing Yokohama advices to the 14th August. The subjoined summary of news has been telegraphed to the New York press:—

The Japanese adhere to their determination not to be driven into war with China except in the last extremity. The whole tendency of their present negotiations is pacific, but so many influences are operating against them that they feel the necessity of fully preparing themselves. To this end large bodies of troops have been assembled in certain southern ports, ready for instant departure in case of need, and several large steamers have been added to their transport fleet. The most important of these are the Pacific Mail Company's ship *New York*, purchased for $250,000, and the ships *Acantha* and *Madras* for $118,000 and $90,000 respectively. In regard to the *New York*, it is possible that the claims for commissions, yet unsettled, and about to be adjudicated, will swell the amount paid by the Japanese to $280,000. General Le Gendre, who sailed for China a fortnight ago to continue the peaceful negotiation commenced in Formosa, was arrested by United States officials on landing at Amoy. It is not yet known whether he will be temporarily or permanently detained. Astonishment at the news of his seizure is chiefly caused by the fact that the amicable character of his mission was known to everybody. It is looked upon as another proof of the determination of foreign representatives to obstruct the efforts of Japan to arrive at a fair understanding. No foreigner acting on behalf of China has been molested or interfered with in any way.

The Japanese Government, fortunately foreseeing the possibility of obstacles in General Le Gendre's case, despatched other commissioners immediately after his departure, who could not be hindered in the fulfilment of their duties. The first of these is Okubo, Minister of the Interior, and a member of the highest Board of the Government. His assistant is Yosharas, an officer of the Treasury Department and the head of the Yokohama Custom House. They are to proceed directly to Peking. Accompanying them is a French gentleman in the legal service of the Japanese. The French Minister undertook to detain his employe. Having the law and a complete knowledge of the law on his side, he was able to convince M. Berthemy of the danger of the course he was pursuing. The Japanese are still hopeful of tranquillising the results of this last mission. The Mikado takes the keenest interest in the deliberations of the Government on the Formosa question. On the 4th of August he personally visited the office of the Diajokwan, or the first Board of the Government, and presided over the debates, an act almost without precedent in modern times.

The affair of the Simonoseki indemnity has taken a turn that could never have been anticipated by Americans. Mr. Bingham has received instructions from Washington to demand full payment, and the amount has been deposited to his credit. The grounds upon which the order from the State Department was based are not that the claim is just or that the United States Government desires the money, but solely that as other Governments concerned have received their share ours must also be paid according to the bond. The Japanese are greatly chagrined, not wholly on account of the unlooked for loss of money, but principally because they had been given to understand for

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the last two years that the balance of the payment would never be exacted. In this conviction they felt themselves in a better position to resist the aggressions of other nations. They now consider themselves free to believe that the assurances of forbearance and unwillingness to press an extortionate demand were nothing but empty declamations. It is understood that Mr. Bingham deeply regrets the decision of the State Department, which, nevertheless, he is bound to enforce. He has not, up to this moment, taken possession of the amount, hoping that another mail may bring some modification of his instructions.

The United States Consul, General Van Buren, has arrived and assumed the duties of his office. General Meyers and Colonel Lyford, of the United States Army, specially commissioned by President Grant to bring presents of new and improved arms to the Sovereign of Japan, are now at Yedo. On the 10th they were, with Minister Bingham, received by the Mikado. In the unlucky event of a war with China it is probable that these instruments of attack, among which were Gatling guns, would be made immediate use of. It does not appear, however, that Mr. Bingham has issued any orders forbidding their delivery to the Japanese authorities.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 2nd August; the French mail from London, 19th June, arrived out on the 1st August. The following summary of news is from the *North China Herald*:—

In the Supreme Court, before Sir Edmund Hornby, chief judge, the case of Robert Mackenzie against Messrs. Rowley Miller and Augustus White came on for hearing. It was a petition for a settlement of partnership accounts, and the plaintiff also claimed payment of a sum of money amounting to nearly Tls. 5,000. Both defendants were examined, and testified to their belief that the plaintiff had really withdrawn from the firm. There was much argument on both sides, and the Court sat until seven o'clock, the case having commenced at eleven in the morning. Mr. Drummond objected at that late hour, after a fatiguing day, to enter upon his summing up on behalf of his clients, to whom he would not be doing justice if he attempted it. His lordship said he could not name an earlier day to resume than the 15th October, and the case accordingly stands adjourned until that date.

A case has also been argued on appeal from the Consular Court at Nagasaki, in which the master and owners of the barque *Mistletoe* were the defendants and appellants, and Mr. W. L. Malcolmson, plaintiff and respondent. The Nagasaki Court had found the master of the *Mistletoe* responsible for breach of charter party, and had cast him in a heavy penalty, amounting to $2,779.29. The appeal was argued at considerable length by Mr. Wainewright for the appellants, and Mr. Robinson for the respondent. His lordship, who took time to consider his decision, gave judgment, reversing that of the Nagasaki Court.

The decision of the arbitrators in the *Golden Age* and junk case is that the collision was occasioned by the fault of both, and that the damage on both sides, together with the costs, should be shared equally. The junk will thus recover assessed damages in full, less the amount of the injury to the steamer.

A Naval Court has been held at H.B.M. Consulate, to inquire into the wreck and abandonment of the steamer *Laptek*. It has found Capt. Tough culpable in not placing the ship by bearings and recording these from noon of the day the vessel struck; had this been done it would have given the Court assistance in judging of the exact position of his ship at the time of the casualty. It accordingly censures him, but expresses satisfaction with his conduct after the accident. The Court acknowledges the good offices of the Chinese navy, but in acting on Mr. Robinson's suggestion in this respect, has given credit only to the gunboat which brought the crew from Keelung, and by what we are sure must have been purely an oversight, left unnoticed the valuable and prompt assistance rendered by the gunboat *Foksching* on the night of the occurrence and afterwards. We hope it will still be possible to extend the Court's recommendation that the Board of Trade should notice these services to both vessels.

We hear that negotiations have been resumed between the Race Club and Recreation Fund, which are likely to result in an amicable adjustment of their differences, and a clear understanding as to their relative positions, rights and obligations. It is therefore improbable that the proposed steps to appeal against the recent decision of the Supreme Court in the matter will be taken.

We have to acknowledge the Customs' returns of trade at Shanghai for the second quarter of 1874. The import of opium shows a slight increase over the corresponding quarter of last year; grey goods the same, but drills and woollens are much less. Iron is about 10,000 piculs short, but lead is nearly five times as great, and tin more than double. Needles are an article of trade capable apparently of indefinite increase, the import for the quarter being 651,320 mille, double last year's, and more than quadrupling that of three years ago. Coal gives 31,659 tons' or about 5,000 in excess of last year. The re-export of opium is on a par with its import, but the same cannot be said of shirtings, though T-cloths and drills appear to have been withdrawn more freely than they were received. The re-export of grey and white shirtings, however, compares favourably with last year; but in T-cloths and drills there has been a falling off. Woollens have not gone off so largely as last year, but then the import has also been considerably less. 21,569 piculs of iron were re-exported, against an import of 44,780, and a last year's business of 28,903; but of lead 31,392 piculs, against an import of 35,781, and a re-export last year of 20,775. Notwithstanding the enormous import of needles noted above, the re-export is only 153,950 mille, or one-half what it was in the same quarter of last year. The issue of transit passes reaches 1,502, against last year 1,291, but much fewer piece goods appear to have been sent inland under them. The revenue is Tls. 30,732 over the corresponding period of 1873, though still Tls. 57,198 under 1872. The tonnage dues have risen Tls. 1,500.

The Governor-General of Chili, in a memorial published in the *Peking Gazette*, gives particulars of the recent capture of a pirate junk by a Chinese gunboat, near Newchwang, and represents that an action of this description, "performed by an officer in command of a steam vessel built by the Chinese Government itself, deserves a more than ordinary reward."

Another of the Foochow built Chinese Government transports, the "No. 15," the second arrival from the same place within the past few days, came into port on the 31st July. She appears to have been but lately launched, and like the *Tchen Hang* (No. 14), which left Shanghai for, we believe, Nanking, has had large temporary cooking houses constructed on deck, capable of preparing "chow-chow" for 600 or 700 men. It is reported that the No. 15 is also bound for Nanking and other ports up the Yangtsze for troops, but for what destination has not transpired.

The U.S. steamer *Monocacy* came into port on the 29th July, and went up to Tunkadoo Dock on the 31st. When steaming past the *Frolic*, the cross tide current caught her bow and swung her round to within twenty yards of the stern of the *Frolic*, on board which the crew were prepared to lower the boat on the stern davits. The moment danger was apprehended on board the *Monocacy* the engines were reversed, and the mishap which had seemed inevitable was averted.

The American three-masted schooner *Almatia* came into port on the 27th July in a disabled condition, having had her spars and head gear carried away during the typhoon of the 17th July, while on her passage from Newchwang to Swatow. She is freighted with a general cargo, and after repairing will resume her voyage.

The steamer *Glamis Castle* came up the river on the 28th July, having been detained outside Woosung for nearly a week by low water on the bar. She had to be lightened of a large portion of her cargo.

FORMOSA.

THE JAPANESE EXPEDITION.

A correspondent of the Hong Kong *Daily Press* writes follows, under date Takow, 26th June:—

On the 21st June a proclamation was posted in Taiwanfoo on the subject of the Japanese expedition. It was issued by the "Assistant Imperial Commissioner for arranging matters in Formosa," and the Taoutai of the island. It runs something like this:—

The Japanese have come to Formosa to punish the Bawtans for the murder of certain Lewchewans. But as the Japanese have remained several months without going away, and are talking of attacking some other savages, namely, those of Pelam, the Emperor has therefore sent the two Commissioners to arrange matters. The Bawtans are certainly guilty, but still it is China's business to punish them, and not Japan's; and the Pelam savages have not only given Japan no cause for complaint, but even earned its gratitude by saving certain shipwrecked Japanese last year. The Assistant Commissioner and the Taoutai are therefore going to Langkiaou to see the Japanese General, who certainly will not be allowed to touch any more tribes. The headmen of the frontier villages are ordered to tell the savages to keep quiet and mind their own business, and the Chinese Government will see that no injury is done to any one who does not deserve it.

This proclamation is of considerable interest, as it is the first public expression by the Chinese authorities of their views on the Formosan question. The line that they have taken is very much that which one thought they would adopt. That is to say, they deny the right of Japan to meddle with Formosa at all, but they show no eagerness to precipitate matters by hasty action. Evidently they will be only too glad if the Japanese can be induced to retire quietly without a collision occurring. The plainly-spoken and authoritative statement that the Japanese will certainly not be allowed to touch any more tribes need not be taken too literally. It is probably meant to keep up the dignity of the writers in the eyes of their own people. China will doubtless use all pacific means to induce Japan to leave the savages alone, not so much because she cares for them, as for the sake of her own prestige. But she will only fight on the more serious question of permanent occupation. The Japanese meanwhile give no sign. It would be easy for them to announce that

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they mean to retire as soon as they have effectually punished the savages; but they do not say so; while on the other hand they carefully abstain from declaring that they intend to stay.

A notification, issued by the United States Consul at Amoy, under instructions from the American Chargé d'Affaires at Peking, has been circulated here. It ordered all citizens of the United States to withdraw from the Japanese expedition, under pain of being arrested and tried for breach of neutrality. This document appeared to us rather startling; as, in the first place, though nearer than anyone else to the scene of action, we were not aware of there being war between China and Japan; and in the second, it appeared that taking part with the Japanese was forbiddden, but not assisting anybody else.

A further communication, dated Takow, 5th July, is as follows:—

The Japanese at Langkiaou have been for some time in a state of inaction, and apparently they do not know what step to take next. They have got possession of the Bawtan territory and the Bawtan villages, and have established inland camps in various places, but they are unable to lay hands on the savages themselves. They cannot therefore be considered to have completed their work, especially as it is not thought safe to move from one camp to another alone, or even in parties of only two or three. Stragglers have been fired at upon several occasions, but fortunately nobody has been killed. The invaders are centainly rather awkwardly situated. They may remain as long as they like in their present position; and yet they will not have any greater hold on the savages, who have undoubtedly found a home among some of their neighbours. At the same time, there will be a touch of absurdity in retaining a couple of thousand soldiers to keep guard against a tribe of savages who, before their numbers were thinned in the various encounters, only consisted of two or three hundred men. If, on the other hand, the Japanese withdraw, the very next day after they weigh anchor the savages will be back in their villages; and the rebuilding of the houses, if they be destroyed, will take but little more time and trouble than their destruction did.

The Chinese Commissioner has returned from Langkiaou after a visit of about five days. When he went to see General Saigo he was for some reason not received. But General Saigo returned the visit next day, and an interview then took place. Neither party has made public what took place at the meeting, but I have heard two accounts, both coming from small Chinese officials who were at Langkiaou at the time. The first is that the Japanese, when requested to go away, said that they could not do so without orders from the Government at Yedo, to which the Chinese Commissioner replied that China would give one month, and if they were not gone in that time the result would be war. The second story says that the Japanese replied to the Chinese demand by saying that they would withdraw if the Chinese would pay the expenses of the expedition, and that the Commissioner gave some answer which was neither an assent nor a distinct refusal. These two stories are not perfectly compatible with each other, but very probably both may contain some germs of truth.

The gunboat *Chang-sing* has just returned after a cruise round the island. She reports everything in *statu quo*. The rumours which were flying about of the occupation by the Japanese of Sau-o Bay, on the north-east coast, the best harbour in the island, and of General Le Gendre's being somewhere in the north with a large force, are entirely without foundation.

FOOCHOW.

The *Herald* has the following:—

H. E. the Futai returned to this port on the 28th inst. from the North. In view of the Formosa difficulty the Lekim and other arbitrary exactions will now doubtless be fully enforced.

Troops are being rapidly pushed forward to Formosa, several thousand men having embarked at this port and Amoy during the week.

A court of enquiry into the conduct of Captain MacNabb, of the late s. s. *Canton*, has honourably acquitted the captain of all blame in connection with the loss of his vessel.

The wreck of the steamer has entirely disappeared, and is now lying in about ten fathoms of water.

HONG KONG.

Our advices by the present mail extend to the 8th August; the P. and O. mail from London June 26 was received on the 3rd August. We take the following items of news from the *Hong Kong Daily Press:*—

A rather novel and exciting scene occurred at the Canton steamboat wharf. As usual, when the Canton steamer arrived, the fish-lan's cargo-boat went alongside before the steamer was moored, and a great quantity of very large Canton fish were shot through a net into it, all alive from the fresh water ponds up the river, when the steamer, to get into her proper berth and clear some cargo-boats which obstructed the fairway, gave two or three sudden turns of her paddle wheels, the commotion from which caught the bottom of the boat full of live fish, and completely capsized her, thus turning hundreds of fresh water fish into the salt water. A stampede then ensued, those Chinese who could swim at once plunging in, and in a minute a couple of hundred of Chinese were diving for the fish, who were struggling to get out of the salt water—an unnatural element to them. Every description of boat swarmed to the scene also in chase after them. The excitement did not end here, for after all or nearly all the fish had been re-caught, some swimming races were contested by the divers, to prove their right to fish caught in cases when two or three had arrived on the scene at the capture of one.

We understand that an addition to the various improvements which have of late been made in the Public Gardens is in contemplation, in the form of an aviary. This, when completed, will no doubt form an interesting and instructive feature, as many curious specimens of birds can be obtained in these parts with little trouble.

The Russian Government has given orders to the general commanding the Cossack army in Siberia to found a Russian colony on the Chinese frontier south of Semipalatinsk, in the course of this summer, by assigning that place as a habitation to fifty Cossack families. If possible the new colony is to be peopled with volunteer settlers. Supposing, however, a sufficient contingent of volunteers not to be forthcoming the requisite number of families is to be told off by lot.

SUPREME COURT.—AUG. 4.

Before the Hon. Chief Justice (Sir JOHN SMALE) and Mr. Justice SNOWDEN.

KRESSER AND OTHERS V. JARDINE AND OTHERS.

Mr. Justice Snowden delivered the following judgment of their lordships in the above case:—

"The plaintiffs in this bill are the trustees of the firm of Dent and Co., under a deed of assignment made May 8, 1868. The defendants are Messrs. Jardine, Matheson, and Co., represented by Mr. Whittal, as their managing partner, in Hong Kong. The defendants and the firm of Dent and Co. were in the years 1865, 1866, and 1867 co-partners and shareholders with other persons in two companies formed for the purpose of marine insurance—the Canton and Triton Insurance Companies. The former was conducted at Hong Kong by Jardine, Matheson and Co., Mr. Whittal being the general manager; the latter was conducted in Calcutta by Messrs. Jardine, Skinner and Co., for whom Mr. Whittal was the special agent at Hong Kong, to receive and divide the profits divisable amongst the shareholders. These companies were formed as companies for one year only, so that in fact there were three companies. Each company was wound up at the end of the year, the accounts were taken, a balance struck, and the amount payable to each shareholder in respect of his share of the profits in the partnership for each year ascertained. This having been done, it became the defendants' duty, as managers of the Canton, or as such special agents for the Triton Company, to pay to each shareholder in Hong Kong his ascertained share of the profits. The profits and dividends for the years 1865, 1866, and 1867 were received by the defendants, who claim to retain a part of the profit due to Dent and Company before the making of the deed, as having been equitably assigned to them as a security for money advanced, or on the ground that it became a mutual debt within the meaning of Section 125 of the Bankruptcy Ordinance No. 4 of 1865, which they have a right to set off against a debt due to their firm from Dent and Company. The plaintiffs pray that under the circumstances it may be declared that there was not an equitable assignment of this fund, or that the defendants may not be allowed to retain it under the Mutual Credit Clause of the Bankruptcy Ordinance No 5 of 1864, Section 125. It would seem from Field *v.* Megan, Law Report 4 C.P., p. 680, and other cases, that there must be either verbally or in writing a distinct unequivocal engagement that a particular fund shall be made iable for a particular debt, it may possibly be doubted whether, although there was an agreement that these shares should be with other property liable to secure the debt, such an agreement constituted an equitable assignment absolutely pledging the shares to secure this debt. We do not entirely concur in opinion on this point, nor indeed is it necessary to come to a concluded decision upon it. Next comes the question was there between the parties what are described as mutual credits or mutual debts. The fact that the debt was in existence as soon as the money reached Mr. Whittal's hand, and that there was not merely a credit in existence between the parties ultimately to become a debt, simplifies the matter, and relieves us from the necessity of referring to recent leading cases on the subject of mutual credits, namely, Young *v.* the Bank of Bengal, Moore, P.C. 750; Navraowge *v.* the Chartered Bank of India, 3 Law Report C.P. 444; or Astley *v.* Gurney, reported in 4 Law Report C.P. 714. Nor is any question raised in this petition as to when, with reference to the deed of assignment, these m oneys were received; or when notice of an Act of Bankruptcy reached the defendants. We have only to decide whether these dividends and profits of the Canton and Triton Insurance Companies formed a debt in the hands of Messrs. Jardine, Matheson, and Co., which they were entitled to set off against the balance of £90,000 due to that firm from Dent and Co., and we are of opinion that they were. We have considered the question of costs carefully, and think that had there been clear proof of an equitable as-

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signment, and an equitable assignment only, it would be hard on the plaintiffs to saddle them with the expenses of this suit, that being the view in accordance with the decision of Sir J. Stuart in Gurnell *v.* Gardner, Jurist. p. 220, because they would rely naturally on Mr. Dent's recollection, and he was unable to call to mind anything of the kind. As, however, we find that this was a mutual debt, which they ought to have known, Messrs. Jardine would be entitled to set off against the deficiency on the advance. We have come to the conclusion that the defendants are entitled to their costs in defending this suit.

PHILIPPINES.

MANILA.

The *Diario de Manila*, after stating that the steamers of the new China Australian line are to touch at Manila on their voyages to and from Australia, and that commercial relations have for many years existed between Sydney, Melbourne and Adelaide, and the Philippines, thus describes their nature :—

"The great refineries established in Australia, which are amongst the first in the world, prepare considerable quantities of sugar from raw material derived from this country. Manila cigars were also much esteemed there, although their consumption has, we are informed, become less since those of the class called second Havannas have been made of less weight than formerly ; now, that country is an excellent market for cigars of other kinds. Besides sugar and cigars, our hemp, and other produce are sold to advantage in Australia. From that country there have been imported hither, several times, small quantities or wheat and flour of very superior quality."

The *Diario* further says that when these steamers touch at Manila, the long standing commercial relations between that port and Australia will be strengthened and extended, and also expresses the hope that these vessels may be warmly welcome, and meet with every facility at Manila.

Six capitalists at Manila have formed a company to work the coal mines of the province of Albay, belonging to a person well known in these islands. We understand that the capital embarked to make a beginning with the work amounts to $60,000. We are very glad to publish this news because of the great end in view, namely, that of turning to account one of the great sources of wealth of this archipelago in order to avoid having to import from abroad what it has in abundance and of excellent quality. We congratulate the parties who have set the undertaking on foot, and also those who have taken it in hand by making the spirit of association a reality.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 17th August ; no later mail from London had been received.

The *Straits Times* of 14th August has an article on the "Malayan Tin Mining Company," and Mr. R. B. Read, in a letter the following day, says :—

The civilising effect of the company will soon benefit the place, and cannot, as you seem to imagine, weaken the hands of Government ; it must strengthen them, and very materially. Why, then, the delay that you counsel ? Salangore is miserably poor and languishing, and here is a company ready to work the quantity of tin now lying useless. It will introduce hundreds of industrious Chinese labourers under intelligent European supervisors, and must ultimately tend to increase the general commerce between Singapore and the peninsula. Why, therefore, delay when so much good can be done ? I can only hope —and I think every reasonable man, free from prejudice and jealousy, must do so likewise—that the company will commence working as soon as possible.

The following has been made public in the Straits :—

Sir,—I transmit to you copies of rules respecting the acceptance by public officers of presents from native chiefs and others, which will be inserted in the Colonial Regulations. They correspond in substance with those which are laid down and acted upon in India.

It is desirable that full publicity should be given to these rules, and that where applicable they should be systematically enforced.—I have, &c., (Signed) CARNARVON.

The Officer Administering the Government
of the Straits Settlements.

PRESENTS.—CHAPTER XVII.

421—1. Governors, Lieutenant-governors, and other servants of the Crown in a colony are prohibited from receiving presents offered for their personal acceptance by kings, chiefs, or other members of the native population, in or neighbouring to such colony.

422—2. When such presents cannot be absolutely refused without giving offence, they are to be delivered up to the Government. To this rule there can be no exception unless with the express sanction of the Secretary of State.

423—3. When presents are exchanged between Governors or other officers acting on behalf of the Colonial Government in ceremonial intercourse with native chiefs, rulers, or others, the presents received must be credited to the Government, and such return presents as may be sanctioned by the Secretary of State will be given at the Government expense.

The *Government Gazette* announces that Mr. H. D. Dent assumed charge of his duties as Superintendent of Prisons on the 6th August.

The average note circulation of the local banks during July was :—Oriental Bank, $273,000 ; Chartered Bank of India, Australia, and China, $622,475 ; Chartered Mercantile Bank of India, London, and China, $466,880.

A fatal accident occurred at the Patent Slip and Dock Company's Dock. The steamer *Fair Penang* is undergoing repair there, and while the master of the vessel was crossing the gangway plank connecting the vessel with the shore it slipped, and he and others on the gangway were precipitated from a height of about twenty feet into the bottom of the dock. The captain almost miraculously escaped with a sprained ancle and a few bruises, but a Chinese workman was instantly killed, his skull being fractured.

The *Sarawak Gazette* on the subject of labour says :—The Batang Lupars are also very wealthy, owing to their perseverance in collecting jungle produce ; they have also lately shown their willingness to work by offering their services to the engineer engaged in opening out the Lingga coal field. The labour of road making, clearing and carrying the sample 300 tons of coal through the jungle has been performed by them in a manner most satisfactory, and at contract prices considerably under that asked by either Chinese, Boyans, or Malays.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

YOKOHAMA.—During the first portion of the interval the market had remained quiet, owing probably to the unsatisfactory advices received from New York, but further heavy arrivals coming forward native dealers showed more disposition to meet the views of buyers, the result being a concession of $2 to 3 per picul on all grades. This led to an active resumption of business, and settlements of no less than 12,000 piculs during the fortnight, at about a basis of $35 to 37 per picul for strict Good Medium. A few of the common qualities had come to hand, but choice Teas remained scarce. The P.M.S.S. *Colorado* left on the 19th July with 266,163½lbs. for New York, 21,674lbs. for San Francisco, and 29,250 lbs. for other ports. The following vessels had also sailed for New York :—S.S. *Pleiades* on the 21st, with 319,426 lbs.; s.s. *Bengal* on the 23rd, with 275,693 lbs.; and ship *S. G. Reid* on the 28th, with 505,941 lbs. from this port. Quotations :—Common, $25 to 27 per picul ; Good Common, $28 to 30 ; Medium, $31 to 33 ; Good Medium, $35 to 37 ; Fine, $38 to 41 ; Finest, $44 to 48 per picul. Export from 1st May to date, 4,542,506 lbs., against 2,508,316 lbs. to corresponding date last season.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report says :—Arrivals for the week have been about 30,000 chests, nearly the whole of which have been forwarded direct to Shanghai. Settlements amount to 1,728 chests and 5,104 half-chests, particulars of same being :—688 chests 2,442 half-chests 200 boxes at 1s. 4½d. to 1s. 5½d. per lb. ; 1,040 chests 2,662 half-chests at 1s. 1½d. to 1s. 4d. There is no decline in prices to notice. Latest advices from Shanghai report lower rates, and Teamen have made a show of reducing prices here, but the quality of the leaf on offer considered, we are unable to report any decline. Sales, such as they are, are Cheong-sow-kai Tea, Tls. 19½ to 22½ ; Oonfar, Tls. 20 to 22 ; Soong-yong, Tls. 20 to 21½ ; Toong-shan, Tls. 19½ to 21½ ; Nip-car-see and Lee-ling, Tls. 17 to 17½, and mixed Shuntam leaf, Tls. 15 to 15½ per picul. Customs export to July 27 :—Hankow Tea, 39,953,348 lbs., against 41,377,525 lbs. last year ; re-export Kiukiang Tea, 8,306,798 lbs., against 7,247,771 lbs. ; total, 48,260,146 lbs., against 48,625,296 lbs. Taking Customs figures, which are the most reliable guide, there will apparently be very little difference in our first and second crop as compared with last year. Third crop leaf will probably be arriving during the next week, and this by all accounts is likely to prove of more than average quality. Prices are high up country, and if they rule the same here or in Shanghai there is not likely to be any falling off in our total export for the season. From Kiukiang the export is about a million in excess of last year, or 14,511,000 lbs., against 13,575,000 lbs.

SHANGHAI.—Black : There had been a large business during the week and the quotations of last mail had, as a rule, been fully maintained. Arrivals, though considerable, had not equalled the settlements, and the stock had been a little reduced. It will be noticed that the figures of export compared favourably with those of last season. Settlements, 28,347 chests ; stock, 37,000 ; prices paid :—Oopacks, &c., Tls. 21 to 27; Oonams and Oonfaas, Tls. 17 to 26 ; Hohows and Ningchows, Tls. 19 to 36. Green : There had been only a moderate demand for Pingsueys at about former rates, some common ones being again cheaper. Several chops of new Teenkais had been shown, and a few settlements made at Tls. 40 to 47. The higher priced chops were about Tls. 3 dearer than at the beginning of last season. Fychow and Taiping kinds had sold to a small extent at Tls. 34 to 36. Settlements :—Fychows and Teenkai, 2,167 half-chests at Tls. 34 to 47 ; Pingsueys, 9,049 half-chests, at Tls. 29 to 43 ; Shanghai packed, 1,052 half-chests at Tls. 30 to 42 ; total, 12,268 half-chests. Export to Great Britain to date (lost cargoes not included) :—

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	1874-1875.		1873-1874.
Black	36,031,516 lbs.	against	38,131,376 lbs.
Green	1,298,136 „	„	2,144,990 „
	37,329,652		40,276,366

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says :—A steady business has continued during the week, and although purchases fall short by some 5,000 chests of the former one, rates have been fully maintained in all grades. Buying has been general, and a great portion of the settlements have been taken for the Colonies, whilst small purchases have been made for the Continent. Arrivals and settlements for the week are :—Congou : arrivals 28,900 chests, settlements 32,996 chests ; Souchong : arrivals 1,270 chests, settlements 2,175 chests ; Oolong : arrivals 7,520 ½-chests, settlements 1,082 ½-chests ; Flowery Pekoe : arrivals 200 chests, settlements 225 chests ; Scented Teas : arrivals 4,700 boxes, settlements 624 boxes. Congou : Buying has continued on much the same scale as last quoted ; with one exception, in common to good common, a decided rise has taken place, and this grade now shows fully Tl. 1 per picul worse value than it did a week since. Broken leaf and low descriptions have been freely operated in, chiefly for the Colonies. The second crop Teas continue to show inferiority over last season's. Souchongs have been freely taken at previous rates ; the choice parcels have now nearly all been cleared off. Oolong : A line of 7 chops has been settled at Tls. 23 short, the purchase showing a marked rise upon last quotations. Flowery Pekoe : The small quantity settled is destined for the Continent. Scented Teas continue to be freely dealt in ; a slight reduction is at times noticeable, but prices as a rule continue full. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 24,889,552 lbs., against 20,058,422 lbs. To America, 154,936 lbs., against nil. To the Colonies, 6,921,594 lbs., against 7,514,737 lbs.

SILK.

YOKOHAMA.—There had been a dragging market during the fortnight. Buying had been very irregular and confined to a few, and dealers for the most part had been reluctant sellers. An advance had been paid for a few parcels of better quality ; for the bulk, prices had ruled about as before. A little had been done in old Taysaam sorts. Settlements, from 1st July to date, 400 bales, against corresponding period, season 1873-74, 1,100 bales ; ditto 1872-73, 2,100 bales ; ditto 1871-72, 1,300 bales ; stock, 250 bales new, and 300 bales old.

SHANGHAI.—During the week fully 2,000 bales had been purchased, chiefly for Continental orders, at prices showing little or no change as compared with last quotations. Total settlements since 1st June, 20,500 bales. The following were some of the reported purchases :—Yah Kee, Chop No. 2, Tls. 410 ; Tso Ping's Chick, No. 3 and 3½, Tls. 397½ and 375 ; Dragon, No. 3½, Tls. 350 ; Gold Lion, No. 1, Tls. 365 ; Clouded Dragon, No. 4, Tls. 340 ; Kukee's Chin Jan and Kin Hock, Tls. 342½ and 312½ ; Beautiful Woman, No. 2, Tls. 320 ; Buffalo, No. 2, Tls. 320 ; Double Phœnix Ting-foong, Tls. 320 ; Mow-foong Elephant, Tls. 307½ ; Market, No. 4 Tsatlees, Tls. 300 to 320 ; Common, No. 4 Tsatlees, Tls. 235 to 250 ; Tsing-changkee's Vung Yuen, Tls. 280 ; Market and Common Kahing Taysaams, Tls. 215 to 260 ; Tiki and Coarse Taysaams, Tls. 215 to 270 ; Sewhings (Long reel Taysaams), Tls. 210 to 230 ; Hangchow Tsatlees, Tls. 240 to 270 ; Laeyangs (skeins), Market classes, Tls. 200 to 215 ; Market re-reeled Hainings, Tls. 320 to 400 ; Han-quong-shing's re-reeled Hainings, Tls. 417½ ; Market re-reeled Tsatlees, Tls. 295 to 350 per picul. For Koo-fong-sing's chop 3 Tsatlees Tls. 400 per picul were asked, for Blue Elephant Tls. 315 per picul, and for Red Peacock Tls. 305 per picul—but as there was great anxiety on the part of holders of all classes of silk to realise, lower rates than these would doubtless be accepted. Arrivals had continued on a liberal scale, and the unsold stock had increased to 16,000 bales. A fair demand existed for the American market. About 50 bales chop Tsatlees Nos. 1 and 2, and about 200 bales of re-reeled Hainings and Tsatlees (market grades chiefly) had been purchased. Prices paid showed little change, although silk was eagerly pressed for sale by the Chinese.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
June 6 ...	Ada	Hankow ...	988,129
„ 16 ...	Cutty Sark	„ ...	1,270,651
July 8 ...	Lammermuir	Shanghai ...	1,340,000
„ 17 ...	Thermopylae	„ ...	1,200,000
„ 22 ...	Glamis Castle (str.) ...	„ ...	2,000,000
„ 25 ...	James Sheperd	„ ...	1,000,000
„ 26 ...	Malwa (str.)	„ ...	1,000,000
Aug. 7 ..	Priam (str.)	„ ...	1,700,000
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 9 ...	Teheran (str.)	„ ...	1,200,000
„ 18 ...	Kaisow	„ ...	1,100,000
„ 22 ...	Lothair	„ ...	1,300,000
„ 22 ...	Leucadia	„ ...	1,400,000
„ 22 ...	Wylo	„ ...	1,300,000
„ 23 ...	Glenroy (str.)	„ ...	2,000,000
Sept. 6 ...	Mirzapore (str.)	„ ...	2,000,000
July 22 ...	Cheops (str.)	Foochow ...	1,600,000
„ 28 ...	Ascalon	„ ...	1,000,000
„ 28 ...	Sir Lancelot	„ ...	1,200,000
„ 28 ...	Dartmouth	„ ...	900,000
Aug. 6 ...	Cassandra (str.)	„ ...	1,500,000
„ 6 ...	Norman Court	„ ...	1,100,000
„ 6 ...	Forward Ho !	„ ...	1,400,000
July 8 ...	Deerhound	Canton ...	657,684
Aug. 13 ...	Egeria (str.)	„ ...	1,000,000
„ 13 ...	Montgomeryshire (str.) ...	„ ...	1,200,000
„ 22 ...	Faith	„ ...	700,000
„ 22 ...	Golden Spur	„ ...	900,000
„ 29 ...	Pekin (str.)	„ ...	1,000,000

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to July 31, 1874	38346326	24383389	182622	7882804	70755141	11456
From June 1, 1873, to July 31, 1873	35743815	16033573	—	6735077	59111465	7634

Shipments since last report, and included in above total :—

June 23	per Japan (str.)	From Shanghai	...	356,251	
— 27	... Canton (str.)*	... Foochow, &c.	...	1,830,507	
— 28	... Crocus (str.)	... Foochow	...	2,286,981	
July 3	... Deerhound	... Canton	...	657,684	
— 4	... Venetia (str.)	... Shanghai, &c.	...	776,294	
— 6	... Sarpedon (str.)	... Do.	...	1,636,518	
— 7	... Menelaus (str.)	... Shanghai	...	939,017	
— 8	... Lammermuir	... Do.	...	1,340,857	
— 11	... Peiho (str.)	... Shanghai, &c.	...	806,350	
— 11	... Cathay (str.)	... Do.	...	994,027	1,925
— 14	... Thermopylæ	... Do.	...	1,315,825	
— 14	... Menelaus (str.)	... Foochow, &c.	...	1,010,945	
— 15	... Orion (str.)	... Do.	...	2,202,590	
— 16	... Dartmouth	... Shanghai	...	1,241,848	
— 17	... Sir Lancelot	... Do.	...	1,149,957	
— 18	... Glenlyon (str.)	... Hankow	...	1,294,761	
	Do.	... Shanghai	...	1,039,506	
— 18	... Ajax (str.)	... Shanghai, &c.	...	1,694,917	223
... 22	... Cheops (str.)	... Foochow	...	1,751,857	
— 24	... Ascalon	... Shanghai	...	1,234,143	
— 25	... Donuai (str.)	... Canton	...	77,905	1,925

* Lost in the Min.

TO THE CONTINENT.

	Bales.
From June 1, 1874, to July 31, 1874	3816393	5718
Do. do. 1873, to July 31, 1873	4054290	3020

Shipments since last report, and included in above total :—

July 11	per Peiho (str.)	From Shanghai	...	8,624	
— 17	... Tchihatchoff (str.)	... Hankow	...	1,354,327	
— 18	... Cathay (str.)	... Shanghai	...	7,269	
— 19	... Ajax (str.)	... Do.	...	—	1,100
— 25	... Donnai (str.)	... Shanghai, &c.	...	104,200	1,370

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to July 31, 1874	6088003	541
Do. do. 1873, to July 31, 1873	2457935	776

Shipments since last report, and included in above total :—

June 20	per China (str.)	From Yokohama	...	494,973	
— 22	... P.M.Str.	... Shanghai	...	—	203
— 23	... Granada (str.)	... Yokohama	...	337,376	
— 26	... Vasco de Gama (str.)	... Do.	...	547,067	
— 27	... Venetia (str.)	... Shanghai	...	8,423	
	Do.	... Amoy	...	33,634	
July 2	... P.M.Str.	... Shanghai	...	356,631	
— 7	... Do.	... Do.	...	1,160	
— 8	... Altona (str.)	... Yokohama	...	519,799	
— 11	... Colorado (str.)	... Canton	...	88,454	
— 14	... Kate Carnie	... Do.	...	14,000	
— 18	.. Cathay (str.)	... Amoy	...	11,780	
— 18	... Ajax (str.)	... Shanghai	...	167,501	
— 22	... Golden Age (str.)	... Do.	...	690,181	153
— 25	... Japan	... Canton, &c.	...	354,821	

TO AUSTRALIA.

From June 1, 1874, to July 31, 1874	5,959,406
Do. do. 1873, to July 31, 1873	6,878,784

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2¼d.	4s. 2¼d.
Shanghai „	5s. 8½d.	5s. 9½d.	5s. 9½d.
Canton „ ...	4s. 2¼d.	4s. 2¼d.	4s. 2¾d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2¼d.	4s. 2¼d.	4s. 2¾d.
Manila „	4s. 0½d. to 4s. 1d.	4s. 0¾d. to 4s. 1¼d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 207	224½
„ Hong Kong	27 to 27¼ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	„ 73.4.7	¾ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 9 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. premium
Hong Kong Fire Insurance Company, $317½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 92½ per share.
China Fire Insurance Company, $28 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 84 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8½d., at Hong Kong 4s. 1¾d., at Batavia F.11.77½, at Singapore 4s. 2d.

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, July 30, Eliza Shaw; Sept. 16, Paris (str.); from Liverpool, 24, Priam (str.).

At HONG KONG and CANTON.—From Cardiff, Aug. 6, Morning Light; from London, Sept. 17, Sir Harry Parkes.

At MANILA.—From Leith, July 28, Mactau (str.); from Hamburg, 29, Coquette.

At SINGAPORE.—From Liverpool, Aug. 13, Bertie; 14, Cameo; Sept. 15, Emiliano (str.); 17, Ulysses (str.); from London, 17, Western Chief.

DEPARTURES.

From YOKOHAMA.—For New York, July 21, Pleiades (str.); 23, Bengal (str.); 28, S. G. Reid.

From SHANGHAI.—For London, July 26, James Shepherd.

From FOOCHOW.—For London, July 26, Norman Court; 30, Cassandra (str.).

From HONG KONG and CANTON.—For London, Aug. 7, Priam (str.).

From MANILA.—For Channel, f.o., July 24, Freja (str.), for Barcelona; for New York, 19, Helena.

From SINGAPORE.—For London, Aug. 14, Meteor.

VESSELS PASSED STRAITS OF SUNDA.

Aug. 5, Merse, Manila to London.

FREIGHTS BY TELEGRAM.

At SHANGHAI.—To London, 70s. by steamer; to New York, 70s. by sailing vessel.

At FOOCHOW.—To London, 70s. by sailing vessel, 60s. by steamer; to New York, 80s. to 90s.

At HONG KONG and CANTON.—To London, 60s. by steamer.

LATEST TELEGRAMS.

THE FORMOSA OCCUPATION.

SHANGHAI, SEPT. 17.—Contrary to the rumours that have been current, the difficulty between China and Japan, created by the Japanese expedition to Formosa, is still unsettled.

THE CABLE TO YESSO.

YOKOHAMA, SEPT. 16.—The Great Northern Telegraph Company yesterday completed the laying of the Government cable between Nipon and Yesso.

KASHGAR AND CHINA.

(THE TIMES CORRESPONDENT.)

BERLIN, SEPT. 13.—Kuli Beg, the son of Yakoob, the Ameer of Kashgar, after his victory over the Chinese, occupied the towns of Urumtched and Manasse, north of the Gelesna Ridge and east of the Russian Province of Kuldja, which is thus relieved from the threatened danger of a Chinese attack. The conquered towns being about 250 miles east from the extreme limits of the Kashgar territory, it follows that the intervening district is practically, if not absolutely, under the sway of Yakoob, whose dominion has thus been very considerably increased. The date of the collision is unknown.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BURKILL—On the 29th July, at Shanghai, the wife of A. R. Burkill, of a son.

FORDE—On the 13th Sept., at Wimbledon, Surrey, the wife of Henry C. Forde, of a daughter.

GOTT—On the 12th Sept., at the Vicarage, Leeds, Mrs. John Gott, of a son.

GOWER—On the 6th Sept., at Villa Trevi, West Dulwich, the wife of S. J. Gower, late of China, of a son.

KIRCHSTEIN—On the 24th July, at Chefoo, Mrs. L. Kirchstein, of a son.

WATSON—On the 14th July, at Swatow, the wife of W. Watson, of I.M. Customs, of a daughter.

MARRIAGES.

CALICE—CASTELLAIN.—On the 10th Sept., at St. Mary's, Grassendale, by the Rev. John Evans, Vicar, and the Rev. Charles Parnell, Vicar of St. Margaret's, Liverpool, Henry Joseph Aloysius, Baron Calice, of Bucharest, Minister Resident in the Imperial Austro-Hungarian Service, K.C.I.C., &c., to Maria Louisa, only daughter of Alfred Castellain, J.P., of Aigburth, Lancashire

ROTHMUND—HARRIS.—On the 29th July, at the German Legation, Yedo, and by the Rev. E. W. Syle, at the Episcopal Church, Yokohama, Edward Rothmund, of Hamburg, to Maria Searle, daughter of the late Joseph Harris, of London.

WARREN—ATKINS.—On the 12th Sept., at Queenstown Church, by the Rev. John D. Penrose, uncle of the bride, assisted by the Rev. M. C. Collis, D.D., Rector of the parish, Commander J. B. Warren, R.N., second son of the late Sir John B. Warren, Bart., of Warren's Court, County Cork, to Mary St. Leger, second daughter of the late Major St. Leger Atkins, Water Park, County Cork.

DEATHS.

BLUMBERG—On the 25th July, at Yokohama, Henry J. Blumberg, late lieutenant 5th Dragoon Guards.

GARDNER—On the 17th July, washed overboard with six of the crew of H.M.S. *Kestrel*, from the wrecked steamer *Laptek*, at Formosa, China, Lieut. Charles Gardner, R.N., youngest son of Francis G. Gardner, of Longton-grove, Sydenham, aged 26.

HABER—On the 11th Aug., killed at Hakodadi, Japan, Consul Ludwig Haber, aged 31 years.

HEDGES—On the 11th Sept., at Finchley-road, St. John's-wood, Emma Honor, wife of J. B. Hedges, of Colombo, Ceylon, and Fairmile-park, Cobham, Surrey, aged 30.

JONES—On the 10th Sept., at Shanghai, China, Julia Anne, the beloved wife of James Jones, of the Imperial Maritime Customs, aged 25 years.

LUND—On the 23rd July, at Bangkok, Siam, Jacob Wilhelm Lund, Master of the Siam bark *Dudu*, aged 46½ years.

POWER—On the 12th Sept., at Ventnor, aged 50 years, Frances Sarah Jane Power, widow of the late Julius Charles Power (formerly of Hong Kong).

SARGENT—On the 12th Sept., at Oxford, Florence, infant daughter of Col. Sargent, C.B., Commanding Brigade Depot.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 16, at Falmouth, from Rangoon, Nostre Padre; 17, Annie Lorway; from Bassein, Zehlima; from Rangoon, Elise and Mathilde; off Falmouth, Zouave; 16, at Liverpool, from Bassein, Wimbledon; 17, Botanist, Chrysolite; from Rangoon, Baccus; 13, at Bremerhaven, from Rangoon, Francis B. Fay; at New York, from Singapore, Codan; 18, at London, from Akyab, Lady Octavia; Emily Agusta; 17, off Dungeness, from Akyab, Hankin Haakensen; at Falmouth, from Rangoon, Etta; 18, Amicizia Savona; from Akyab, Dolen; at Liverpool, from Singapore, Kedron; from Rangoon, Albertine; Pontiac; off Queenstown, from Bassein, Belpore.

DEPARTURES.—Sept. 18, from London, for Singapore, Java, &c., Banca (str.); for Singapore, China, &c., Nankin (str.); 16, from Cardiff, for Singapore, Deutchland; from Newcastle, for Penang, Ella Beatrice; 18, from Liverpool, for Yokohama and Hiogo, Mora.

SPOKEN.—Caroline (barq.), Colombo to London, Aug. 23, 27 N., 39 W., 82 days out.

MISCELLANEOUS.—The Montgomeryshire (str.), from Foochow to London, proceeded from Port Said Sept. 16, after having been detained three days in quarantine; Glamis Castle (str.), Shanghai to London, in Suez Canal, Sept. 19.

The question of deviation of voyage has again been called up by the steamer *Canton* having called in at Foochow, after signing bills of lading in Shanghai for London, without any reference to calling at Foochow to fill up. The loss of this vessel and cargo in the river Min will be remembered by our readers as a most disastrous loss, and one that underwriters would in all probability have escaped had she proceeded on her voyage from Shanghai. At any rate they should not be called on to pay losses for which they have not been paid proper premiums. The rate for calling at Foochow would, we presume, have been 10s. extra. It is high time some resistance was offered against the payment of such claims.

The 77th Regiment, stationed at Chatham, has been ordered to supply a reinforcement of 140 non-commissioned officers and men for the 57th Regiment, which is serving in Ceylon. The detachment is to leave England about the end of next month.

MR. JAMES ALLAN.—It is with regret we have to announce the death of Mr. James Allan, the Senior Managing Director of the P. and O. Company. Associated with Mr. Wilcox and Mr. Anderson in the steam companies which led to the establishment of the P. and O. Company in 1840, the deceased was appointed its first secretary. In 1848 he proceeded to Calcutta to put the agency on a better footing, and on his return was appointed Managing Director, which post he continued to fill until his death, which occurred on the 15th inst., at Campshill House, Lewisham. The kindness of his disposition and general benevolence had endeared him to a large circle of friends, who will mourn his loss. His remains buried on the 19th inst., at the new Lee Cemetery. Mr. Allan was in his sixty-fourth year, and leaves a widow, two sons, and two daughters.

THE Circular of Mr. Sam Mendel of the 18th says:—Since Tuesday the Manchester market has steadily maintained the improved tone then noted, though there has been no absolute increase of business, owing to the divergence between the views of buyers and sellers, the latter basing their demands on the greater activity in, and upward tendency of prices of Cotton, but the former finding no encouragement in foreign advices to enter into operations at any advance on late rates. To-day the firmer feeling has become more marked, and prices more decidedly against buyers in the transactions that have taken place.

TRIAL TRIP.—On the 14th inst. the steamer *Normanby* went on trial between the Cloch and Cumbrae lights, and in spite of the heavy gale attained a speed of thirteen knots. The *Normanby* was built and engined by Messrs. Henderson, Coulburn, and Co., for the Eastern and Australian Mail Steam Company, for their new line from Singapore to Australia, *via* Torres Straits, and is a sister ship to the *Somerset*. These steamers are 1,000 tons register, and are fitted with the builders' compound engines of 180-horse power, nominal. The London agents are Messrs. MacTaggart, Tidman, and Co.

THE Messageries Maritimes steamer *Meikong*, with the present inward French mails, arrived at Marseilles on the 15th inst., at 5.0 P.M. She brought seventy-eight passengers and a general cargo, including 657 bales of silk, 17,420 packages of tea, 220 bales of cotton, and 1,058 packages of sundries for London, which part of her cargo will be forwarded to its destination per Company's steamer *Indus*, due in London on or about the 28th inst.

THE Pacific Mail Company's new steamer, the *City of Pekin*, is anchored off Boston, and has been visited by the Municipal officers and a large number of people. The vessel was gaily decorated and a lunch prepared on board. The *City of Pekin* will shortly make a further test of her speed previous to proceeding to the San Francisco and China line.

ADVICES received from San Francisco state that the Supreme Court has decided that the State law which regulates immigration is constitutional, and that therefore the twenty-three Chinese women brought there in the *Japan* must be returned to China.

THE China Trans-Pacific Steamship Company's steamer *Vasco de Gama* arrived at Yokohama from Hong Kong on 10th inst., and sailed for San Francisco 12th inst.

THE Japanese Legation will remove to 9, Kensington Park-gardens on the 1st proximo.

CAPTAIN MCNABB has been succeeded in the command of the *Nankin* by Capt. M. Brace.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 21, 1874.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.

IT is one of the characteristics of this age that the bonds of society throughout the leading Western nations are becoming more closely united by international friendly associations, in their political, scientific, and social spheres, where questions at issue may be amicably discussed and settled. There is no necessity to enumerate these, but we may especially refer to the British Association for the Advancement of Science as the parent of many similar and kindred institutions in Europe and America that have been founded since its inauguration. Notwithstanding the comprehensive range of subjects embodied in their annual programmes it has been felt that there was a deficiency in overlooking the important themes of philology, which engross the attention especially of learned Continental *savants*. That omission is now filled in a manner which would have scarcely been calculated on a few years since. It does not consist merely of one or two sections added to existing international associations, but it comes before us as an independent Congress of Orientalists desirous of following in the footsteps of their Occidental *confreres*, and working zealously for their friendly receptions. As a rule the study of languages is dry, and not, generally speaking, of an inviting character. But when these have been dead for ages, and the tablets of their characters have to be exhumed from *debris* of extinct cities in mutilated fragments, with inscriptions that to ordinary persons could scarcely be deciphered in the Roman letter; then the genius of a RAWLINSON, SMITH, or OPPERT, interprets the cuneiform letters, and the dull study of a dead language becomes intensely interesting. Indeed, as Sir HENRY RAWLINSON remarked in his excellent address as President of the Semitic Section, the interpretation of Assyrian by English philologists partook more of the "sensational, rather than "the practical branch of the inquiry, and had thus built "up a superstructure on insecure foundation." Be that as it may, the public at large are indebted to the learned President and other Assyriologists in this country and on the Continent for what they have deciphered regarding the written and spoken language of ancient Nineveh and Sennacherib, which unfolds the history and life of a people that has been obscure for ages. In this sense the study of extinct languages is not dull, and though the interpretations may partake of the "sensational," doubtless these will stimulate new students to aid in the task of decipherment who otherwise would not perceive sufficient interest in the pursuit, or those who have the means to contribute to the outlay in new fields of discovery.

Regarding the transactions of the Turanian Section, which includes the Chinese and Japanese languages, as coming specially within the scope of our Journal, the former was chiefly represented by two of the most learned sinologues from China, the Rev. Mr. EDKINS and the Rev. Dr. LEGGE, with M. LEON DE ROSNY from Paris. Mr. EDKINS had prepared a paper on "The State of the Chinese Language at the time of the Invention of Writing," but, in consequence of the pressure on the section, all papers were taken as read, and the writers to give only a brief oral sketch of their contents. This was done by Mr. EDKINS in a lucid and interesting manner. He supported the statements of the Chinese linguists that the written character was invented between 3,500 and 4,000 years ago. In reply to those who disputed this statement he very logically said that even if that was an exaggeration, yet centuries must be allowed for the primitive characters, which were simply outline drawings, to become mature, so as to form a comprehensive dictionary. All unprejudiced philologists will agree with the learned gentlemen in this view, for it stands to reason that no language, either oral or written, sprung at once into existence as a full fledged tongue. He also gave it as his opinion that at the time of the invention of Chinese writing the oral language accorded with the characters, without the differences in "tones" which distinguish the speech of the Chinese at the present day from the written characters. These tones have arisen from time to time in the colloquial dialects where the people generally had not the genius to form fresh characters for new ideas, and so in altering the sound by elevating or depressing the voice, the vocabularies increased. Mr. EDKINS illustrated some of his views by showing the Chinese characters on a board, as an index to the sound of the words at the time of the invention, also to the nature and extent of the vocabulary then in use.

As to Japanese, it may be said not to have been represented at either of the meetings or in this section, as no paper was read on that language, and the only native of Japan present was the delegate, who took no active part in the proceedings, and did not understand English. It was a very different matter at the Parisian meetings, for disquisitions and discussions on the Japanese language occupied nearly half the time the session was in action, while the MIKADO'S Minister for France, and several other members of the Legation, took an active part in the proceedings, which lasted four *seances* out of the nine. This preponderance given to one language was injudicious, as it exhausted the subject, leaving little or nothing for the London Congress to discuss; and hence we presume the comparative absence of Japanese philology at the Turanian Section. "On the Study of Turanian Languages," however, there were numerous speakers, and a lively discussion ensued, after which Professor HUNFALVY gave an oral *precis* on the subject, which will appear *in extenso* in the transactions of the Congress. The learned Hungarian professor—who spoke in French, intermixed with some English—endeavoured to show that the group of languages classed under "Turanian" was not well founded, and that by the accepted maxim it leads the students into many errors, and that before such a perfect science can be had every comparative study of them must be unavailing. In these views he was supported by several members. In these discussions it may be remarked that they were conducted in the most friendly manner, eliciting at times plaudits of approbation, and occasionally a hearty laugh at some *jeu d'esprit*. Of course, at such meetings, where the leading topic is language in its widest bearings, it may be naturally concluded that the tongues of the members are free to give their pent-up utterances. In this respect our lively friends across the Channel bear away the palm, sometimes taxing the patience of the President and audience in occupying more than their share of the time at the disposal of the meetings. Although our German friends preponderate over the French, yet they sensibly condense their prelections and speeches, which have the advantage of being delivered in English that may be easily understood. Altogether, however, this second International Congress of Orientalists has so far been a great success, and we have no doubt when it terminates on the 19th in the "Feast of Reason and the Flow of Soul" at the hospitable board of the LORD MAYOR, all will disperse satisfied with their reception in London. The introduction of "receptions," which will be found noticed in another column, has been a very happy mixture, and appropriately concluded on the last day with the proverbial English dinner at the Mansion-house. We cannot help expressing our great regret that more time was not arranged for the discussion of the various sections, and that the President did not arrange for more aid. Professor DOUGLAS did all that mortal man could do, but it was utterly impossible for him to cope with the work thrown on him, and the consequence is that we hear of complaints on all sides, but especially from our foreign friends, at the incompleteness of the arrangements made for the Congress. Of hospitality and kindness they speak loudly in praise, but of the business for which they came they feel to have been served with only half a loaf.

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SIAMESE DIAMONDS.

THE controversy between Dr. LITTLE and Mr. ALABASTER, which has attracted the attention of our Straits friends, may be summed up in a few words. Dr. LITTLE asserts that Mr. ALABASTER openly proclaimed in Singapore that an English Governor had taken valuable diamonds from the Siamese King against their owner's will. Mr. ALABASTER denies that he ever told *this* story, or ever made any imputation on the Governor's integrity. But he admits that he did say the Governor had taken presents, and that he, as Acting Consul at Bangkok, had represented the Governor's conduct to the Foreign-office. But what did he complain of? Not, surely, of the mere acceptance of a voluntary gift. It could not have been refused without affront; and no rule of the service even forbade the acceptance, but only the appropriation of a gift instead of sending it to the Treasury. If, indeed, he noticed, or the KING complained of any circumstance of an objectionable nature connected with the transaction, then, indeed, the despatch to the Foreign-office is intelligible enough. That despatch would prove either that Mr. ALABASTER was very simple in complaining about such an everyday affair as the offer and acceptance of a present; or it would prove that in contradicting Dr. LITTLE, as he has done, he omitted the point of the story in his letter to the Foreign-office.

KASHGAR AND CHINA.

A FORTNIGHT ago we endeavoured to place before our readers an intelligible explanation of a somewhat enigmatical telegram from the Berlin correspondent of *The Times* respecting the doings of the Chinese in the extreme north-west of their vast Empire; since then two further telegrams, dated September 10 and 13, have been received from the same source, which, in a great measure, confirm the view we took of the matter. The former of these two telegrams briefly announced the defeat of the Chinese troops by the son of YAKOOB, the Ameer of Kashgar, while the latter concisely describes the subsequent proceedings of the victorious commander. Where KULI BEG defeated his adversaries, we have not been told, but the collision most probably took place a little to the north of the mountain range called the Gelesna Ridge in the latest telegram. The Ameer's son then proceeded to occupy Urumtched (? Urumtsi) and Manasse, which towns are stated to be distant "about 250 miles *east* from the limits of the Kashgar territory." This is manifestly a mistake. In his eastward march of aggression YAKOOB BEG has of late years gradually absorbed the ancient Chinese province of Ili up to Karashar, if indeed his encroachments have not already extended as far as Turfan; some think that he has got even further to the East, but on that point we have no decisive information. Now Urumtsi and Manasse are, roughly speaking, about 150 and 200 miles distant respectively from Karashar in a *northerly* direction, and lie comparatively near the Gelesna Ridge, spoken of before, which, if any dependence can be placed on the latest map, must be looked upon as the extreme limit of the Kashgar territory in that part. This Gelesna Ridge is a portion of the great Tien Shan range, which afterwards skirts the southern boundary of the Kulja province. How the fact of KULI BEG'S having occupied these two towns can be said to throw any material obstacle in the way of the Chinese march on the Kulja province, if indeed they contemplate such a step with a hostile purpose, we do not pretend to understand, for, judging by the map, the road to the Kulja valley seems to be still quite open. The Ameer of KASHGAR has probably, as stated in the telegram, very considerably increased his dominions by his recent successes, but we shrewdly suspect that he has nearly got to the end of his tether, and that a mightier power than his will object to his making any further encroachments on Chinese territory to the north and east of his present positions. How long the Chinese will allow him to remain in undisturbed possession of the territory which he has seized of late years, is a question which time alone can solve; but unless we are much mistaken in our estimate of the purpose of the Chinese in that quarter, we shall hear of another and more serious encounter between them and the Ameer's troops before many weeks have passed. In view of this contingency we would express a hope that the telegrams from Berlin may in future be more intelligible and accurate, for surely this phase of the Central Asian question is sufficiently complicated and obscure without its obscurity being intensified by careless and inaccurate statements. *The Times* correspondent at Berlin evidently writes his telegrams *currente calamo*, without studying the precise geographical position of the places to which he alludes, and many of his readers must be much puzzled to arrive at a clear understanding of the value of the news which he transmits on the subject of which we have been speaking.

WE have received some communications on the subject of our article on the Consular Service in May last, and we find that the impression prevails that we included the whole service in our condemnation, in fact, "tarred them all with one brush." Such was not the case. We desired to call attention to the worthless and incompetent officers in order that steps might be devised by the Foreign-office to prevent the repetition of the scandals which have taken place. Our opinion is that proper precautions are not taken to prevent the rising officers falling into evil ways. A greater discipline is required, and a more direct responsibility on the heads of Consulates.

WE are glad to announce that the case of the seizure of the *Marie Louise* and *Gazelle* by the Spanish man-of-war at Sooloo has been settled, and the owners are indemnified for losses.

THE statement in our last of the probable appointment of a Danish Minister to China is now confirmed. M. RAASLOEFF leaves by the mail of 9th Oct.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.

This Congress was formally opened on the 14th inst., at the Royal Institution, Albemarle-street, with an inaugural address by the President, Dr. Samuel Birch, Keeper of the Oriental Antiquities in the British Museum, and who had been specially designated as the President of the London Congress at that held in Paris at this time last year, and whose proceedings were reported in our issues of the 5th and 12th Sept., 1873. The Congress was originated by M. Léon de Rosny, Professor at l'Ecole Spéciale des Langues Orientales at Paris, where the first series of meetings took place. When, towards the end of these meetings, the question was agitated as to the country and the capital in which the next Congress should assemble, the vote was given in favour of London, and it was resolved that the presidency should be offered to Dr. Birch. The election of the Council was the first business, and then Dr. Birch spoke as follows:—

This second meeting of the International Congress of Orientalists is an era in the history of such studies. The happy idea of thus bringing together students of Orientalism is due to M. de Rosny, whom we rejoice to see with us to-day. The Congress was founded in Paris last year—a city most appropriate for such a meeting. At the close of the Paris Congress it was voted that the next meeting should be held in London—this great city connected by a thousand ties with the East. Since the election of a President was necessary the nomination to that office fell upon me. I was aware that a President of such a Congress in these days is no merely ornamental officer. My first and most agreeable duty is to acknowledge with gratitude the favour with which the States and Sovereigns of Europe have treated our movement. Their delegates are now present, some from the North, others from the West; and the Far East has sent its representatives to meet them, to enlighten us by the information they bring, to interest us in the objects they exhibit, and to cheer us with their personal acquaintance.

When you visit the Indian Museum and Library you will see that the administration is not indifferent to Oriental learning. The spread of knowledge has begun to popularise such studies. The bond which holds us to our Asiatic Empire, and our vast commerce with all Eastern nations, render an intimate knowledge of Eastern languages, thought, history, and monuments, no mere luxury but a necessity. Orientalists are one family. Students feel that in presence of that family bond all distinctions of race, nationality, and creed vanish. Our century has seen a striking revival of Orientalism, and the discoveries in Mesopotamia, Egypt, India, and Persia have brought again into light, ancient but forgotten monarchies, religions, and tongues, as they existed four thousand years ago. Modern travellers have left no accessible monument uncopied, and immense material is now at the student's disposal—for the first time, a contemporary history of recorded events in these old times. In Egypt only the other day, M. Mariette discovered fresh inscriptions at Karnak recording the conquests of Thothmes III. These enabled him, in a paper just read before the French Academy of Inscriptions, to propose important reforms in our Egyptian geography. Mr. George Smith's diggings at Kowywnjik have brought to light new Assyrian texts; whilst in India, General Cuningham's labours promised very import-

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tant results. Every facility should be given for excavations in the East, especially for such as follow up the hints afforded by monumental information. Dr. Birch then referred to the important question of the translation of Oriental texts into European characters, a reform which he strenuously advocated. He also referred to the problem of the Etruscan language, and to the Rev. Isaac Taylor's late ingenious attempt to solve it. A paper by Mr. Taylor upon the subject would be read before the Congress. The Aryan section will have papers on the Sanskrit and its cognate tongues. The problem of the ancient Lycian language was also mentioned. The president then spoke of the labours awaiting the Hamitic or Egyptian section, and of the immense progress made in that important branch of Orientalism. In like manner he mapped out the respective provinces of the Archæological and Ethnographical Sections. There now only remained to mention the assistance rendered to Oriental studies by the universities and learned societies of Europe, who, in addition to the interest with which they have received memoirs on subjects connected with the East, have many of them sent delegates and representatives to the present Congress. In this country the Royal Asiatic Society has generally encouraged the advance of Oriental learning, especially the Aryan and Turanian sections. The Royal Society of Literature has also, besides Greek and Roman antiquities promoted the study of Egyptian hieroglyphs. The new Society of Biblical Archæology has also, though last, entered with the greatest energy on the route of Semitic and Hamitic languages as well as the archæology of lands connected with the Bible. In order to bring this knowledge before all classes of the public by the publication of the records of the past, and in order to revive the study of Oriental learning, they have proposed a series of lectures of Assyrian and Egyptian philology. The *Journal Asiatique* in France and that of the German Oriental Society in Leipsic are the well-known organs of all Oriental languages in those countries, and the special sections of Egyptian and Assyrian have been well represented in the *Zeitscripte fur Aegyptische Sprache und Alterthumskunde* of Berlin. It is to be hoped that all these exertions will not have been in vain, and that this Congress, demonstrating the growing importance of Oriental studies, will attract fresh inquirers to these studies, and such as will sustain hereafter the brilliant reputation achieved by those now present in the pursuit. Nor can this address be closed without asking you to join with me in an expression of our thanks for the countenance afforded to this Congress and this country by the Governments of Europe—by Germany, Italy, Portugal, Russia, Egypt, and others, whose enlightened rulers have sent from universities and other public institutions representatives to be present on the occasion.

At the conclusion of the President's inaugural discourse Professor Leon de Rosny, the founder of the International Oriental Congress, and Mr. Shunker Punderung, of Bombay, specially deputed by Lord Northbrook to represent India at the Congress, spoke a few words to express on behalf of the foreign members their deep sense of the hospitality they had everywhere met with on English soil.

TUESDAY, 15TH.

Nearly two hundred members of the Congress attended a "reception" at the British Museum. Dr. Birch, the President of the Congress, did the honours of the Department of Oriental Antiquities, of which he is the keeper; and Mr. Le Page Renouf, Professor Jules Oppert, Mr. Basil H. Cooper, and several German professors, readily acted as interpreters of the more important objects. Mr. C. T. Newton gave a more set and lecture-like exposition of the Greek and Roman antiquities in the department of which he is the head; and Professor Douglas and other members of the Council devoted themselves to the entertainment of their guests. This was the first scientific "reception" on the programme of the Congress.

The Semitic Section of the Congress met at the rooms of the Royal Society of Literature, in St. Martin's-place, under the presidency of Sir Henry Rawlinson; but shortly after business began the crowd was so great that an adjournment to the Royal Institution took place.

The President delivered a short introductory address, stating that this section of the Congress was organised to afford opportunity to scholars and students of the linguistic group entitled Semitic, to interchange ideas. The Semitic languages were esteemed for their having been the means of handing down proofs of Divine revelation, and throwing light on the Mosaic dispensation. Most students would probably attach more importance to philological than historical research. He wished to point out the enlarged proportions which Semitic research had assumed, for since the obtaining of Phœnician materials Arabia had yielded a mass of inscriptions which had opened up much knowledge of the ancient languages. Educated Europe had been slow to admit of the genuineness of cuneiform deciphering, and he well remembered the incredulity with which the results of his own Babylonian researches were received in 1849. Biblical students did not care for Semitic cuneiform deciphering as they did for comparison of contemporary languages, and others, of whom Sir Cornewall Lewis was a type, preferred the Greek traditions to what they termed barbarian history. At length, as materials increased, and the results of different inquirers were found to be identical, cuneiform deciphering got a hold on the scientific mind. M. Jules Oppert, of Paris, did much to popularise Assyrian and Babylonian lore and cuneiform research. In England the labours of George Smith, Fox Talbot, and others had thrown great light on Assyrian traditions; but in this country not so much had been effected by Semitic inquiry as had been done on the Continent by French, German, and Swiss savans. While he congratulated Mr. George Smith and his co-labourers in their contributions to Babylonian history, and the traditions of the Assyrian Empire, perhaps more attention had been paid to the sensational than to the practical part of inquiry, and he would advise that greater regard should be shown to the rudiments of their study. Still, a good deal had been achieved in England in the way of cuneiform deciphering, but he would impress on young Semitic scholars to begin with the beginning, and to learn the alphabetical part of languages before they attempted composition. Materials were accumulating, special additions having been made in the last two years by Mr. George Smith's more recent discoveries; and he trusted they would be duly used.

M. Jules Oppert, of Paris, then delivered—in French—an elaborate disquisition on decipherings in Assyria as applicable to the history of ancient nations. He said that he was in the presence of his master, for it was Sir Henry Rawlinson who first taught him to read a cuneiform inscription. He begged to be allowed to deal with the second class of Assyrian inscriptions, which were rather Turanian than Semitic, inasmuch as they related mainly to the Median language. Having dwelt on this, he proceeded to dilate on Assyrian chronology as gathered from decipherings.

A short discussion ensued, in which Professor Schrader, of Jena, and Baron Texter de Ravisa (Algerian delegate) spoke. Several papers were taken as read, and will be recorded in the journals of the Congress, and the section adjourned.

WEDNESDAY, 16TH.

Sir Bartle Frere, President of the Royal Asiatic Society, entertained the members of the Congress of Orientalists at breakfast at his residence, Wressil-lodge, Wimbledon. About 150 members of the Congress availed themselves of the invitation, and were received by Sir Bartle and Miss Frere, Lady Frere being from home. Among those present were Dr. Birch, President of the Congress; M. Léon de Rosny, his Holiness Patriarch of the Nestorian Christians; Mr. Hurrychund Chintamon, Mrs. Chintamon, Henry Brugsch Bey, Mr. Alexander Brugsch, Dr. Lepsius, Dr. R. Lepsius, Dr. G. Ebers, Dr. Schrader, Dr. W. Petsch (Gotha), Colonel J. Miln, M. A. Lacordaire, Dr. A. Umans, the Rev. W. J. Ainslabie, Dr. R. Gosche, Mr. A. Campbell, Dr. Legge, the Rev. J. Edkins, Mr. Alexander J. Ellis, Professor Schuzler, Mr. L. B. Bowring, Mr. Paul Hunfalvy (Pesth), Professor T. Noldske (Strasburg), Mr. Tyssen Amhurst, Professor Weber, Mr. Karl Blind, Professor Windisch, Dr. F. Ruchl (Dorpat), Professor Krehl, Mr. H. C. Fisch (United States), Baron Textor de Ravisi, Mr. R. Cull, Mr. Imamaura Warau (Japan), Baron de Tosson, Professor K. Patkanoff (St. Petersburg), Professor Wahnfield (Gothenburg), Dr. Chwolson (St. Petersburg), Sir Walter Elliot, Mr. Hyde Clarke, Mr. W. S. W. Vaux, Mr. E. W. Brabrook, F.S.A., Mr. Hepworth Dixon, M. Jules Oppert, and Mr. A. Tyler.

There was an abundant entertainment provided, not only by conversation, which was carried on in English, French, German, Italian, Hindustanee, Arabic, and Syriac, by different knots of guests, but also by the examination of a number of fine specimens of heads and horns, weapons, and other Oriental curiosities. In Sir Bartle Frere's library some of the most attractive objects were the photographs and Indian views. At about 1 P.M. the guests took leave of their hospitable host, many of them proceeding to visit Dr. Hooker at Kew-gardens.

The Turanian section held a meeting in the theatre of King's College, under the presidency of Sir Walter Elliot, K.C.S.I. The meeting having been opened, Professor Hunfalvy read the first paper, on "The Study of the Turanian Language," and he argued that the established idea of Turanianism was not well founded, and that students were often led into many errors. He endeavoured to show that the same genealogical method of studying which has created the Aryan and Semitic linguistic science must also be applied to the Turanian languages. Professor Cull (who represents Russia at the Congress), Dr. Lichman, and the Rev. Isaac Taylor took part in the discussion which followed. The latter gentleman read a second paper "On the Relations between the Accadian and Etruscan Languages." The audience numbered nearly 200, including Sir Arthur Phayre (the newly-appointed Governor of Mauritius), Dr. Birch, Professor Douglas, Rev. Dr. Legge, Rev. Joseph Edkins, Rev. S. Beal, Mr. Davenport, Mr. E. C. Bowra, F. J. Angier, Mr. Howarth, Dr. Bushell, Imamura (the only Japanese who has attended the meetings), L. B. Bowring, S. Mossman, and Mr. Simpson.

The Rev. J. Edkins then gave an account of the ancient Chinese character as the commencement of writing, which was placed by some at 3,500 and by others at 4,000 years ago. In the characters we have a reflex of the ideas of that distant period such as alphabetical writing would not have given. About 1,200 years ago a Chinese pilgrim had travelled into India, where he had collected a number of legends of Buddha, which he had translated from the Sanscrit, and from his translations might be gathered the pronunciation of that time, for numbers of Sanscrit words were written by him in the Chinese character. Again, great changes had been introduced into the language up to the year 600 A.D., from the time of Confucius and again up to 700 years ago, and the difference could be traced between the vernacular at the time of Confucius and the language as it became more ornate and complex, a change principally introduced by a poet of ancient time. Even in the earliest writing there were characters signifying moral words, and in the study of these there was nothing to encourage a materialistic or Darwinian view. These words were derived from intuitive ideas and not from external objects. The substantive verb, the demonstrative pronoun, and the expression for rectitude were all similar, and were derived from man. He showed that the Chinese characters are an index to the sound of the words at the time of the invention, and from them may be learned the phonetic changes that have since taken place; and further, that they are also an index to the nature and extent of the vocabulary then in use, and a measure of the civilisation that had then been attained.

Mr. H. Howarth asked if Mr. Edkins had observed evidence of the introduction of new tones.

Mr. Edkins said he had. It took about 1,200 years for a new tone to become established in Chinese.

Dr. Birch remarked that there seemed to be much difficulty in fixing a phonetic system according to rule in the language.

Mr. Edkins said the formation of phonetic characters had been subject to all sorts of caprices.

Dr. Legge said he had not studied the language save as a translator, but he agreed with Mr. Edkins as to the possibility of working out the interesting problems which he had indicated.

The Rev. Samuel Beal gave briefly the result of the examination of some Chinese Buddhist books in the library of the India-office. 1. The distinctive marks belonging to the Northern School of Buddhism. 2. A consideration of the Sama Jataka, and its relation to the episode

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in the Kama yana. 3. A comparison of the Chinese version of the Chatur Dharmaka with that of M. Leon Feer from the Thibetan. In speaking of Buddhists, numbering 300 millions, he said it should be remembered that 250 millions of these were Northern Buddhists, and that these did not affix the meaning of annihilation to the word accepted in that sense by the Southern Buddhist. They held the word to mean not "non-existence," but a refined state of being, in fact, the very essence of existence.

THURSDAY, 17TH.

The members of Orientalists were received by Dr. Rost, the librarian, who did the honours of an institution to which Dr. Birch referred in his opening address as creditably exhibiting the sympathy of the Government with Oriental studies. The library of the India-office is particularly rich in books bearing on India, and Asia generally. It possesses the largest collection, out of India, of Sanskrit manuscripts, about 3,500, in addition to an equal number in the Persian and Arabic languages, and about 500 more in Zend, Pehlvi, Pushtu, Kawi, Javanese, Malay, Pali, Burmese, Siamese, Singhalese, and various other Oriental tongues. The specimens which were specially offered for the inspection of the members of the Congress this morning comprised—(1) a selection of manuscripts in the various languages represented on the shelves of the library; (2) a selection of Sanskrit manuscripts, on paper and on palm-leaves, in the various characters in which Sanskrit is written in various parts of India—Devanagari, Nandinagari, Bengali, Uringa, Telugu, Karnataka, Grantha, and Malayalma; and (3) specimens of the most ancient manuscripts, in Sanscrit and Arabic, in the possession of the library. The oldest of the Sanscrit manuscripts on paper is dated A.D. 1380. But the Bombay Government has lent the library four manuscripts of earlier date, written on long strips of palm-leaf; and these were exhibited to the assembled savants. In Arabic the library possesses several specimens of ancient Korans written on vellum in the Kufic character, and very many manuscript works copied between five and six hundred years ago, and formerly belonging to the palace library at Bijapore. The members of the Congress afterwards paid a visit to the Soane Museum, where they were received by the Curator, Mr. Joseph Bonomi, and by his assistant, Mr. W. R. Cooper, both of whom are members of the Council of the Congress.

At 2.30 they attended the Aryan section, under the presidency of Max Muller, and a portion also attended at a reception given by Dr. Birch at his house by the Museum.

The address of Max Muller was received with great applause, and at the close Professor Stenzler, of Breslau, spoke of the religious institutions of India, which he referred back to extremely ancient times. Other topics followed, and the discussions were well sustained. The learned representative of the Bombay Government, Mr. Shanker Panderung Pandit, bore his fair share in the debates, and in particular spoke of the Hindoo law on the subject of the Violation of Caste. A very interesting paper was presented by Dr. Spiegel on the Geometry of the Veda, illustrated by diagrams. Professor Haug addressed the Section at considerable length, so that at six there were still three papers to read. An adjournment was therefore carried.

The Hamitic Section assembled at 8.30 P.M. at the rooms of the Society of Biblical Archæology, 9, Conduit-street, W. The attendance was crowded. The President, Dr. S. Birch, LL.D., F.S.A., delivered a very brief introductory address. This was followed by some questions proposed to the Hamitic Section by Professor Lepsius. The next business was the great feature of the evening—viz., his Excellency Brugsch Bey's address on "The Site of the Lake or Sea passed by the Israelites at the Exodus." There were other papers on the *agenda*, viz., "On the Great Medical Papyrus," by Dr. Ebers; "On the Egyptian Measures," by Dr. August Eisenlohr; "On the Royal Tombs at Abydos," by Miss Edwards; "On the Proportions of the Great Pyramid," by Mr. W. R. A. Boyle; "Deux Communications Egyptologiques," par by M. J. Lieblein; and "Communications to the Section on his Work in Bædeker's *Handbook of Egypt*," by Professor Duemichen. Brugsch Bey spoke in French, but was followed with the keenest interest by the *savants* present.

FRIDAY, 18TH.

The adjourned meeting of the Aryan section was held in the theatre of the Royal Institution—Professor Max Müller in the chair.

Mr. Shankar Pândarunge read a paper, "The Poetry and Dramatic Writings of India," which he described not only in its literary character, but also as to its chronological value, and which was largely illustrated.

Baron Textor de Ravisi read a paper on a Pagoda near Madras. The inscription on the pagoda had been translated, and he was of opinion the translation which had been first given was erroneous. Recently this inscription had been investigated and translated syllable by syllable and letter by letter, and very remarkable conclusions had resulted from this. It appeared from the translation that the pagoda had been built since the introduction of Christianity, and, in fact, that it had been built by St. Thomas the Apostle. He hoped that photographs of the inscription would be taken, so that this interesting object might be fully investigated by scholars. He could prove that St. Thomas had died in Madras.

The President said the communication made by the Baron was one of the greatest interest, and well worthy of being taken into consideration.

Professor Eggeling exhibited a fine collection of Indian manuscripts, consisting of specimens of all the languages of Southern India. These were in admirable condition, and highly interesting to the student. The members came up to the table, and examined the manuscripts as the professor explained their character.

The President then said he had in conclusion to thank the members who had contributed to the success of the section, and especially to thank the Government of India for having sent Shankar Pandarunge, who had given them such an interesting paper.

Mr. W. S. W. Vaux said he wished to propose a vote of thanks to Professor Max Muller, not in set terms for his conduct in the chair, but for his admirable address, and also because he felt certain that it was very much in consequence of the able management of the president that the section had been so successful. If the Congress had been productive of no other benefit than that of permitting its members to hear the able addresses of Sir H. Rawlinson and Professor Max Muller, the time spent would have been fruitful.

Sir M. Coomara Swany, member of the Legislative Council of Ceylon, seconded the motion. He said that he and other Aryans had to thank Professor Max Muller, and to thank the other Oriental scholars of Enrope and America, for the attention they had paid to the literature of India. It was a matter of pride to the race to which he belonged, and they owed much of the stimulus to their own advancement to the knowledge that they had had a literature of the past in which they could live again. The resolution being passed by acclamation, was then briefly acknowledged by the president, and the section closed.

At eleven o'clock the Archæological section met in the same place, Mr. Grant Duff, M.P., in the chair He said the subject for the section was of the widest character, for it embraced the whole of the architecture and archæology of the East. There was, therefore, the utmost liberty afforded, but anything like a comprehensive account of the subjects of the section would be impossible. He would therefore refer to some recent discoveries. It was in 1860 that the promotion of archæological surveys was recognised as the duty of the Government of India, and General Cunningham did a great deal of useful work as Government head of the archæological survey. In 1866 the survey was stopped, but it was recommenced in 1870 by the Duke of Argyll, who reappointed General Cunningham, and many large cities were explored. The general divides the remains into groups, six of Hindu styles and eight of Mohammedan styles; the former for periods ranging from 1000 B.C. to 1750 A.D.; the Mohammedan being from 1191 to 1750 A.D. The president observed upon Mr. Beglar's views upon the Kubb Masjid as to the question of Hindu or Mohammedan architecture. After some further remarks on the character of the buildings, the president gave an account of the discovery in 1873-4, by Mr. Beglar, of some remarkable ruins at a place called Bharahut, nine miles to the S.E. of the Suthra railway station, 120 miles S.W. of Allahabad. The place is called Bharaod, and is believed to be the same as the Baodaotis of Ptolemy, and is the site of an old city, which sixty years ago was covered with jungle. Here there stood a stupa sixty-eight feet in diameter. A number of pillars have been excavated, and among the scenes represented are upwards of a dozen of the Buddhist legends called Jálaka, all relating to the former births of Buddha, and these have all appropriate inscriptions. These remains are most interesting, as showing what was the dress of all classes in India during the reign of Asoka, or about seventy years after the death of Alexander the Great. The Queen of India is represented in all her finery, with a flowered shawl or muslin sheet over her head, with massive earrings and elaborate necklaces, and a petticoat reaching to the mid-leg, which is secured round her waist by a zone of Koru strings, and a broad and highly ornamented belt. Here is also the soldier with short curly hair, clad in a long jacket or tunic tied at the waist, and a dhote reaching below the knee, with long boots ornamented with a tassel in front, and armed with a straight broadsword, the scabbard being three inches wide. The standard bearer is on horseback, bearing a pole surmounted by a human-headed bird. The king sits on an elephant escorting a casket of relics; horse and elephant trappings are given in detail. Everywhere is to be seen the peculiar Buddhist symbol which crowns the great stupa at Sanchi. It forms the drop of an earring, the clasp of a n ecklace, the support of a lamp, the crest of the royal standard, and the decoration of the lady's broad belt and soldier's scabbard. General Cunningham assigns to these ruins the age of Asoka, which is 250 B.C., but it is needful to be cautious in fixing a date. Besides these discoveries there had been an important survey made of the rock temples of Western India by Mr. Burgess, who had brought to Bombay fifty-four photographs, between twenty-five and thirty inscriptions, about forty ground plans, sections, drawings of columns, &c., and forty sketches of sculpture. Mr. Grant Duff, in conclusion, expressed the hope that this work would be continued now by those who had succeeded the Duke of Argyll in the Government of India. The Duke had left the Government on the fall of the Gladstone administration, just at the time when the deficit which had been left to him by his predecessors (though by no fault of theirs) had been cleared off, and it was to be hoped that now these valuable archæological surveys would be continued.

Professor Eggeling read a paper on the inscriptions to be found in the Deccan, which he urged ought to be copied and preserved; there were numbers which were likely to be lost.

Sir Walter Elliot said the work would be one of great labour, and required a good deal of assistance. He had himself done a little, but for want of help could only touch such as had come in his way.

Mr. Lewin Bowring corroborated the remark of Sir W. Elliot.

Mr. Burgess said the whole of Mysore swarmed with inscriptions. They would afford employment to a man with a couple of native assistants for twenty-five years.

Dr. Caldwell said he could testify that the same was the case in the Carnatic also.

Dr. Rogers proposed that a committee should be formed to take such steps as might seem best for the preservation of ancient monuments. In Egypt many highly interesting Mohammedan buildings had been destroyed, and the mosque of the Sultan Hassan had suffered much injury. Bronze plates had been torn from the doors and sold, and some had been recovered from a foreigner, who had them packed up to take away.—Mr. Poole seconded the proposition.

His Excellency Brugsch Bey said the Khédive was ever devising means for the preservation of ancient monuments; the true causes of the mischief were not his subjects, but European travellers. These people had frequently destroyed the text of the hieroglyphics in the temples, and they constantly bought from the Arabs, who were greedy, pieces of monuments. They also painted their names in large letters, in all the colours of the rainbow, on the temples and monuments, and even frequently cut them deep into the stone. He thought this a very bad way of leaving a *carte de visite*. (Laughter.) He thought it would

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be a good thing to publish in the principal journals of Europe the names of those who acted in this barbarous and senseless fashion.

Dr. Ebers and Mr. Moncure Conway spoke on the question, which, however, was felt to be one to be left to the rulers of the countries rather than one for the Congress to interfere in directly.

Mr. James Ferguson read a letter received that morning from General Cunningham, who declared that he had no doubt of the correctness of his view as to the age of the ruins alluded to in the President's address. He also produced photographs of the principal sculptures, which were highly interesting. One of the great points of interest in the matter was the rail. We now had a series of these Buddhist rails extending for a period of seven hundred years from the time of Asoka, which enabled us to trace the history of the system, and showed that the Jatakas or legends were as old as Christianity.

Dr. Leitner said he had several specimens of sculptures excavated in 1870, which showed the influence of Greek art on Buddhism. Many persons had been astonished on observing the similarity existing between things obtained at Cyprus, and others excavated on the frontier of the Punjaub. He would be glad to exhibit these things to the members next day at half-past eleven in the Albert Hall.

The President said there was a valuable paper on the Great Pyramid by Mr. Boyle, but there would not be time to read it. Professor Leone Levi read a portion of a paper on "The Distinctive Characters of Oriental and European Jurisprudence." A vote of thanks to Mr. Grant Duff was passed unanimously, and the section terminated, the members proceeding to Enfield to attend Mr. Bosanquet's garden party.

Mr. Frederick Drew writes to *The Times*, calling attention to what, in his opinion, appear to be four conspicuous points of mismanagement in connection with the Oriental Congress. These are—Firstly, the want of one central spot as a rendezvous for the members; secondly, want of time for the consideration of the subjects; thirdly, absence of early published information as to the course of the proceedings; and fourthly, the absence of any definite procedure for the origination and consideration of proposals to be dealt with by the administration of the Congress. Mr. Drew suggests that an aid to secure the success of future meetings of the Congress would be found in Standing Committees to be appointed in every country, which should be channels of communication between the public of each country and the central administrative body of the Congress.

The *Times*, in an article upon the Oriental Congress, remarks, what is the good of an International Congress of Orientalists? This is the unpleasant question which Professor Max Müller has more than once been asked; and, accordingly, in his opening address as President of the Aryan Section of the Congress, he finds a two-fold answer for it. Such a Congress is useful, he says, because by bringing together from all quarters those who are engaged upon the various parts of a great common work it enables them both to compare notes on what they have done already and to make the best arrangements among themselves as to the separate converging lines on which they are hereafter to proceed, each in his own way, towards the fulfilment of their common purpose. It is useful, too, because it shows the outside world what progress has been made in Oriental studies, and at the same time gives their Professors an opportunity of advancing their special claims to general sympathy and support. The former of these objects has, we learn gladly from Professor Max Müller, been already in part attained. The field of Oriental labour has so indefinitely widened out that by no possibility can the whole of it be gone over with the same minute attention. Places must therefore be marked off in it, and assigned to each one of the little band of Oriental students; and these places, which Professor Max Müller very aptly compares with the stations of a trigonometrical survey, must be so chosen that the toil bestowed upon them may be, in the fullest sense, co-operative. We join heartily in Professor Max Müller's hope that the tangible results of this arrangement may be produced at the next Congress, but we feel, as he does, that the details of it are a private matter, of which the world at present would scarcely care to be informed. The Orientalists just now are filling a large space in our sphere of vision, and even from a more distant point of view they will really have a great deal to show as proof that they have not been idle. Nor have we any right to demand that those who are engaged in digging the metal from the mine should also fashion it for use. The use will assuredly come later; indeed, in some part it has come already. Both Maine and Grote have employed the results of Oriental research with splendid effect to explain and illustrate the nature of the slow evolution of legal and philosophical conceptions. We will ask no excuse for attaching less present importance to the proved connection between the fables of the East and of the West, or to the unproved assertion that the divine spirit of all religion is the same. But we must not grudge a little both of amusement and of freak to our hard-working Oriental students. They have recovered for us relics from a buried world which are interesting in the very highest degree, and though these, we must admit, are mostly unarranged at present, they will supply, doubtless, abundant material for future scientific use.

The *Morning Post* has the following on our relations and prospective trade with Western China:—"Of late a strong desire has been evinced to open up trade with the Shan States and Thibet, and the reports under notice afford some valuable information respecting the latter territory. The question is simply whether the Chinese or Thibetans will let us in. If they will only remove the embargo at present imposed upon the entry of our trade, there are no serious difficulties to be met with on the short intervening routes, and none of the risks of collision that exist elsewhere. Thibet is a perfectly civilised and well-regulated country, with which the hill people of India are in constant communication, and which they know about as well as Englishmen know France. When Europeans go to the frontier and try to cross it there is no display of violence or disturbance. They are simply turned back with an intimation that there are orders not to admit them. The fact appears to be that the prohibition to intercourse with Thibet which now exists is simply part of the Chinese policy of exclusion, imposed on the Thibetans by Chinese officials, and enforced by Chinese troops stationed in the country. If by using influence or pressure at the Court of Peking the prohibition were withdrawn the means of carrying on trade would be abundant, the goods of Leeds, Manchester, and Birmingham, and other English centres would find a ready sale, and in return we should get back much wool, sheep, cattle, walnut, Thibetan cloths, and other commodities. From the reports before us it is evident that the Indian Government is bestirring itself most heartily in the matter. It remains for the merchants of India and England to take prudent advantage of the opportunities for trade already afforded, and of those which may be presented in the future through the assiduity of the Governor-General and his colleagues and subordinates.

INTERNATIONAL CONGRESS OF ORIENTALISTS.

LONDON, 1874.

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*** Those Foreign Members with † before their names have been delegated by their respective Governments to attend the Congress.

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ARTICLES OF IMPORT.

Although an improvement has been established in several articles, the general tone of the Produce Markets has remained inactive, and prices have continued to follow a downward course. Tea has been quiet but firm. The Silk market has improved, and a fair business is doing in the new Chinas. Sugar has been active, and prices have advanced with some rapidity. Coffee, after a very depressed state has fully recovered. Rice has declined about 6d. per cwt. Sago is lower, Tapioca steady, Black Pepper has fluctuated, closing steadily: White is again cheaper. Hemp is quiet, but steady. Straits Tin continues to improve in value.

TEA.

Messrs. Capel and Co.'s Circular says:—The market still continues very firm, with a fair amount of business doing, at prices which, on the whole, show but little alteration on last week, the very large Deliveries in progress giving increased confidence both to buyers and sellers. *Congous.*—Red-leaf kinds: Siftings have sold ½d. to 1d. per lb. lower, at public sale from 6½d. to 8d. per lb. Broken-leaf kinds are also a shade easier. Fair to good common, of old import, have been firm at last week's rates. Fair Kaisow kinds have been taken to some extent at ½d. to ½d. per lb. decline. Good Saryune kinds have been enquired for at an advance of about ½d. per lb.; good to fair Kaisows have sold at former prices, but the demand has been inactive; finest have been only in moderate request, without change in prices. Pak Lin kinds remain firm at fully previous rates. Black-leaf kinds: The sales of common to fair have been rather under last week's prices; fair to good medium have been steady; good to fine have also sold at previous prices; finest remain firm for Export. New-make kinds: Common to fair have sold from 11½d. to 1s. 1d., good from 1s. 1½d. to 1s. 3d., showing no change. Souchongs remain much as last week, the demand being moderate. Oolongs: Further sales at auction have been made, establishing a decline of ½d. to 1d. per lb. Scented Teas: Canton Capers have been saleable from recent arrivals at previous prices. Foochow kinds have sold ½d. to 1d. per lb. lower. Canton Orange Pekoes remain much as before, the demand being rather dull. Foochow kinds have sold readily, but prices have given way ½d. to 1d. per lb. Green Teas: The principal business continues to be at public auction, without reserve, and prices generally have again been lower, the supplies being in excess of the immediate requirements of the Trade and Exporters. The Deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,148,000	1,921,000
Coastwise	871,000	803,000
Exports	860,000	826,000
	3,879,000	3,550,000

SILK.

Messrs. Kilburn, Kershaw, and Co. report that a good steady business has been doing in the new China Silk, manufacturers generally buying more or less freely; the market is perhaps a little quieter within the last day or two, but business is still doing, and prices are firm at the full rates of a fortnight ago for best Tsatlees, and at a good 6d. advance upon sale week for common and medium, as also for Kahing Taysaams. Canton Silk is a shade better, and 11s. has been paid for No. 4 Tsatlee, new Silk. Japans show an improvement of 6d. to 1s., but in Bengals there is no change. Deliveries have greatly improved, and show satisfactory figures, say from 1st to 16th inst.:—China, 2,480; Canton, 376; Japan, 340; Bengal, 142; total, 3,338 bales. The total quantity of new Silk arrived to date is:—8,000 bales of China, and 1,000 bales of Canton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 8	Atlantic	Gidlof	Java	Off Beachy Head
16	Mysore	Overton	Rangoon	Liverpool
9	Pons Ælie	Drummond	Do.	Do.
	Horatio Sprague	Small	Hong Kong	San Francisco
11	Isurium	Rymer	Colombo	London
10	Bengale	Boudoa	Rangoon	Liverpool
15	Lady Lisgar	Hughes	Do.	Falmouth
11	Peruvian Congress	Powsr	Do.	Liverpoo
12	Prospero	Willmath	Akyab	Do.
12	Prince Leopold	Moore	Rangoon	Do.
12	Wodan	Schievelbein	Sourabaya	London
12	Airno	Beine	Akyab	Plymouth
12	Nabor	Othanovich	Bassein	Falmouth
12	Rurik	Berglund	Rangoon	Do.
12	Scipio	Gaveno	Akyab	Do.
10	Maria Louise	Schmidt	Rangoon	Bremerhaven
11	Humboldt	Busch	Do.	Do.
14	Good Hope (s.)	Bainton	Colombo, &c.	London
13	Markland	Stanton	Akyab	Falmouth
14	Questembert	Guilband	Rangoon	Do.
11	Sylvia	Basso	Bassein	Texel
15	Ajax (s.)	Kidd	China, Singapore, &c.	London
15	Pacific	Grong	Rangoon	Falmouth
15	Maria P.	Banepa	Do.	Do.
15	Argo	Gran	Do.	Do.
15	Centaur	Buchanan	Bassein	Do.
15	Dronning Sofie	Sunde	Akyab	Do.
15	Zephyrus	Dennis	Do.	Do.
15	Ella	Okeanme	Saigon	Liverpool
15	Queen of the Lakes	Page	Maulmain	Queenstown
15	Conrad (s.)	—	Batavia	Texel
13	Mary Otway	Russell	Rangoon	Helvoet
14	Alarm	Fidder	Pentewan	Flushing
16	Venezia	Praile	Akyab	London
	Antonietta Ottone	Revello	Rangoon	Plymouth
15	Constance	Tufvedsen	Akyab	Falmouth
15	Admiral	Jansen	Do.	Do.
15	Mathilde	Labiduria	Rangoon	Do.
15	Peleg	Risimondo	Do.	Do.
16	Isle Bull	Meyer	Do.	Do.
16	Bertha	Jones	Do.	Do.
16	Caldew	—	Singapore	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 14	Scindia (s.)	Gibb	Colombo, &c	London
12	Green Jacket	Roe	Cardiff and Galle	Do.
10	Jose Marie	—	Galle	Newport
13	Amicizia	Marengo	Do.	Do.
11	Carlisle	—	Do.	Newcastle
3	O. Thyen	Jordon	Sourabaya	New York
13	Ellen Munroe	Norcross	Galle	Liverpool
16	Conference	Lawson	Colombo	London
13	Flora	Cameron	Galle	Liverpool
14	Fortuna	Stohlsen	Singapore	Cardiff
14	Diana	Jacobsen	Anjer	Do.
13	Leskar	—	Singapore	Penarth
14	Fede e Speranza	—	Hong Kong	Swansea
Aug 13	Barbadian	McNeil	Java	Buenos Ayres
16	Royal Charley	Sinclair	Batavia	Rio Janeiro
Sep. 16	Duke of Argyle (s.)	Hellyer	Colombo, &c.	London
16	Hindoo (s.)	Cosens	Do.	Do.
15	G. F. Haendel	Sanders	Singapore	Cardiff
15	Hansa	Oest	Hong Kong	Do.
15	Parenti	Razzeto	Galle	Do.
15	Somerset	Couves	Do.	Do.
15	Khersonese	—	Do.	Newcastle
16	Kendrick Fish	Fisk	Singapore	Liverpool

See Shipping Postscript and Correspondents' Letters.

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LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Glenearn. For Singapore, Hong Kong, and Shanghai: Crocus, Formosa, Glenlyon. For Penang, Singapore, Hong Kong, and Shanghai: Nankin. For Penang, Singapore, Yokohama, Hiogo, and Nagasaki: Ly-ee-Moon. For Colombo, &c.: Viceroy, Bertha, Duke of Sutherland.

SAILING VESSELS.—For Yokohama and Hiogo: Evelyn. For Shanghai: Corea, Belted Will. For Hong Kong: Eleanor, Miako. For Foochow: Zoraya. For Penang: Glenisla. For Singapore: Star of the South. For Colombo: Lion.

At LIVERPOOL.—For Yokohama: Mora. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Sarpedon (str.), Achilles (str.), Deucalion (str.), Yrurac Bat (str.), Menelaus (str.), For Galle: Staffa, Astrida. For Batavia and Sourabaya: Emma and Robert, Hawkhope.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Ocean (str.), For Singapore: Stanfield, Brisbane (str.). For Manila and Ilo Ilo: Saleta. For Colombo: Emma Ives.

SPOKEN.

HOLLINSIDE, (Eng. ship), Newcastle to Galle, Aug. 7, 10 N., 25 W.
MONARCH, Cardiff to Galle, Aug. 12, 14 N., 26 W.
NIEUWE WATERWEG, Batavia to Amsterdam, Sep. 7, 43 N., 20 W.
HETHERSFIELD, Liverpool to Galle, 1 N., 28 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports rule as quoted below, but business generally is very dull.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 45s. weight, 50s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 35s. weight, 45s. meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. to 27s. 6d. meast. To Penang: 30s. weight or meast. To Colombo: 25s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23. To Penang: £25, f.c. To Batavia and Sourabaya: £25. To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 28s. To Galle: 22s. To Batavia: 27s. 6d. To Sourabaya: 30s. To Colombo: 24s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Manila: 28s. to 30s.

CASUALTIES.

CAPE TOWN, AUG. 25.—[Madeira, Sept. 14.]—The Emma, from Newcastle to Batavia, with coal, has put into Simon's Bay, with bulwarks stove, having been struck by a sea.

PENANG, SEPT. 14.—The Verulam (barque), Cock, hence to London, with a general cargo, has put back here, leaky, and with pumps disabled.

The Scawfell, Campbell, from London to Colombo, put into Scilly, Sept. 14, with loss of tiller.

The Kedron (barque), from Singapore to Liverpool, was spoken, Aug. 20, in lat. 29 N., lon. 36 W., with loss of maintopgallant mast.

SHANGHAI, SEPT. 9.—The John R. Worcester has returned after collision with a Japanese transport; damage estimated at Tls. 1,200; dockage unnecessary; cargo unharmed; detention ten days.

CARDIFF, SEPT. 15.—The Battestina Madre, Figori, hence to Galle with coal, which was in collision, Sept. 11, in Penarth roads, with the Thomas Bayne (barq.), has put back here.

KONG KONG, SEPT. 10.—The Duna (str.), from Yokohama to New York, put in here to repair damage to packing of shaft, and was docked, but did not discharge; she has proceeded to-day.

MISCELLANEOUS.

LIVERPOOL, SEPT. 16.—The following has been received from Lisbon:—"Gordon Castle (str.) off beach to Government buoy, 9th Sept., where she lies moored and nearly tight; vessel pumped out dry; machinery and boilers in first-rate order; remainder of tea being landed, when the vessel will be ready to leave.

AMSTERDAM, SEPT. 14.—A telegram announces that the Sliedrecht, Willemsen, had been chartered at Singapore to load sugar at Java for England.

NEW YORK, Sept. 16.—The O'Thyen, Jordan, from this port to Sourabaya, has put back through stress of weather.

ENGLISH GOODS, PER STEAMERS, AT CHEAPEST RATES.

D. NICHOLSON & CO.,

ESTABLISHED 1843,

SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN,

INDIAN, COLONIAL, AND FOREIGN OUTFITTERS,

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Supply English Manufacturers at strictly wholesale prices. They invite the attention of Families residing abroad to their illustrated 120 page Catalogue, gratis, post free, containing full particulars as to Woollen, Silk, and Cotton Goods of every description. Patterns Post Free. Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c.

Contractors for Military and Police Clothing and Accoutrements.

Household Furniture, Musical Instruments, Ironmongery, Fire Arms, Agricultural Implements, Cutlery, Carriages and Saddlery, Boots and Shoes, Wines and Spirits, Beers and Ales, Preserved Provisions, Perfumery, Stationery, Books, Toys, &c., shipped at lowest export prices.

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Foreign produce disposed of for a Commission of Two-and-a-Half per Cent. Price Lists post free.

Special advantages to Hotel Keepers and Regimental Messes.

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TERMS—NOT LESS THAN 25 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE DRAWN FOR AT THIRTY OR SIXTY DAYS' SIGHT.

Price Lists may be had of WHEATLEY and Co., Bombay, or Office of *Calcutta Englishman*, Calcutta.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

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CEYLON COFFEE ESTATES.

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Seventy already sold—fifty now on the register.

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HOLLOWAY'S PILLS

No family should be without these Pills, when wet, gloomy weather predisposes to fevers of all kinds, more especially remittent, typhus, typhoid, or, as the last is now newly named, enteric fever. Their long tried efficacy in removing indigestion, stimulating the bowels, and purifying the blood, has secured for them imperishable praise throughout the globe. Whatever the disease a few doses will relieve the more urgent symptoms and thereafter completely control all disordered action, rouse the torpid liver, empty the engorged spleen cleanse the obstructed kidneys, assimilate the food, improve the blood, and thereby confer on the brain and every function healthful vigour, natural activity, and wholesome regularity. In trying seasons this Medicine will save many lives.

MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

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Agent for the *London and China Express.*

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SAN FRANCISCO.

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DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London. E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH.

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU.

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TABLE GLASS OF ALL KINDS.

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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

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FIRST-CLASS English Family Hotel.
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AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

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SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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The *London and China Express* on Sale.

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OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Australia..	3,648	600	Sept. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Hindostan	3,113	600	Oct. 1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Peiho	... Sept.	27	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Mei-Kong	... Oct.	11	
Sindh	... Oct.	25	
Anadyr	... Nov.	8	
Provence	... Nov.	22	
Tigre	... Dec.	6	

The Steamers of the 27th Sept., 25th Oct., and 22nd Nov. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 11th Oct., 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. BEARS and Co., 17 Fenchurch-street, London.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 24th Sept.), the magnificent steamship CROCUS, 200 A1, 2,600 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glencarn	100 A1	2,130	330	Sept. 24
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,130	330	New boat
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 10th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Minko	A1 16 yr.	E.I.D.	With des.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., Hong Kong, and Shanghai ..	Formosa, s.s., via SuezCnl.	100 A1	651	S.W.I.	Sept. 25
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Yoroya.....	A1 13 yr.	383	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

YOKOHAMA and HIOGO.—The favourite clipper EVELYN, A1 13 years, South West India Dock, will have quick despatch. Has excellent chief cabin accommodation.

ROBERTSON and Co., 5, Newman's-court, Cornhill E.C., London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Lv-ee-Moon, s.s. ...	1,200	Norris & Joyner ...	Sept. 24
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 24
Star of the South ...	665	Wright Bros. & Co.	Sept. 25
Crocus, s.s.	2,000	Thos. Skinner & Co.	Sept. 25
LIVERPOOL.			
Glaucus, s.s. ...	1,604	Alfred Holt ...	Sept. 22
Deucalion, s.s. ...	1,596	„ ...	Sept. 29
Achilles, s.s. ...	1,550	„ ...	Oct. —
GLASGOW.			
Brisbane, s.s. ...	1,500	T. Skinner & Co.	Sept. —

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 578.] LONDON, MONDAY, SEPT. 28, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

TYPHOON AT HONG KONG

SINGAPORE, SEPP. 28.—A Typhoon of unprecedented violence occurred at Hong Kong, Sept. 22, causing fearful loss of life and property. The steamers *Leonor* and *Albay* were sunk, eight other vessels foundered or were wrecked, many are missing, numbers of houses have been blown down, loss of life estimated at 1,000; damage done to property immense. Typhoon reached Macao, causing a fearful amount of damage.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Sept. 28.
JAPAN—Yokohama	June 12	July 27	Aug. 5
Yedo			
Osaka and Hiogo	—	—	July 31
Hakodadi			
Nagasaki	—	—	Aug. 4
CHINA—Peking	—	—	July 29
Tien-tsin	—	—	,, 31
Chefoo	—	—	Aug. 2
New-chwang	—	—	
Hankow	,, 12	,, 27	,, 5
Kiu-kiang	—	—	,, 4
Chin-kiang			
Shanghai	,, 26	Aug. 5	,, 9
Ningpo	—	—	,, 7
Foochow	,, 26	,, 6	,, 9
Formosa	—	—	July 31
Amoy	—	—	Aug. 10
Swatow	—	—	,, 11
Hong Kong	July 10	,, 13	,, 15
Canton	—	—	,, 13
Macao	—	—	,, 14
PHILIPPINES—Manila	June 19	July 25	,, 5
COCHIN-CHINA—Saigon	July 3	Aug. 6	,, 13
SIAM—Bangkok	,, 3	,, 8	,, 15
BORNEO—Labuan	—	—	,, 14
Sarawak	—	—	,, 16
JAVA—Batavia	,, 10	,, 13	,, 16
Samarang	—	—	,, 12
Sourabaya	-	—	,, 8
MALACCA STRAITS—Singapore	,, 17	,, 16	,, 22
Penang	,, 24	,, 21	,, 24
CEYLON—Galle	—	—	Sept. 3
Colombo	Aug. 7	,, 29	Aug. 31

THE MAILS, &c.

The P. and O. mail, with the advices dated as above, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail, with Yokohama dates to the 14th August, which was due *via* San Francisco this day, has not yet been received. The next inward (French) mail, bringing advices Yokohama 12th, Shanghai 16th, Hong Kong 22nd, Singapore 31st August, left Suez on the 22nd inst., and may be expected *via* Marseilles on Friday next, the 2nd proximo, three days early.

The Saigon-Hong Kong section of the Eastern Extension Telegraph Company's cables has been interrupted during the past week, but is expected to be repaired in a few days.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Sept. 25.—From Galle: Mr. B. Hope, Mr. Roberts. To Venice.—From Shanghai: Mr. C. Rowband. From Singapore: Mr. and Mrs. Vaughan and child, Mr. C. A. Gould.

To Southampton, per P. and O. steamer *Teheran*, expected Oct. 5.—From Hong Kong: Mr. J. B. Blake, Mr. Matthews, three second-class passengers. From Singapore: Dr. Baily.

PASSENGERS OUTWARD.

Per French steamer *Peiho*, Sept. 27 (booked from London).—To Yokohama: Mr. F. der Heyden, Mr. and Mrs. Lowrier. To Hong Kong: Mr. and Mrs. G. Detring, Mr. Lechler, Mrs. Deane, Miss Deane, Mr. and Miss Lechler, Miss Peter, Miss Suess, Miss Graham, Mr. Josephson, Mr. Schaub, Mr. Russell.. To Shanghai: Mr. Grosvenor, Mr. Hodgson. To Batavia: Mr. and Mrs. D. Koek v. Leuven, Mr. and Mrs. Speet, Col. the Hon. W. Fielding, Mr. and Mrs. Oosteron and two children, Mr. and Mrs. van der Leuw. To Galle: Mr. and Mrs. Ballardie, Mr. Fitzroy Kelly, Mr. H. Dies, Mr. C. Miller, Mr. and Mrs. De Baugy, Mr. and Mrs. Johnson. To Singapore: Mr. Frank, thirteen artists, male, and five female. To Saigon: Three Sisters of Mercy, Mr. Vauvray, Mr. Malet.

Per French steamer *Meikong*, Oct. 11 (booked from London).—To Yokohama: Mr. Covil. To Shanghai: Mr. Harwood, Mrs. Seward, Mr. and Mrs. Lynes. To Hong Kong: The Danish Ambassador, Mr. Scott, Mr. O. E. Edwards. To Galle: Mr. Karslake, Mr. Cross, Mr. Shutter, Mr. F. Mortimer. To Batavia: Mr. and Mrs. Holland and three daughters, Mr. and Mrs. Bayer and daughter.

Per French steamer *Sindh*, Oct. 25, (booked from London).—To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May. To Shanghai: Mrs. Little, Mr. Leopold Lefebre. To Saigon: Admiral Dupret and suite, Mr. A. Spooner. To Yokohama: Rev. H. Evington. To Galle: Mr. and Mrs. Vandespar.

Per French steamer *Anadyr*, Nov. 8 (booked from London).—To Yokohama: The Japanese Minister at Vienna and suite. To Batavia: Mr. and Mrs. Brevet. To Hong Kong: Mr. E. Pye, Mr. F. Leyburn.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Hong Kong: Mr. Hearn, Staff Com. S. W. Browne, Mrs. Phillips, two Misses Brierton. To Ceylon: Mrs. Dowden, Mr. H. K. Phillips, Mr. E. A. Marras. To Colombo: Mrs. Wells.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 5. - To Ceylon: Mr. W. Clutterbuck.

Per P. and O. steamer from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Barker and son, Mrs. J. V. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg. Maj. Moorhead, Mrs. N. B. Denays.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: Hon. W W. Cairns, Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per P. and O. steamer from Venice, Nov. 13.—To Ceylon: Mrs. and Miss Delmage.

Per Nederland Company's steamer *Voorwaarts*, from Nieuwediep on the 19th, and Southampton on the 21st Sept.—Mr. and Mrs. P. Blassé, Mr. and Mrs. K. F. W. Koelman, Mrs. A. M. H. S. Bowles, Mrs. van Ketwich, Mr. W. P. Adema, Mr. J. W. M. van der Palm, Mr. B. G. H. Straeter, Mrs. G. H. Holland, Mr J. B. Burger, Mr. K. B. E. Dibbetts, Mr. A. D. Heringa, Mr. J. W. Mees, Mr. H. K. Havingo Oortwyn, Mr. and Mrs. P. Heyting, Mr. E. F. van Bloemenstein, Mr. H. de Chauvigny de Blot, Mr. W. G. H. van Blommestein, Mr. M. F. A. Perk, Mr. J. G. J. van Oppenraay, Mr. J. A. B. Masthoff, Mr. H. Mars, Mr. and Mrs. Thooft, Mr. H. F. J. Snydewind, Mr. J. P. van den Corput, Mr. G. L. Winter, Mr. Gerritse, Mr. Westmaas, Mr. A. E. van den Berghen, Mr. H. Hooy, jun., Mr. and Mrs. W. A. C. de Boeme, Mr. and Mrs. D. A. Flier, Mr. L. A. van der Dussen, Mr. and Mrs. W. Klencke, Mr. H. C. Consemulder, fourteen subaltern officers, 186 soldiers.

Summary of News from the Far East.

CHINA.

TIENTSIN.

A correspondent of the *North China Daily News* writes as follows:—

The Japanese Minister and suite took their departure for Peking on the 27th July, after a stay of six days. From the 25th July until his departure the Minister stayed, by invitation, at the American Consulate. The sojourn of his Excellency in Tientsin was as interesting as it was brief. The day after his arrival he notified the Viceroy of his presence, and on the 24th July an interview took place between them at the Viceroy's yamen. It is well understood here that Li has on several occasions declared his intention not to permit the Japanese Minister to go to Peking until satisfactory explanations were made for the recent operations in Formosa. But the Viceroy reckoned without his host; the Minister from Japan has had a good schooling in diplomacy — of the Oriental kind. He was very gracious and civil, but said never a word about Formosa. He coolly informed the Viceroy that he had been appointed by the Government of Japan to reside at Peking as Minister, and that he was now on his way to that delightful city. The Viceroy began at once to discuss the Formosa difficulty, and gave vent to his feelings by handing the Minister a slip of paper, on which was written a favourite quotation from the Chinese classics, regarding the "lawless encroachments of one State upon the territory of another." The Minister received it with the greatest *sang froid* possible, and after the Viceroy had wasted his breath

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in high-flown rhetoric, quietly informed him that he had only called to pay his respects, not to discuss international affairs; that he had been accredited to the Chinese Government at Peking, and that he was now on his way thither. Having said this much he made a pleasant bow, and left his host in a state of mind bordering on distraction. The declared intention and great aim of the Viceroy was to engage the Minister in a discussion, and so prevent his going to Peking. He failed signally. So keenly did he feel the mortification of his failure that he did not return the Minister's call, but sent a deputy to say that he had been taken suddenly indisposed. The helplessness of the Chinese in the present state of affairs between themselves and the Japanese is pitiable. They feel their humiliation, but of course are too proud to acknowledge it.

There has been an unpleasant rumour here of another massacre of foreigners, which it is reported will occur on the 8th of August. This rumour has taken its rise in the interior. Little attention is paid to it so far, and it is believed to be a false alarm; but one never knows just when to expect the wolf. The matter has been officially brought to the notice of the local authorities, but the general belief is that there is no danger to be apprehended from the mob at present.

Chên, the Customs' Taoutai of Tientsin, has retired from office, and is succeeded by Sun, an expectant Taoutai, who takes charge of the office temporarily. Everybody is glad to see Chên retiring from office. He is not wanting in ability, but his obstructiveness and avarice have rendered him obnoxious to both Chinese and foreign residents. He is reported to carry with him in his retirement from office the neat little sum of Tls. 300,000. The squeezing among the inhabitants of the district under his administration will be remembered for a long time to come.

The Chinese officials here have been taking active measures recently to prevent a recurrence of the floods this year. They have prohibited the slaughter of cattle for beef, and interdicted all theatrical performances for the space of three days! Let us hope that this well-timed and sensible action will afford us ample security from the inundation!

SHANGHAI.

The present mail brings advices from this port to the 9th August; the P. and O. mail from London, 26th June, arrived out on the 5th August. The following summary of news is from the *North China Herald*:—

Rumours have been abroad during the past few days that the Chinese had concluded a loan for several million taels. So far as we can learn, nothing of the kind has been done in Shanghai. The only foundation for the statement seems to be that the Viceroy of Fohkien has been negotiating in Foochow for a loan, but it is said without any actual result as yet.

We hear upon pretty good authority that the Chinese, if they have not already done so, are about to stop the coal trade at Keelung, with the object of retaining the whole supply for Government use, and that the Japanese are taking a similar course in relation to the Takasima mines. If this be true, it looks as if each side were reckoning its resources with a view to the eventuality of war.

The screw steamer *Yengpau* (No. 12 of the Foochow fleet of war-vessels), a transport of 800 tons and 150 horse-power, commanded by Captain Aft, came into port a few days since and took up an anchorage below the shipping, to wait orders. The *Yengpau* is the third troopship that has arrived within the past fortnight, and is the handsomest vessel of the three. She is, we believe, bound for the Yangtsze ports. Like the two that preceded her, she has had temporary galleys constructed, in which are fixed five large rice-steamers, capable of cooking for 600 or 700 soldiers. In connection with the present rendezvous of Chinese troopships in the Yangtaze waters, we may mention a rumour which is afloat, to the effect that orders have been issued to the officials of the C. M. S. N. Co. to have their vessels ready to act on Government orders.

The French mail steamer *Meikong*, on her way down river on the 2nd Aug., after clearing the Bar, had her stem caught by the flood tide, and was swung out of the channel on to the North bank, near the French godowns. Here she stuck fast, and though she had the assistance of two tugboats, she was unable to get off. Hopes were entertained that as next morning's tide would be somewhat higher, she would then succeed, but she again failed. At low water she had only thirteen inches under her stem and thirteen feet aft. The firm hold the steamer took on the bank is accounted for by the fact that she was going at ten knots against the tide, to give her steerage way round Pheasant Point, and when the upward current caught her, as she had to come to some extent athwart stream, after clearing the narrow bar channel, her way could not be stopped in time. Boats were at work lightening her, and the mails and cargo were being transferred to the *Mensaleh*, for conveyance to Hong Kong, when on the 4th Aug. the *Meikong* got off quite unhurt, and proceeded on her way homeward, with the mails and cargo. The *Mensaleh* proceeded on her voyage to Hong Kong the same evening.

About 9 P.M. on the 2nd Aug. a fire broke out in the southern suburb of the city, near Tunkadoo. The fire originated in a coal and wood store, which, with numerous other buildings, including a large Canton josshouse, was completely consumed, the contents of sandal and oil stores feeding the flames. It covered an area of about 100 square yards. The locality was of course inaccessible to engines from the Settlements, but valuable advice and aid were given by a few foreigners, prominent among whom we noticed Messrs. Tyler (Gilman and Co.), Burrows (Butterfield and Swire), and More, Hong Kong and Shanghai Bank. These gentlemen had their attention attracted when coming down the river in a houseboat, and having landed they made their way to the place and directed the operations of a Chinese fire company. A party was landed with an engine from a gunboat in port, but, with a large number of foreigners who went to the East Gate, returned on discovering the almost inaccessible nature of the situation. There was a good supply of water, which was carried to the spot in buckets by coolies, who were careful to get a sort of check for each bucket, presumably to secure payment afterwards. About midnight the fire had been brought under, but hundreds had been rendered houseless. Up till the following afternoon coolies were employed throwing water on the still smouldering ruins. There were upwards of one hundred houses destroyed, or much damaged. It was reported that one native was killed, and several severely injured by falling debris. The property destroyed amounted to many thousand dollars in value.

At the Mixed Court, the other day, a case came up admirably illustrative of the high social civilisation of the Chinese. A Soochow woman was sold by her husband to a brothel, and with her was given the usual body deed *(shén-chee)* signed by the impress of her husband's hand, under which sign manual the enlightened Chinese administrators of law recognise this vile system of bondage. Disliking the position into which she was thrust without power of resistance, the woman got some friends to advance money for her release, and having earned sufficient to pay them back, went to live in the French Settlement with a Chinese constable of the English municipal force, to whom she entrusted the document which represented her liberty. In due time they quarrelled, and the woman demanded the return of some money she had lent the man, together with the deed, but he refused to satisfy her as to either request. The woman appealed for redress to the Acting Superintendent of Police, who ordered the policeman to give up the paper, and took him before Chên, with a view to dismissing him from the force if the charge should be proved. The man produced a deed, which he declared to be the true one, but which the woman averred was a forgery, the impress of the hand being no larger than a child's. The magistrate said he could not recover the money the man was alleged to have got; and, as to the deed, if the one produced were not the true one, he could only compel the man to lodge an indemnity in Court in favour of the woman, against the possible production of any other deed. We believe the man's dismissal from the police force will follow upon the disclosure. The extraordinary thing about such cases is the deliberate recognition of those slave-dealing instruments, "body deeds," by the Chinese authorities. Custom is sacred in China, however, even when the custom is disgraceful; and probably the worthy magistrate could cover over such iniquities with a misty quotation from the Classics.

Our Chefoo correspondent mentions that a row has occurred at the new lighthouse works on the Shantung Promontory, in which one man was killed and one wounded. From another source we are told that the row probably arose between the Chefoo and the Ningpo coolies, about thirty of each of whom, with two Europeans, had been left to go on with the works. Captains of steamers are requested to look out specially for signals when passing the Promontory, and to note whether the temporary light is at work.

Steps are being taken towards the institution of a lodge of Good Templars in Shanghai. The necessary petition has already been drawn up, and signed by some influential members of the local Temperance Society, and will be forwarded to the Rev. J. S. Barradale, at Tientsin, the district deputy for China.

Mr. Avery, the new United States Minister to China, is expected by next American mail.

The *Herald* publishes the full text of the Convention and Treaty between China and Peru, the leading stipulations of which have already been noticed in our columns.

The assessment of damages in the collision case between the *Golden Age* and a junk has been begun by the examination of witnesses at the U.S. Consulate-General.

The U. S. S. *Ashuelot* has left for Nagasaki, her place being taken by the *Monocacy*, which came out of Tunkadoo Dock, where she had undergone cleaning and painting, prior to proceeding to Japan in a few days.

At the Mixed Court, before Chên and Dr. Yates, a well-known Chinese chief was charged with having entered a house in Portland-place, Hongkew, with intent to commit a robbery. He was sentenced to receive one hundred blows with the bamboo, and to undergo a fortnight's cangue.

In the Supreme Court Sir E. Hornby has given judgment on the appeal from the Court at Nagasaki, in which the master and owners of the barque *Misletoe* were the defendants and appellants, and Mr. W. L. Malcolmson plaintiff and respondent. The appeal arose out of a charter-party of the barque

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Misletoe, and the case was very simple. It was an action for damages for breach of charter-party for not repairing the *Misletoe* within a reasonable time. The decision was in favour of the appellants, and consequently reversed the decision of the Nagasaki Court.

FOOCHOW.

The *Herald* has the following :—

H.E. the Futai has returned to this port from the North. In view of the Formosa difficulty the Lekim and other arbitrary exactions will now doubtless be fully enforced. Troops are being rapidly pushed forward to Formosa, several thousand men having embarked at this port and Amoy during the week.

A Court of Enquiry into the conduct of Captain MacNabb, of the late s.s. *Canton*, has honourably acquitted the captain of all blame in connection with the loss of his vessel. The wreck of the steamer has entirely disappeared, and is now lying in about ten fathoms of water.

We believe that the Provincial authorities have succeeded in negotiating a loan with one of the local banks. Customs duty bonds will, we understand, be given as security. Preparations for war with Japan continue with unabated vigour. Large orders for firearms and munitions of war are being executed, and the Provincial Militia have been called out.

FORMOSA.

THE JAPANESE EXPEDITION.

A correspondent of the Hong Kong *Daily Press* writes as follows, under date Takow, 22nd July :—

It may now be regarded as an accepted fact that the Japanese have offered to evacuate Langkiaou on the payment of their expenses, amounting to something between a million and a million and a-half of dollars, and that the Chinese Commissioners have referred the demand to head-quarters. As, however, forty thousand foreign armed troops from the neighbourhood of Tientsin are under orders for Formosa, and many other warlike preparations, too numerous to mention here, are being made, there is very little probability that the Chinese contemplate agreeing to the Japanese terms. They have very much the appearance of trying to avail themselves of this proposition as a means of gaining time, and of delaying till they are more ready to take decided action. Nothing new has been heard very recently from Langkiaou ; but a most unfortunate occurrence has happened at Hong Kong, the little village north of Langkiaou, whose inhabitants invited the Japanese to come and defend them against the savages. One of the villagers there has been cut down and killed by a Japanese, from whose lust he was trying to protect his wife. The Chinese inhabitants, as they have been unable to obtain any redress, have closed their market against the Japanese, and will have no dealings with them. The temper of the two parties is such as to be a serious cause for apprehension.

Pan-ta-jen, the Assistant Commissioner, arrived here on the 20th July, with Mr. H. O. Brown, and has since left on his way South. A body of two thousand troops is shortly to be encamped at Takao. As there is nothing in the immediate neighbourhood of this little town but water, swamp, and hill, and barely room for the present population, the troops will have great difficulty in finding camping-ground. They are sure to be a source of annoyance to both the native inhabitants and the foreign residents.

The special correspondent of the China mail writes under date Amoy, 7th Aug., as follows :—I hear from a reliable source that the Japanese will not evacuate the island except on receipt of an indemnity for the expenses of their expedition. On the other hand, the Chinese laugh at the demand, and have sent an ultimatum to the Japanese to leave within 100 days from the 21st June. The Japanese have cut a road from Liangkiau in a direct line to the eastern coast, and have occupied the coast this side (west) to the north of the new road. Such being the case, a war is almost inevitable, and China is making every preparation for such a contingency. They have contracted, it is said, to have a cable laid from Taiwan to Amoy at a cost of $800,000. Whether this amount is correct or not it is impossible to say. The Chinese are concentrating their troops in Formosa, and every town in the island is to be strongly garrisoned. At Taiwan alone they have about 10,000 soldiers. Some 7,000 or 8,000 of Li Hung Chang's disciplined troops are coming down ; 5,000 or 6,000 from Canton, and about the same number from Chang Chowfoo. The last mentioned force will be despatched to Takow in few days. Large guns have been bought and Amoy is to be strongly fortified.

China is evidently determined to have it out, and is showing altogether a very strong front. She has one paramount advantage over Japan, and that is her great wealth. Her credit is ten times better than that of Japan, and in modern warfare money will to a great extent carry the day one would think ; for what can a country with an impoverished exchequer, and with her credit shaken, do? It is fool-hardy on the part of Japan to engage into a war with China. In her eagerness to bring herself into the comity of nations, she has gone mad, and the Formosan expedition is a clear illustration. She is going headlong to work without remembering that a nation is not to be made in one day. She would have done far better in looking after her internal affairs than meddling with other people's business. Let her rule her people properly first before she aspires to colonise other people's territory. Let the rebellious spirit of the Samourai be put down first before she seeks to civilise the savages living within the dominion of a friendly Power.

HONG KONG.

Our advices by the present mail extend to the 15th August ; the P. and O. mail from London June 26 was received on the 31st July, the following French mail of 3rd July arrived out on the 10th August, and the P. and O. mail of 10th July was received on the 12th August. We take the following items of news from the *China Mail* :—

A meeting of the Legislative Council was held on the 1st of August, present, his Excellency the Governor, the Hon. J. G. Austin, Colonial Secretary ; the Hon. Sir John Smale, Chief Justice ; the Hon. C. C. Smith, Colonial Treasurer ; the Hon. J. Bramston, Attorney-General ; the Hon. P. Ryrie, the Hon. Jas. Whittall, and the Hon. R. Rowett.

The minutes of the last meeting having been read and confirmed,

His Excellency introduced the business of the meeting by proposing the first reading of "an Ordinance to Consolidate and Amend the Laws Relating to Merchant Shipping, the Duties of the Harbour Master, the Control and Management of the Waters of the Colony, and the Regulations of Vessels navigating the same." The Ordinance was one of great importance, and the necessity for its passing now induced him to ask the Council to fix the earliest convenient day for getting it put through.

After some discussion the Governor then put it to the Council to fix the earliest convenient day for the second reading, and Monday week was agreed to for that purpose.

The Colonial Secretary submitted an Ordinance to authorise the appropriation of a supplementary sum, not exceeding $32,000, to defray the charges of the year 1873, which was read the first time. The Council then adjourned.

AUGUST 10, 1874.—Present : H.E. the Governor, the Hon. the Chief Justice, the Hon. the Attorney-General, the Hon. the Colonial Secretary, the Hon. the Colonial Treasurer, the Hon. P. Ryrie, J. Whittall, and R. Rowett.

Punctually at 2.30 P.M. the members assembled in the Council Chamber, when, his Excellency having taken the chair, the minutes of the last meeting were read and confirmed. His Excellency said that there were only two Bills to be brought before the Council, and that he thought the best plan would be to consider the second one first ; namely, the Bill to appropriate a sum not to exceed £32,000, whose provisions we noted in our last summary of proceedings. While the clerk was reading this Bill, the Colonial Secretary said that the increase to the Puisne Judge and others was sanctioned by a Home Ordinance.

Some conversation ensued on a question in relation to the fire department, put by the Hon. P. Ryrie, who was asked by the Governor to bring forward his question on another occasion. The questions were noted, and will be in due course responded to. The Appropriation Increase Bill was read and passed.

On the motion of his Excellency the Governor, the Shipping Ordinance Bill was read a second time and discussed.

Some discussion arose during the consideration of the third chapter, as to the salary to be paid to the members of the Marine Court, the number of members composing the Court, and the qualifications of the gentlemen of whom each Court should consist. The amount to be paid was agreed to, the opinion of the Council being evidently that $5 a day to the unofficial members was not too much. The Court is to be composed of five persons, and to be called the Vice-Admiralty Court of Hong Kong. At 5.10 P.M. the Council adjourned for further discussion till 2.30 P.M. on the 11th.

On the 11th and 12th., the discussion on the Mercantile Shipping Consolidation Ordinance was resumed, and the meeting afterwards adjourned until the 17th.

An extraordinary meeting of shareholders of the China Fire Insurance Company, Limited, was held at the Company's office on the 11th August, pursuant to a notice dated May 18, 1874. The following gentlemen were present.—Mr. H. Lowcock, Chairman ; Messrs. Jensen, S. D. Sassoon, Cairns, Dr. Dodd, R. Deacon, Boyd, Karberg, Russell, E. Sharp, G. Sharp, Burrows, Dr. Young, A. Andre, C. M. Kerr, Hall, Nelson, H. Smith, Nicaise, Wotton, A. Smith, Lyal, Hon. J. Ryrie, Heaton, Forbes, Hoppius, McIver. The notice of meeting was read by Mr. Jas. B. Coughtrie, the secretary, who then read the proposed alteration in Paragraph No. 1, Art. No. 104 of the Company's Articles of Association, as follows :—

"It may, except as by these presents is otherwise provided, invest the funds of the Company in or upon English, Indian or Hong Kong Government Stocks, Bonds, and Funds, or in or upon the Stocks, Bonds, Funds, and Securities of any foreign Government, Country, or State, upon mortgage on property in Hong Kong or elsewhere, and in or upon deposits or loans at interest to the banks established at Hong Kong or elsewhere, and may from time to time, subject to and in accordance with the provisions of these articles, convert or realise and re-invest the same as occasion requires."

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The Chairman explained the reason why the alteration was proposed to be made. He said that if the Company continued as prosperous as it had heretofore been, more funds would be in hand than could be invested in Hong Kong. The Directors wished to have power and authority to invest in other securities than these now permitted, and which would give a rate as good and profitable as the present securities.

Mr. S. D. Sassoon thought it was quite unnecessary to alter the articles. The present security was, he thought, as good as could be found; the capital was small—$1,000,000—and that was not too much to have invested here without going abroad for stocks, bonds, funds, &c. He thought that if the money was locked up abroad it would be difficult to get money when needed.

Mr. Sassoon proposed, and Mr. Deacon seconded that the proposed alteration was unnecessary. Mr. André sustained Mr. Lowcock by a few remarks, saying that it would be wise to allow the directors to invest their money in other securities than those at present specified. The proposition of Mr. S. D. Sassoon was then put and lost, and the original motion was declared carried.

Mr. Lowcock thanked those present for their attendance, and declared the meeting adjourned until Aug. 25.

The Hong Kong Chamber of Commerce have held a meeting relative to the blockade of the port by the Chinese Customs Cruisers, and have drawn up a memorial upon the subject for transmission to the Secretary of State, in which they strongly urge the Government to take some steps with regard to this evil, which most seriously interferes with the trade of the colony. One of the speakers stated his belief that if it had not been for the steamers, which cannot be touched by the Revenue cruisers, the trade of Hong Kong would long ago have been completely ruined. Some allusion was made at the meeting to the question of the revision of the P. and O. mail contract, but, as it appeared that this revision was only to be with reference to the steamers passing through the Suez Canal, it was decided not to take any steps in regard to the matter at present.

The *China Mail* says:—We are glad to see that the alteration and repairs of St. Stephen's Church (C.M.S.), Tai-ping-shan, are completed. A great improvement has been effected in the arrangement of the interior, the whole floor below the chancel being now level, and composed of red tiles and marble, whilst the chancel, approached by two steps of granite, is entirely of marble. A new pulpit of exceedingly chaste design adds to the attractive appearance of this interesting place of worship. The building is surmounted by a handsome cross, the gift of a well-known resident, and the whole of the work has been most substantially executed under the superintendence of the hon. architect, R. S. Alford, Esq. It is satisfactory to know that over one-third of the requisite funds have been given by Chinese Christians, members of the congregation assembling every Sunday for Divine worship.

The side-wheel steamer *Yotsai*, recently built by a Chinaman in Whampoa, for Mr. Acheong, of this place, went on her first trial trip on the 10th, and although she has in her only the old engines of the *Prince Albert* (a boat about half her size), she attained a speed of 10 knots an hour. She has a large airy saloon aft and an awning deck fore and aft, so that she will accommodate a great number of Chinese passengers.

SIAM.

—o—

BANGKOK.

The steam rice mills are at work, though the amount of foreign shipping in port has been meagre in the extreme. Two steamers are now on the line to run regularly between this port and Hong Kong. They make some business. Another steamer, the *Asia*, independent of that line, left here last month for Hong Kong. Between this and Singapore the steamers *Ban Yong Seng*, *Paknam*, *Kromahtah*, *Bangkok*, *Chow Phya*, and *Kalahome*, run quite regularly. The two latter steamers, in addition to visiting the city of Bangkok, are engaged in commerce in the Siamese territory on the Bay of Bengal.

BORNEO.

—o—

SARAWAK.

The Hon. J. B. Cruickshank has just returned from a tour of inspection of the stations under his jurisdiction. At Bintulu he found everything quiet and trade brisk. Here he heard that the fines imposed on the Kyans of Barram and Tinjir by the Sultan of Brunei relative to the murder of Sarawak subjects have been paid in full. At Muka the excitement caused by Haji Adil's disturbance has entirely subsided. The sago trade is being carried on with great spirit, owing to the high prices obtainable. Rejang news is satisfactory. At Kalaka he visited the Resident at Siratok (where he has built a fort). This place promises to become more populous than the town at the mouth of the river. Affairs at Simanggang give less reason for congratulation. Head-taking continues amongst the Dyaks near the border.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The present mail brings advices from this port to the 22nd August; the French mail from London 17th July was received on the 16th August. The following summary of news is from the *Straits Times*:—

Though no residents have yet been appointed to the Malay States, the Government deem it prudent to send Mr. F. A. Swettenham—who has shown considerable aptitude for such duties in recent missions to Laroot and Perak—to watch over British interests at Salangore pending the appointment of a resident to that territory. The chronic disturbances arising out of petty jealousy between the chiefs in Salangore render this step necessary to prevent complications that, without any permanent benefit to the turbulent leaders, would paralyse the trade and retard the development of the country, and be seriously detrimental to the interests of British subjects, by whose enterprise and capital that trade is being conducted. It is, however, urgent that a resident, clothed with the necessary authority for the conduct of the business pertaining to his office, should be appointed to these states at an early day, in order that confidence in the stability of their government may encourage the embarkation of capital in the development of their fertile resources and the promotion of an untrammelled commercial intercourse with their people, which, while greatly benefiting the trade of this colony, must also exert a civilising influence upon the native population.

In accordance with instructions from the Secretary of State for the Colonies, when returning the Chinese Immigrants Ordinance of 1873 for amendment, a new Bill has been drafted on this subject, which, previous to being brought before the Legislative Council, has been submitted to the Chamber of Commerce for the opinion of that body on its practicability and probable effects. The Chamber have not yet concluded the discussion of the Bill, but so far as can be learned, the feeling among mercantile men and even among the leading Chinese residents, is adverse to any measure of this sort, as likely to check the immigration of coolie labour into the colony, without affecting the object in view, which is simply to protect the coolies from imposition on arrival, and would be better attained by exercising supervision over the engagement and shipment of emigrants from the colony, wherein lie the abuses complained of in the Chinese petition that gave rise to legislation on the subject.

The Criminal Sessions concluded at the end of last month, and the prisoner Moorbarrack, who was sentenced to death for the murder of his wife, underwent the extreme sentence of the law at the usual place behind the jail. He seemed much more concerned about venting his spleen on some of the officers of the Police who had had charge of him than in the adjustment of his temporal affairs or the preparation for his hereafter. He met his death with perfect coolness. It has been determined to hold an Autumn Race Meeting, and the programme is already published, showing three days' sport on the 20th, 22nd, and 24th October. The prizes offered are good, and as we have lately had numerous arrivals of superior horses from Sydney, uncommonly good racing is anticipated. Invitations have been issued for a Ball at Government House on the 3rd proximo in honour of Her Majesty's Birthday. It will be remembered that at the customary season for this festival, his Excellency and Lady Clarke were away at Penang and Perak. On the 12th inst. Captain Smith and officers of H.M.S. *Charybdis* gave a ball on board that vessel as she lay at the Tanjong Pagar Dock—which was attended by the Governor and Lady Clarke and the principal residents.

The presence of a man-eating tiger on the little island of Pulo Obin (the granite quarry of Singapore, first made known by the discovery of the mutilated bodies of two of his victims on two successive days, occasioned considerable excitement here about a fortnight ago, and a number of gentlemen proceeded over to the island to endeavour to dislodge him from his hiding place. Heavy rains, however, which made operations in the jungle impossible, prevented the execution of their design, and after two days they were obliged to return without having accomplished anything. Nothing has since been heard regarding the tiger, and though he may still be hidden on the island, it is quite as possible he has recrossed the straits to Johore; if not, however, the natives will, for their own safety, no doubt soon entrap him, the small area of the island rendering this comparatively easy.

The steamship *Alexandra*, Capt. W. J. Stuart, from Sydney and Queensland *via* Torres Straits and Samarang, with the Australian mails, arrived at Tanjong Pagar wharf. The following is the *Alexandra's* report:—

"Left Sydney on 17th of July, and Brisbane at 4 A.M. on Wednesday, the 22nd inst., called at the Northern Queensland ports, leaving Somerset at 6.20 A.M. on Thursday, the 30th inst. Passing to the Northward of Timor and through the Flores sea, arrived at Samarang at 2 P.M., on Saturday, the 8th of August; left again at 5.30 A.M. on the 9th, passed through the Carimata Straits on the 10th, and arrived in Singapore at noon on the 12th. Experienced light airs and calms with fine weather to Samarang, light variable airs and head winds with cloudy weather and rain at times, from thence until arrival."

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It affords us pleasure (says the *Penang Gazette*) to be able to announce that his Excellency the Governor in Council has appointed Mr. Walter Scott, of the firm of Messrs. Brown and Co., to be a member of the Legislative Council, *vice* the late Hon. F. S. Brown. The appointment is one which will receive the unqualified approval of all classes of the community in this settlement.

The Spanish frigate *Carmen*, Capt. Manuel Carvalho, anchored in the roads and saluted the British flag, the salute being returned from Fort Canning. The *Carmen* is from Bar Bcelona, bound to Manila.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Coruabé and Co. report:—During the past month business in Cotten Goods has been very languid, and the only fabric for which there has been any enquiry has been Mexican T-Cloths, and for this article of medium quality Tls. 1.40 to 1.42 has been readily paid. Grey Shirtings have been saleable, but only at very low prices. Other Fabrics, both plain and fancy, have been neglected. Iron—both Nail Rod and Bar—has been in fair enquiry, but Lead has not been asked for.

HANKOW.—The business of the fortnight had been of a limited nature although for the time of year it had been up to the average. No article had been in special demand and rates generally were unaltered.

SHANGHAI.—With the exception of common Grey goods, the market had been quiet throughout the fortnight, and there was little or no change in quotations. Cotton Goods: Rather a large business had been done in common 8¼lbs. Grey Shirtings, and the demand still continued. Common T-Cloths had also been in request, and showed a small advance. White Shirtings were without alteration. Drills were quiet again, and the natives had been offering to re-sell their late purchases at a decline. Fancy Cottons were unchanged. Woollens: There was little change to note, and business had been on a very limited scale. At the weekly auctions, Camlets showed a decline, but with this exception, prices remained unchanged. Market for Metals and Coals very quiet.

FOOCHOW.—Sales had been: Grey Shirtings, 8¼lbs., 500 pieces at $2.50 per piece; T-Cloths, 7lbs., 500 pieces at $1.85 piece; Do., 6lbs., 400 pieces at $1.65 per piece; Lead, 2,000 pigs at $8.00 to $8.25 per picul.

HONG KONG.—There had been very little doing in imports during the fortnight, and quotations showed little or no alteration. Prices, however, were weak and the dealers showed no disposition to buy, except to satisfy their most pressing wants.

BATAVIA.—There had been a quiet market for piece goods, though on the whole there had been a somewhat better general demand than existed at the date of our last advices; values, however, were without improvement, and in some instances a further decline had been established.

CANTON.—Lead has not been in much demand; LB was quoted $8 to 8.03 and WB $8.05 to 8.18 per picul. Quicksilver was enquired for at $191 to 192 per picul.

SINGAPORE.—During the fortnight, the market for all imports has been quiet; there had been little change in prices, the demand had been dull, and only a limited business had been done.

PENANG.—During the fortnight the market had been excessively dull, and prices had decidedly ruled in favour of buyers. Transactions in all classes of goods had been on the most retail scale, and prices were at the close extremely weak.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report says:—Tea has continued to come forward freely since our last, arrivals for the week being 23,000 chests. The last two days there have been scarcely any fresh Teas put on the market, and we think the second crop leaf may now be considered all to hand. We make total arrivals to date, forty-four millions, or as nearly as possible the same as last year, so that the deficiency in the first crop, generally estimated at about two millions, has been fully made up. Two or three so called third crop Teas were shown a day or two ago. Not being liked here they have been forwarded to Shanghai, and it is said other parcels have been sent there direct. The quantity, however, will be very small, and scarcely worth noticing. We look for arrivals in quantity during the coming week. There is but a small business to report, settlements since 27th July amounting to only 3,053 chests and 4,320 half-chests. Prices show no appreciable change. Settlements have been assisted by the low freight and exchange, the former being reduced 10s., while credits have been settled as low as 5s. 11d. Sales are chiefly of Oonfars, ranging from Tls. 16½ to 19½. One or two Lee-lings have been settled at Tls. 17¼, and Shuntam packed at Tls. 15 to 15½ per picul.

KIUKIANG.—With the exception of a few small settlements all arrivals had gone forward to Shanghai on native account. Black Teas: Five chops had been settled at Tls. 21 for Ningchow, Tls. 17 to 20 for Kiukiang packed, and Tls. 21.3.0 for Hohow; total arrivals, 142,085 chests. Of Green Teas one chop of 511 half-chests had arrived and been shipped to Shanghai.

SHANGHAI.—Black: Purchases had again been very large, and showed quite as poor value as those of the previous fortnight. Previous prices had been fully maintained, and the liberal supplies which had come to hand had been hardly more than sufficient for the daily requirements; at the close there was no sign of the demand slackening. Many of the settlements had not been shipped, and the cargoes of the Norman Castle and Kaisow were already bought. The bulk of the business had been in Teas ranging from 1s. 2d. to 1s. 5d. The second crop had been very full, and had been remunerative to the natives. Third crops were beginning to arrive. Settlements for the fortnight, 54,200 chests; reshipments, 1,750 chests; stock, 36,000 packages. Quotations: Hohow, fair to finest, 1s. 1d. to 2s. 1½d.; Oonam and Oanfas, common to good, 11½d. to 1s. 5¾d.; Ningchow, fair to fine, 1s. 3d. to 1s. 11d.; Oopack, fair to good, 1s. 1¾d. to 1s. 5¾d. Green: The chief feature of interest during the fortnight had been the opening of the market for country Teas at Tls. 47. After all that had been said about low prices in New York, and the heavy losses which importers were making, Teamen must have been very agreeably surprised to find their produc fetching 4 to 5 taels above prices of last season. The cup quality of the Tea seen thus far was rather above the average, but no improvement had been made in their appearance. Pingsueys had been in some demand, at lower prices. The late arrivals, although of good make and colour, had little to recommend them in favour. The following were about the prices paid:—For country Tea, Tls. 34 to 47 per picul; Pingsuey, Tls 21 to 44 per picul; Local-packed, Tls. 30 to 42 per picul. Settlements, 18,625 half-chests; stock, 61,410 half-chests.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter reports as follows:—There has been less doing in this market since 1st Aug., yet purchases during the week have been considerable. A large proportion of the settlements appear to have been made for the Colonial markets. Teamen have been keeping supplies short of the demand, and settlements during the week exceed the arrivals. Congou: Business has continued on the same terms as last quoted, no noticeable alteration in prices having taken place; good common and flavoury kinds have been dealt in to a considerable extent, whilst large purchases of dust and low broken kinds have been made, rates for these latter descriptions must still be considered as very full. The second crop is now nearly all to hand, and the third is arriving. Souchongs: A fair business has again passed in this description, prices showing no change. Oolong: Several parcels have been taken at Tls. 20¾ to 23 short, fully maintaining previous rates. The fine lines will now shortly be generally shown, as yet but one or two have been placed on the market, and it would be premature to judge of the quality. Flowery Pekoe: Only two chops have been taken, showing a considerable drop on last week's rates. Scented Teas: This description has met with less inquiry during the week, and prices are easier.

AMOY AND TAMSUI.—During the fortnight about 5,000 half-chests of Amoy Oolong, grading good to superior, had been bought for America on a basis of about $26 for good cargo, or say $4 over prices of first purchases last season. Operations had been confined to one buyer, and as no other offers were reported it was thought that further settlements were not likely to be made immediately. The arrivals aggegated 115,200 half-chests, and the total settlements to date 10,340 half-chests, leaving a stock of nearly 105,000 half-chests. At Tamsui a moderate business had been done, principally in Teas grading superior and under, at a decline of $3 to 4 per picul on rates previously current; finer grades were however very scarce and commanded fully previous quotations. About 3,000 half-chests had been shipped to Foochow for sale there, the quality of which was thought to be inferior, though no musters were shown by the Chinese before the Teas left Formosa. The total export of Formosa Ooloongs to date to all quarters was 1,378,147lbs., against 268,988lbs. last year.

CANTON.—Messrs. Deacon and Co's Report says:—The transactions in Tea, during the past fortnight, have been to a fair extent, and prices paid show scarcely any change from those quoted last mail. Latterly the stock of desirable Scented Teas has become somewhat reduced, and Teamen, unable to lay in fresh supplies of raw leaf on the same favorable terms as previously current, have been less eager to make contracts. Congou: A few purchases have been made in the medium class at Tls. 18 to 21 per picul. Scented Teas: Of Capers, about 3,000 boxes common to good common and clean have been taken at Tls. 11½ to 13 per picul, but the bulk of the business has been in the fair to medium description at Tls. 16 to 21, the general run being much on the same basis of value as current previously, though the prices reported for some parcels indicate great irregularity. In Orange Pekoes, there is no change to quote, and supplies continue very moderate; some rather common "new makes" have been settled as low as Tls. 12 per picul. The fortnight's business is summarised as follows:—Congou, 2,100 boxes, at Tls. 18 to 21 per picul. Scented Orange Pekoe, 5,000, at Tls. 12 to 25. Scented Caper, 21,000, at Tls. 11½ to 21.

SILK.

SHANGHAI.—The business for the French mail was done at a decline of Tls. 2½ on Chop Silks; "Chicks," Nos. 3, 3½, and 4, being bought at Tls. 397½, 375, 345, and "Gold Lions," Nos. 1 and 2, at Tls. 365 and 345. The market had been much quieter since, but these prices remained unaltered, owing to fictitious quotations being maintained, by a large proportion of the shipments being on Chinese account. Common grades of Tsatlee were Tls. 10 to 15 cheaper; but there was little change to notice in other kinds. Included in settlements were 300 bales for America, consisting chiefly of Re-reels; Tsatlees at Tls. 300 to 390, and Hainings, Tls. 320 to 420. Settlements for the fortnight, 3,500 bales. Total settlements since 1st June, 22,000 bales; against 1873-74, 16,500 bales; 1872-73, 25,500 bales. Comparative unsold stock, 1874, 18,000 bales; 1873, 8,000 bales; 1872, 9,000 bales.

CANTON.—Prior to departure of the French mail there was some demand, and 260 bales were taken, most classes of Tsatlee reel being dealt in, since then, however, the inquiry had subsided, and although Chinamen had been inclined to accept somewhat lower prices than were ruling previously, only a few bales of Loongkong were reported to have been purchased. Advices from home showed no improvement, and as stocks in Canton were considerable, a decline in rates were expected to take place. Loongkongs of best quality had been wanted to some extent, and as usual were in scant supply, and obtainable only in small parcels; 30 bales were said to have changed hands. Long-reels to extent of 150 piculs had been sett'ed for th

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Indian market. Re-reels continued in limited request. Stock estimated at 900 to 1,000 bales Tsatlee, 200 bales Loongkong, 150 bales Cumchuck and Lacklow, 100 bales Kowkong, and about 200 bales of inferior sorts.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¾d.	4s. 2¾d.	4s. 2¾d.
Shanghai „	5s. 8⅛d. to 5s. 8⅝d.	5s. 9⅛d.	5s. 9⅛d.
Canton „ ...	4s. 2¾d. to 4s. 2⅞d.	4s. 2¾d. to 4s. 2⅞d.	4s. 2⅞d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2¾d.	4s. 2¾d.	4s. 2¾d.
Manila „	4s. 0¾d. to 4s. 1d.	4s. 0¾d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	223½
„ Hong Kong	27⅛ to 27⅜ dis.	—
Bar silver	Tls. 111.2.0	9½ prem.
Mexican dollars	„ 73.1.2	⅝ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 10 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $700 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium
Hong Kong Fire Insurance Company, $317½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 85 per share.
China Fire Insurance Company, $39 premium.
Victoria Fire Insurance Company, $19 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 84 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8⅜d., at Hong Kong 4s. 2⅛d., at Batavia F.11.75, at Singapore 4s. 2d.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo- lbs.
June 6 ...	Ada	Hankow ...	988,129
„ 16 ...	Cutty Sark	„ ...	1,270,651
July 8 ..	Lammermuir	Shanghai ...	1,340,000
„ 17 ...	Thermopylae	„ ...	1,200,000
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale ...	„ ...	930,783
„ 6 ..	Glamis Castle (str.) ...	„ ...	2,340,580
„ 7 ..	Priam (str.)	„ ...	1,541,337
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 9 ...	Teheran (str.)	„ ...	1,200,000
„ 18 ...	Kaisow	„ ...	1,100,000
„ 22 ...	Lothair	„ ...	1,300,000
„ 22 ...	Leucadia	„ ...	1,400,000
„ 23 ...	Glenroy (str.)	„ ...	2,000,000
Sept. 1 ...	Wylo	„ ...	1,300,000
„ 6 ...	Mirzapore (str.)	„ ...	2,000,000
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,000,000
„ 23 ...	Sir Lancelot	„ ...	1,200,000
„ 28 ...	Dartmouth	„ ...	900,000
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
„ 4 ...	Montgomeryshire (str.) ...	„ ..	1,940,209
„ 5 ...	Egeria (str.)	„ ...	1,487,260
July 3 ...	Deerhound	Canton ...	657,684
Aug. 1 ...	Golden Spur	„ ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 29 ...	Pekin (str.)	„ ...	1,000,000

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, SEPT. 25.—The P. and O. Company's steamer Malta arrived at 3.0 A.M., and the mail left for London at 7.15 this morning.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, SEPT. 22.—The P. and O. Company's steamer Teheran left Port Said at three P.M., to-day for Southampton, where she may be expected about the 5th of October. Specie £680,000.

NEXT INWARD MAIL.—SUEZ, SEPT. 22.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 30th inst.

INWARD MAIL DUE OCT. 19.—GALLE, SEPT. 22.—The Messageries Maritimes Company's steamer Anadyr, with the inward French mails, from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF SEPT. 18.—SUEZ, SEPT. 25.—The P. and O. steamers Hydaspes and Zambesi left at 4.0 P.M. to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF AUG. 28.—GALLE, SEPT. 22.—The Messageries Maritimes steamer Iraouaddy, from Marseilles 30th Aug., left here to-day for Singapore.

OUTWARD MAIL OF AUG. 14.—HONG KONG, SEPT. 22.—The French mail from London Aug. 14 arrived here to-day.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, July 31, Leucadia; Aug. 4, Lothair; from Liverpool, 5, Patroclus (str.); from London, &c., Sept. 18, Mary Whitridge; 24, Antenor (str.).

At HONG KONG and CANTON.—From London, July 31, Glengyle (str.); 13, Galley of Lorne (str.), Glenfinlas (str.); from Cardiff, Aug. 3, Comet; from Southampton, 13, Mirzapore (str.).

At SINGAPORE.—From London, Aug. 7, Mirzapore (str.); 16, Charles Albert (str.); 18, Aurora Australis; from Liverpool, 7, Hector (str.); 8, Robert Kerr; 11, Buena Ventura (str.); 14, Cameo; 21, Diomed (str.); from Cardiff, 9, Johanna Margaretha; 15, Elizabeth Child; 19, Anna; 20, Alblasserdam; 21, Ferdinand Bruhm; from Newcastle, 9, Tynedale; 11, St. Bernard; from Glasgow, 11, Princess Louise; from Hamburg, 9, Iphigenia; from London, &c., Sept. 21, Banda; 22, Cawdor Castle (str.).

At PENANG.—From Liverpool, Aug. 19, Diomed (str.).

At BATAVIA.—From Glasgow, Aug. 12, County of Lancaster; from Greenock, 14, Mauritius; from Texel, 8, Thorbecke; 18, Madura (str.); from Rio Janeiro, 4, Indus; 12, Milo.

At YOKOHAMA.—From Liverpool, Aug. 4, Cathaya.

DEPARTURES.

From SHANGHAI.—For London, Aug. 5, Red Riding Hood; 6, Glamis Castle (str.); Lauderdale; for New York, Sept. 21, John R. Worcester.

From FOOCHOW.—For London, Aug. 4, Montgomeryshire (str.); 4, Forward Ho; 5, Egeria (str.).

From HONG KONG and CANTON.—For London, Aug. 13, Glamis Castle, for Callao; 2, Fray Beutos; 10, Providencia, Macao.

From SINGAPORE.—For London, Aug. 10, Cassandra (str.); 15, Montgomeryshire (str.); 17, Priam (str.); 19, Glamis Castle (str.); 17, Ambota (str.), via Cadiz; for Liverpool, 10, Leon (str.), via Cadiz; for New York, 8, Olivia Davis; 19, Evening Star.

From PENANG.—For London, Aug. 11, Luzon; 21, Elly.

From BATAVIA.—For Channel, Aug. 7, Island Bell; for England, 7, H.M.S. Cadmus; for America, 1, Andromeda; 10, Kandanghauer II.; for Holland, 15, Kosmopoliet III.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates for London, by steamers, are £3 per ton of 40ft., and £3 per ton of 50ft., sailing vessels.

At FOOCHOW.—To London, per steamers, £3 per 40ft.; sailing vessels, £3 10s. per 50ft.

At HONG KONG AND CANTON.—None.

At SINGAPORE.—To London, sailing vessels, £2 10s. to £2 12s. 6d. dead weight, £3 5s. light cargo; to New York, £2 tin; £2 15s. tapioca; £3 5s. pepper; £3 15s. hides.

At PENANG.—To London, bag sugar, £3; basket sugar, £3 5s.; black pepper, £3 10s.; hides, £4. The Lord of the Isles (str.) will fill up at £2 for tin; tapioca and tapioca flour, £3 10s.; measurement, £4 10s.

At BATAVIA.—To Rotterdam, f. 70to f.72.50 coffee; f.65 sugar. To America, £3 15s., to load at the Eastward.

VESSELS LOADING.

At SHANGHAI.—For London, Killarney (str.), Glenroy (str.), Patroclus (str.), Norham Castle, Kaisow; for New York, Pleiades (str.), Bengal, John R. Worcester.

At FOOCHOW.—For London, Historian, Undine; the Leucadia and Eliza Shaw are expected.

At HONG KONG and CANTON.—For London, Sing Tai.

At SINGAPORE.—For London, Cameo, Tynedale, H. W. M.; for Liverpool, Bertie; for Hamburg, Experanza; for Boston, Belle of Southesk, Escort; for New York, St. Bernhard.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 27 ...	Nevada	Batavia	Falmouth
„ 29 ...	Remus	London	Yokohama
„ — ...	Leonora	Hamburg	—
„ — ...	Ulva	Singapore	Channel
„ 30 ...	Jessica	Liverpool	Yokohama
„ — ...	Aurora	Bordeaux	Saigon
„ 31 ...	Atlantic	Cardiff	Hong Kong
Aug. 1 ...	Dan	Hamburg	Do.
„ — ...	Indus	Rio de Janeiro	Batavia
„ 2 ...	War St. Basalisk	Singapore	Cape of G. H.
„ 6 ...	Merse	Manila	London
„ — ...	Caller Ou	Ilo Ilo	New York
„ 8 ...	Island Belle	Cheribon	Channel
„ 10 ...	County of Lancaster.	Glasgow	Batavia
„ 10 ...	J. C. Monro	London	Shanghai

LATEST TELEGRAMS.

KASHGAR AND CHINA.

(TIMES' TELEGRAM.)

BERLIN, SEPT. 23.—An insurrection has broken out in Khokand. The Khan sent for help to Tashkend, but Russia declined to interfere. Should the Khan be dethroned his territory will possibly be added to the dominion of Yakoob Khan of Kashgar, who is a Khokande by birth, and recently obliged the Russians by driving a Chinese force from the Kuldsha frontier.

THE WAR IN ATCHIN.

THE HAGUE, SEPT. 21.—The following despatch has been received from the Governor-General of the Dutch Indies, dated the 19th inst.:

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—"Great Atchin does not yet give evidence of a concillatory disposition. Our military positions there have been fortified. Entjoeng and Djolo have submitted. The Rajah of Patty will visit Batavia."

THE BELGIAN MINISTER AT PEKING.

BRUSSELS.—The *Echo du Parlement* confirms a rumour according to which the Emperor of China has refused to receive the new Belgian Minister.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 24, off Scilly, from Akyab, Olive Southard; at Liverpool, from Manila, Leon (str.); at San Francisco, from Zebu, Aristos; 24, at Liverpool, from Rangoon, Bertha; off Scilly, from Akyab, Wm. M. Reed; 22, at Texel, from Rangoon, Maria P.; Mathilda; 23, at Helvoet, from Rangoon, Antias; 27, at London, from Singapore, Monte Lago; from Foochow, Cassandra (str.); Cheops (str.); 26, at Liverpool, from Rangoon, Prince Victor; 27, at Queenstown, from Akyab, Summer Cloud; at San Francisco, from Yokohama, John Rennie; 22, at Bremerhoven, from Akyab, Scopo; 23, Aimo; 24, Markland; 28, off Deal, from Lisbon and Foochow, Gordon Castle (str.).

DEPARTURES.—Sept. 24, from London, for Cardiff and Singapore, Vanguard; 30, from Penarth, for Singapore, Andras Rickmers; 24, from Newport, for Singapore, Constantia; from Penarth, for Singapore, Adelheid, Jerband; 25, from Cardiff, for Galle, Sophia.

SPOKEN.—H.P.K.F. (Rover of the Seas), Singapore to London, June 30, 19 S., 85 E.; Henrietta Elisabeth Susann, Rotterdam to Sourabaya: Sept. 20, off St. Catherine's Point, Trinidad (ship), Cardiff to Batavia, Aug. 12, 6 N., 24 W.

CASUALTIES.—A telegram received at Rotterdam, Sept. 23, announces that the Dutch ships Louise, Vogelzang, and Triton, Oostrum, had been driven against one another at Sourabaya, and sustained damage.

YARMOUTH, SEPT. 20.—The smack Surprise, of Ramsgate, Blackburn, was run down last night off this place, by the Ellen Beatrice, Thompson, from Shields to China; crew saved.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BROOKE—On the 26th Sept., at 31, Albemarle-street, the wife of The Rajah Brooke, of a son.

HOPKINS—On the 3rd August, at Shanghai, the wife of Dr. Hopkins, of a daughter.

JONES—On the 6th August, at Honkew, the wife of James Jones, of a daughter.

NEWCOMBE—On the 29th Aug., at Hiogo, Japan, the wife of Edward Newcombe, C.E., of a son.

REEVES—On the 4th August, at Ningpo, Mrs. George Reeves, of a daughter.

RODYK—On the 10th Aug., at Banda Illier, Malacca, the wife of William Alexander Rodyk, of a son.

MARRIAGES.

ANSTRUTHER—FARLEY.—On the 15th June, John Newdegate Anstruther, fourth son of the late Philip Anstruther, Colonial Secretary of Ceylon, to Julia Georgiana, second daughter of the late Daniel Farley, of Worcester.

BUSH—LESTER.—On the 16th Sept., at the parish church, Stoke Newington, by the Rector, James E. Bush, formerly of Newchwang, China, to Clara, youngest daughter of the late James J. Lester, solicitor, of Lea.

DREW—DAVIS.—On the 17th Aug., by the Rev. Joseph Henry Allen, Edward B. Drew, of H.I.M. Customs, China, to Anna A. Davis, daughter of James Davis, Medfield, U.S.A.

SELBY—GARRETT.—On the 19th Sept, at St. Margaret's Church, Lee, Kent, by the Rev. F. R. Smith, B.A., Curate of St. Paul's, Stratford, Charles Frederic, elder son of Frederick Selby, of Ravensbourne-park, Lewisham Kent, to Elizabeth Margaret, younger daughter of the late Jabez Garrett, of 79½, Watling-street, and Mrs. Garrett, of No. 33, Granville-park, Lewisham.

DEATHS.

DILKE—On the 20th Sept., at 76, Sloane-street, Lady Dilke.

EIMBCKE—On the 9th August, at Macao, Adolph Eimbcke, Consul for Peru at Hong Kong.

LUCE—On the 6th August, at Shanghai, Alfred E. Luce, a native of Massachusetts, aged 30 years.

LOSE—On the 18th Aug., at Singapore, Edward Lose, aged 63 years, born at Rendsburg, Holstein, and for many years a resident.

RATSEY—On the 2nd August, at Shanghai, the beloved daughter of Captain Ratsey.

RENNIE—On the 16th Sept., at Coombe Wood, Surrey, the residence of his father-in-law, J. Coyzgarne Sim, William Hepburn Rennie, C.M.G., Lieut.-Governor of St. Vincent, and formerly of Hong Kong, in the 46th year of his age.

RUIZ—On the 4th August, at Shanghai, Teresa Ruiz, aged 25 years, a native of Mexico.

WILLIAMS—On the 5th August, at Foochow, suddenly, Robert Pennington Williams.

Miscellaneous.

The Vigilant, Lieut.-Commander Hugh C. D. Ryder, Vice-Admiral A. P. Ryder's despatch vessel for the China Station, was inspected by him at Portsmouth on the 21st inst. Next day she left the harbour for her trial and the swinging of compasses; and in the evening she sailed for China, Vice-Admiral Ryder proceeding in her to Plymouth. The officers of the Vigilant are Lieutenant J. W. Balliston, Sub-Lieutenant Frederick O. Pike; Chief Engineer, Henry Jones; Assistant-paymaster (in charge), W. J. Stewart Cannon; Surgeon (in charge), R. A. Mowll, M.D.; Gunner, W. Ricketts; Engineers, R. Sutherland and G. Triggs; Assistant-engineer, G. H. Hearson. The ship's complement is seventy-three officers and men.

The Lapwing, 3, gun-vessel, Commander Sir W. Wiseman, has been commissioned with a complement of ninety men for the China station. She is to relieve the Thistle.

The report of the Hong Kong and Shanghai Bank, a telegraphic summary of which has already appeared, will be found in full in our Advertising columns.

THE P. AND O. STEAMER "SURAT."—This vessel, which has been lengthened, was tried at the measured mile in Stokes Bay on the 26th, before resuming her position in the mail service with the East. The alterations have been effected by her original builders, Messrs. Day, Summers, and Co., of Southampton, by whom the ship was cut in two in the west graving dock and lengthened 40ft. 4in. Her original horizontal engines have been superseded by compound engines of 530 nominal horse power capable of indicating 2,900-horse power, and calculated to drive her at a speed of 13¼ knots per hour. The cylinders are 48 and 96 inches in diameter respectively, with 4ft. 6in. stroke, and she is propelled by one of Griffiths's three-bladed screws, 18ft. in diameter, and with a pitch of 22ft. The present dimensions of the vessel are—Length between perpendiculars 356ft. 6in.; breadth of beam, 41ft. 6in.; depth from top of floor to spar deck, 30ft. 3in.; tonnage, builders' measurement, 3,057, and gross, 3,141 tons. She is elegantly fitted throughout with every arrangement for the comfort of passengers. At the trial on Saturday, with an average pressure of 61½lb. of steam, vacuum 24½ inches, and 64¾ revolutions of engines per minute, the vessel attained a mean speed of 12.247 knots per hour, which would have been considerably higher had the ship been in better trim, she having only 700 tons dead weight on board, and the fans of the screw working eight or nine inches out of the water. Her draught was 15ft, 6in. forward and 17ft. 11in. aft. Owing to the recent alteration, the *Surat* is now capable of carrying over 800 tons of cargo more than before on the same draught of water, and it is fully expected that she will regularly make 10 knots per hour at sea on a daily consumption of 28 tons of coal. The *Surat* arrived in the Victoria Docks at two o'clock on the 27th, and she will leave Southampton on the 8th October, with the heavy India and China mails.

DEPARTURE OF MISSIONARIES FOR CHINA.—On the 18th inst. a meeting was held in St. George's Presbyterian Church, Liverpool, to commend to God's gracious care the band of missionaries who were to sail the following day in the *Glaucus*. Mr. and Mrs. Macgregor, Mr. Gibson, Mr. Barclay, Miss Ingram, and Miss Dickson were all present. A large number of friends were present to bid them farewell, including the mother and two sisters of Mr. Gibson, and the mother, four brothers, and one sister of Mr. Barclay. A few minutes of quiet were secured after the luggage had been all taken on board, and a brief prayer-meeting was held in the saloon, the devotions of the meeting being led by the Rev. Jno. Gordon, brother of one of our missionaries, and the Rev. R. H. Lundie.

THE P. & O. COMPANY'S FLEET.—The new steamer Thibet (sister ship to the Teheran), will leave Dundee on the 3rd, and shortly take her place on the line. The Deccan, Sunda, Poonah, and Avoca, now under repair, will all be ready for service before January. The trial of the Surat, after lengthening, will be found in another column. The vessels in the Victoria Dock are the Surat, Thibet, Cathay, Peshawur, Malwa, Khedive, China (under repairs); and at Southampton, the Hindostan and Tanjore (under repairs).

A MAN calling himself Julius Mendelsshon, but whose real name is supposed to be Julius Lisser, has just committed suicide in a New York prison. He is believed to have been formerly an interpreter at Yokohama, and was recently convicted of forgery, and sentenced to five years imprisonment in States Prison, New York.

THE launch of the Lighthouse steamer *Meiji-Maro*, for the Japanese Government, took place on the 26th inst., from the yard of Messrs. Napier and Co., Glasgow. She is a spar-deck iron screw 225 ft. long, 30 beam, depth of hold to spar-deck 22 ft. 6.

Literature.

Translations from the Hakayit Abdulla. With Comments by J. T. Thomson. Henry S. King and Co.

"As I compose this work on myself, so I shall call it the Hakayit, or Autobiography of Abdulla." Such is the explanation given of the title by the author, and Anglicised by the translator. From the preface of the latter—who addresses it, Otago, New Zealand—we learn that the MS. was handed to him eighteen years ago, and written in the Malay language, though the characters are "essentially Arabic"—a specimen of which faces the title page. In performing his task Mr. Thomson has done full justice to the memory of the author, in bringing it before the English reader with profuse comments on each passage, which amount to nearly as much subject matter as the text itself. By this means a great deal that would be otherwise obscured is explained. Indeed, if any fault is to be found with the commentary, it is being too diffuse, and containing personal remarks upon some eminent characters mentioned in the narrative that would have been much better expunged. A generation has passed away since the events occurred in the Indian Archipelago to which the autobiography of Abdulla relates, and though a humble witness of the foundation of what are now designated the "Straits Settlements," nevertheless his descriptions of the leading men in these transactions, and their consequences, are graphic and truthful. Without entering into details, the chief interest of the book centres in the account given of Singapore and its successful establishment by Sir Stamford Raffles and Colonel Farquhar, after the British had abandoned Malacca on the 18th September, 1818, when it was transferred to the Dutch, according to a European convention. Abdulla was a native of that city, where he was first taken notice of by Sir Stamford as an expert and intelligent Malay writer, some ten years previously, when he was about twenty-one years of age, and afterwards employed as a translator. It was in this capacity that he saw so much of his master and other British officials; at the same time his own natural shrewdness and powers of observation, as evinced in these translations, show that he was more than an ordinary observer of events and their leading characters. When the island of Singapore was occupied by treaty with the Tomongong of Jahore, on the 9th February, 1819, the site fixed on for the settlement was a marsh

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and it became an important matter how to fill this up, and extend the town. On this head Abdulla has the following:—

Now Mr. Raffles and Colonel Farquhar consulted about extending the town of Singapore, when the latter thought that Campong Glam was the direction for the mercantile part and the bazaars; but Mr. Raffles opined that the other side of the river was the proper site. To this Colonel Farquhar objected, the place being nothing but swamp, with bad water; and, besides, the cost of raising the land would be great. To this Mr. Raffles replied, that if Campong Glam were made the place for merchants, the other side would be a mere waste for hundreds of years, and not even then improved. Thus they were full of thought, one saying this and the other that; each devising plans. So they thought over this for three days, when it struck Mr. Raffles that he might cut down the hill near the Point, and spread it on the marsh. So Chinese, Malay, and Kling coolies, to the number of two or three hundred, were set to dig and carry the earth; others were set to break the rocks, which were here very plentiful and large. So each set to their special work as if a battle were raging. Now at this time the price of labour was high, viz., one rupee a day. So at night a bag was required to carry the money for the payment of the labourers, and Mr. Raffles visited the works, to give directions to the overseers who had charge of the men. Nor was Colonel Farquhar idle, being on horseback every morning, seeing that the land was sectionised far and near, which he sold by auction, or else gave away; for all was under forest,—the object being to get it cleared. Now Colonel Farquhar suggested that I should take a bit for myself at Campong Glam, as he thought it would be the mercantile quarter; so I took me to a place thereon with plank walls, but I remained there under constant fear, as I was surrounded by forest.

Abdulla was a Mohammedan, but in the course of his experiences among the British he became indoctrinated into the tenets of Christianity, and he frequently enters upon the subject in his autobiography, but his commentator mentions that he never became a convert. There are many other matters of interest connected with Malaysia and its people, which are well worthy of perusal, and we commend the book to all who take an interest in the Straits Settlements.

Dr. J. Forbes Watson, M.A., M.D., has just written a pamphlet on the "Establishment in Connection with the India Museum and Library of an Indian Institute for Lecture, Inquiry, and Teaching, and on its Influence on the Promotion of Oriental Studies in England, and on the Progress of Higher Education among the Natives of India, and on the Training of Candidates for the Civil Service of India." Dr. Watson urges the necessity for the establishment of an institute for the advancement of our knowledge of India, and he advocates the project upon other than political grounds, believing that an establishment of the kind indicated would promote many objects which are in themselves of interest to both countries, quite apart from any political significance which they may possess. Dr. Watson's views on the subject are so clearly put forth and so excellent in their object that his scheme ought to obtain support from all those who are interested in the development of Oriental studies, and who desire to see a closer connection existing between our own country and India.

Trübner's Oriental Literary Record informs us that it is proposed to establish at Newburyport, United States of America, a University of Modern Languages, each language to be imparted by a native of the country where it is spoken; but the most notable feature of the scheme is to lodge each student in a family speaking the language he is studying, and so materially aid his progress. It is reported that applications for admission have already been received from many Brazilian, Cuban, Japanese, Chinese, and Mexican young men. With regard to the science of religion we are also informed in the same periodical that Messrs. Trübner and Co. have issued a catalogue of nearly three hundred volumes, treating of the religions of the American Indians, the ancient classical countries, Scandinavians, slaves, Teutons, Brahmans, Buddhists, Confucians, Tauists, Mahommedans, and Zoroastrians.

We further learn from the *Monthly Record* that Mr. Charles Rudy has published an English and Chinese Grammar (Mandarin language), on the Ollendorffian method, in three volumes. This grammar is so arranged that it corresponds, page by page, with the Ollendorff grammars of other languages; so that a German or Russian, by the aid of his own grammar, can study Chinese, although he may not be able to read the English sentence placed opposite the sentence in this grammar. This plan will be of immense use to Chinese who wish to study European languages, as it will give them the opportunity of learning any language of which Professor Ollendorff has published a grammar.

In the September number of the *Oriental* there are several papers of especial interest to our readers. "Notes from the Journal of a Tour in the North of China," by Dr. Legge, is sure to attract attention; while a continuation of the paper called "Japan Visited by an Old China Resident" (Mr. Edkins) is well worthy of note. "An American's Travels Round the World" describes a visit paid to China and Japan by the late Mr. W. H. Seward.

A work entitled "The Straits of Malacca, Indo-China, and China, or Ten Years' Travels, Adventures, and Residence Abroad," will shortly be published by Messrs. Low and Co. It is from the pen of Mr. J. Thomson, the photographer, and will contain a narrative of the writer's personal experience and adventures in the Straits of Malacca, Siam, Cambodia, Cochin China, and China.

The current number of the *Oriental Magazine* contains an article entitled "Notes of a Tour in North China," by the Rev. Dr. Legge, also one on "Japan from a Chinese Resident's Point of View," by the Rev. J. Edkins.

GERMANY.

(FROM OUR OWN CORRESPONDENT.

HAMBURG, SEPT. 22.

The assassination of Herr Ludwig Haber, Acting Consul for German at Hakodadi, has made a painful sensation in this country. The unfortunate gentleman was a native of Brieg, in Silesia, and the intelligence of his death was first received in a telegram from the Japanese Government to the Foreign-office at Berlin. In the absence of Prince Bismark the news was communicated by the Director of the Foreign-office, Baron von Philipsborn, to the brother of Herr Haber, adding that the sad event was confirmed by a despatch from the German Embassy at Japan. The assassin is a Japanese Samirai, who has been arrested, but the motive for the murder is not known yet. Herr Kempermann, the interpreter to the German Embassy, has been sent off in the corvette *Elisabeth* to Yesso to obtain the necessary information.

From the official returns published by the Statistical Department of our Board of Trade here, it appears that the number of vessels that arrived in this port in the first eight months of the present year was 3,477, of 1,391,520 register tons, against 3,614 vessels and 1,332,980 tons in the corresponding period (from January 1 to the end of August) of 1873, showing a falling off in the number of ships, but an increase of 60,000 tons of carrying capacity. The number of steamers arrived was 1,758, against 1,668 last year.

As I intimated in my last letter, the Danish Government have now decided to appoint an Envoy to the Courts of Peking and Yedo, and have selected for that mission a military diplomatist in the person of Major-General Raasloeff, who was at one time Minister for War, and formerly accredited as Danish Ambassador with the Government at Washington.

With reference to the sale of the armour-plated frigate *Danmark*, the Copenhagen semi-official *Dagbladet* says that the cancelling of the contract was carried from considerations of a political nature, as it was ascertained that the English purchasers, Messrs. Baring Brothers and Co., of London, intended to sell the vessel to one of the two East Asiatic Governments, between whom hostilities were then about to break out, but with both of whom Denmark was in a state of peace and amity. It was thought that the sale might be looked on as a breach of neutrality, and lead to complications that had better be avoided. The *Danmark* was built in England just before the Danish war with Germany, but did not take part in it, as she was not allowed to go out o the country till the war was over. f

The German Transatlantic Steam Company of this city—the so-called "Eagle line"—have convened a special general meeting of the shareholders for the 24th inst. at the Exchange Rooms, to report on the state of the company's affairs and prospects (which latter are not very brilliant, seeing that the shares are now worth 27 for 100 thalers), and to ask leave to authorise the directors to raise 750,000 thalers by a second preference loan. It is expected that at the meeting a proposal will be made to sell the ships and wind up the concern, as they are unable to compete with the old Hamburg-American Steam Company (whose shares, notwithstanding the competition, are quoted 2 per cent above par).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, SEPT. 23.

The day before yesterday the Session of the States-General was opened with a Speech from the Throne. The ceremony was of the usual character, and those who were of opinion that the speech would contain a programme of the Ministerial intentions are certainly much disappointed. The Ministers make many promises; but on the chief questions of the day they maintain a complete reserve. "The news from Atchin—his Majesty says—leads me to expect that by prudence and perseverance the resistance now offered to the Dutch authority will be vanquished." This means that the war will be continued—which is certainly not what we wished. "The state of the Indian Archipelago is otherwise satisfactory. The crops give promise of a good produce. It is my intention to lay before you shortly proposals for new railways in Java." These are the most important, but very meagre clauses of the speech which refer to Java. As a matter of course, we were greatly disappointed to find that not one word was said about the Reform Bill; but, on the other hand, it is regarded as satisfactory that the Cabinet intend to make dry land of the Zuydersee, and to assist the company, which has undertaken to make a canal from here to the North Sea. For the rest a great many Bills are promised, as they have been promised for several years past, and of course there is not the least chance of these promises being fulfilled. We know only this, that the Ministry means to work, and let us hope that the Second Chamber will not make their labours of no avail.

The election at Tiel has had no definitive result, and another election must take place between Messrs. Van Rappard and Dyckmeester, neither of whom obtained an absolute majority. In Amersfoort Mr. Van Asch van Wyk, the anti-revolutionary candidate, was elected. At Harlingen Mr. de Roo van Alderwerelt, a radical, was elected without opposition, the ex-Minister, Fransen van de Putte, declining a request to become a candidate. Another election must take place at Hoorn, Mr. Van Akerlaken being elected member of the First Chamber.

In the First Chamber the newly-appointed President, Mr. Vos Van Steenwyk, has delivered his speech, which had no political significance. The Second Chamber has re-elected Mr. Dullert as President, but their choice has yet to be approved of by the King.

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THE NEW STEAMERS FOR THE PACIFIC MAIL STEAMSHIP COMPANY.

The American papers say :—The *City of Peking* and the *City of Tokio*, the twin steamships recently built for the Pacific Mail Steamship Company, possess a peculiar interest as experiments in American naval architecture. Considering the long period for which we have been out of practice in steamship building, and that Great Britain, for many years past, has been doing four-fifths of the whole of this kind of construction that has been done in the world, we stand at an important disadvantage, so far as respects experience, in competition. Our work, however, is now before the world, and the results of these two vessels, when they come to be fairly tried, must go far towards determining the future of iron steamship building in the United States. The cost of these vessels comes so near that of construction in Great Britain that it may be conceded we have conquered that obstacle to competition with our chief rival. The points that remain to be tested are strength, speed, and economy of working. As to strength, there is perhaps but one point that remains open to doubt. The builder has not adopted the principle of underlaying the upper deck with a coating of steel riveted to the sides of the vessel, constituting the ship virtually an iron tube, which has been incorporated by some of the Atlantic companies in the structure of their ships, with a vast acquisition of strength ; and it remains to be seen how the *City of Peking* and the *City of Tokio* will stand the powerful strain to which they will be exposed in the rough waters on the eastern and southern shores of Japan and in the Yellow Sea. They may prove strong enough for their purposes, considering that they carry light cargo ; but it is certain they would have been stauncher with this modern improvement. It has long been a question between American and British steamship builders whether wider beam and greater depth, and consequently superior carrying capacity, cannot be reconciled with the attainment of the highest speed. Our builders have taken the affirmative side of this problem, the British the negative. The *City of Peking* has been constructed upon the American idea ; and her performances will go far towards settling this disputed point. She is 423ft. in length, which is somewhat below the length of the recently-built English iron steamers ; but her breadth, being 48ft., is 4ft. greater than theirs, and her depth being 38ft. is from four to six feet more than theirs. But, so far, we have had no means of testing the two principles ; nor could we have a satisfactory trial except under the circumstances of the two classes of vessels running in the same waters and with the same kind of cargo. The run out of this harbour and outside of Sandy Hook made by the *City of Peking* on Saturday last affords no criterion whatever of her speed as compared with several Liverpool steamers which were leaving the port at the same time. It was no race. At the same time, it must be allowed that the tests of speed have thus far proved very satisfactory, and leave room for hope that Mr. Roach has at length demonstrated the truth of the American principle. She makes 14½ to 15 knots an hour, with 53 revolutions per minute, and 57lb. of steam. On returning to New York from Boston on the 9th of September she sailed from Sandy Hook Light to Governor's Island, 18 knots, in one hour and four minutes, the tide favouring her. The belief is that she can make at sea 15½ knots an hour, with a consumption of 70 tons of coal a day. In respect to capacity, the *City of Peking*, being of 5,080 tons, has a larger tonnage than any of the steamers at present plying between this port and Europe, the New York Custom-house register being in each case accepted as the standard. We have not the means at hand for comparing her with the large new vessels of the Peninsular and Oriental and other European-Asiatic lines, but she probably exceeds the capacity of any of those steamers.

THE SIMONOSEKI INDEMNITY.

(BOSTON ADVERTISER.)

The first instalment of the indemnity became due and was paid August 22, 1865. The second instalment became due November 17, 1865, and was paid January 8, 1866. The third instalment became due February 15, 1866, and was paid. It is to the fourth, fifth and sixth instalments, which became due on the 15th of May, August and November, 1866, and which were not then paid, that the recent despatches refer. They amount in the aggregate to $1,500,000, of which one-quarter is due to the United States. The sum received by the United States from the three instalments that were paid in 1865 and 1866 was $375,000, which was computed in Mexican dollars, and the avails thereof invested in United States registered 10-40 bonds. The interest, as received, has been invested in the purchase of similar bonds, and the amount of the fund, as stated in an official paper by the Secretary of State, under date of 13th March, 1872, was $780,354, the fund having nearly doubled in less than ten years, from the gain in exchange at the time of the original investment and the addition of interest. We are unable to state what disposition has been made by the Governments of France, Great Britain and the Netherlands, who received their respective shares of the instalments paid by Japan at the same time with the United States ; and it may be that those Governments have felt justified in pressing for the payment of the residue by reason of serious demands upon them from persons morally entitled to share in its distribution. But so far as the United States are concerned, there has been, we believe, no claim made for compensation for any injury to commerce resulting from the erection of the batteries in the Simonoseki Straits.

The inconsiderable expenditure of money which was incurred by the United States in the naval operations which gave rise to the convention of 1864 is indicated in an official letter from the Secretary of the Navy to the Chairman of the Committee on Foreign Affairs of the House of Representatives in 1872, from which it appears that four men were killed and seven wounded on board the *Wyoming ;* that $5,000 would cover the expense of repairing damages to that vessel ; that the estimated cost of ammunition expended was $5,169 ; that the chartered steamer *Ta-Kiang* cost less than $9,500 ; and that the cost of the ammunition used by her was about $260. The total cost in money to the United States was $19,929. It is worthy of remark that the fall in the price of coin and advance in the value of the securities purchased, since the time when the indemnity was received, are probably enough to enable the fund to bear the full amount of the charges indicated, and still permit the return of as many Mexican dollars (with interest added) as were received from Japan should Congress determine upon this policy. It is to be hoped that the matter will receive attention before the case becomes involved by any question connected with the receipt of the residue of the indemnity.

THE PACIFIC MAIL COMPANY AND THE RAILWAY COMPANY.

(NEW YORK TIMES.)

Shortly after the completion of the Pacific railroads across the continent in 1869, two contracts were entered into with the Pacific Mail Steamship Company. One of these was with the Central Pacific Railroad Company, regulating the China and Japan trade ; the other was with the Union Pacific, regulating the business between New York and San Francisco. The first contract came into operation in January, 1871, and seemed to work satisfactorily to both parties and the public until last year, when the management of the Pacific Mail Company changed, and a repudiation of the contract followed. The managers of the Pacific Mail Company claim that the contract was illegal, inasmuch as it was connected with procuring the subsidy from the Government to the Pacific Mail Steamship Company, as appears from an alleged section in the agreement. as follows : "In consideration of the friendship and assistance of the Central Pacific Railroad Company in promoting the passage by Congress of an Act giving to the Pacific Mail Steamship Company increased compensation for a semi-monthly mail service between San Francisco and China, and providing such increase shall be made during the forty-first Congress or forty-second on terms acceptable to the Pacific Mail Steamship Company, this contract shall be binding and shall continue in force during said semi-monthly contract between the Post-office Department and the Pacific Mail Steamship Company for such increased service."

The managers of the Central Pacific are very reticent as to what, if any, steps they will take against the Pacific Mail Company for the damages growing out of the violation of this contract. It is rumoured, however, that an action for $1,000,000 damages will be brought in the California Courts, and that an effort will be made to attach the vessels of the company. It is, however, extremely doubtful, in view of the nature of the contract, whether any such action will be taken. Under the second contract the Union Pacific guaranteed the Pacific Mail $24,000 per steamer on freight, on two steamers per month between New York and San Francisco. The late Horace F. Clarke, then President of the Union Pacific Railroad, believing this contract disadvantageous to the railroad, availed himself of one of the provisions contained therein, and terminated it. A litigation is now pending in the Courts between the Pacific Mail and Union Pacific in reference to this contract. Since the termination of these contracts a ruinous competition has sprung up, and all attempts at compromise and settlement have proved fruitless. Where the blame attaches it would be difficult to say, but certain it is that the stockholders of both companies are severe sufferers for the want of a little common sense and sound judgment. The latest phase of the controversy is a rumoured combination of no small magnitude, embracing the railroads between Philadelphia, New York, Baltimore, and San Francisco, for a new and powerful line on the Pacific Ocean, to run exclusively in the interests of the railroads and their European connections. The name of Governor Leland Stanford, of California, has been prominently mentioned in connection with the contemplated enterprise. A *Times* reporter had an interview with Governor Stanford in regard to the matter at the Windsor Hotel. The Governor stated that he was not prepared at the moment to give to the press any specific information on the subject. The report that any negotiations were on foot between the Pacific Mail and the Central Pacific was without foundation. He believed that, until the establishment of an independent line of steamers, the railroads would be unable to command the China and Japan trade. An independent line was essential to the full development of the resources of the railroads. The execution of the project had been hastened by the action of the Pacific Mail Company in discriminating against freight carried over the Pacific railroads. In regard to the meetings alleged to have been held by the officers of the railroad companies he was not then prepared to say anything. If negotiations pending were successfully concluded, he thought it very likely that he (Governor Stanford) would visit Europe to make arrangements for the purchase of vessels. At present it was premature to say anything positive in relation to the affair.

In an interview subsequently had with Mr. Russell Sage, President of the Pacific Mail Steamship Company, that gentleman expressed regret at the present competition between the Pacific Mail Company and the Pacific Railroads, which, he said, was injuring all parties. He claimed that the Pacific Mail Company were willing to do anything in reason to put an end to existing difficulties, but the efforts to induce the railroads to agree upon fair terms had proved abortive. The Pacific Mail Company had offered to make a contract, subject to revision at the expiration of three months, in case it was found not to work satisfactorily, but the offer was rejected. He attached little importance to the reports in regard to the establishment of a rival line. If the railroads attempted anything of the kind they could be at once enjoined for violation of their charters. It was quite likely, however, that Governor Stanford and others would try to establish a line in connection with the Pacific Railroad.

MR. WILLIAM HEPBURN RENNIE, C.M.G., Lieutenant-Governor of St. Vincent, died in the forty-sixth year of his age, at the residence of his father-in-law, in Surrey. Mr. Rennie entered the Colonial service in 1851, was appointed Auditor-General for Hong Kong in 1858, and Lieutenant-Governor of St. Vincent in 1871.

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The London & China Telegraph.

LONDON: MONDAY, SEPT. 28, 1874.

THE PRESENT CONDITION OF CHINKIANG.

IN our issue of June 29 we took occasion to comment on the folly of withdrawing a superior Consular official from Chinkiang, and we pointed out that the withdrawal was ordered in 1868 in the face of the fact that the port was gradually, but surely, increasing in importance. The remarks which we then made have been more than confirmed by recent advices from China; and though it has been the fashion with many, notwithstanding favourable trade statistics, to speak disparagingly of the port in question, we are still of opinion that it has been unjustly treated, and that it is high time for it to receive more attention in official quarters. Chinkiang of yore—nay, less than twenty years ago—was a place of great importance as a centre of trade, from which vast districts to the north and south of the great river were supplied with native and foreign goods; and its position at the very point where the Grand Canal crosses the Yang-tsze, if we may use such an expression, is for a river port an unrivalled one. The Taiping rebels captured and held the city for some time, and, we need hardly say, left it a mass of broken bricks, and after their disappearance its trade was for years frequently paralysed by threatened attacks from marauding bands of Nienfei on the north side of the river. What wonder, then, that its resuscitation has been a work of time? In 1864 and 1865 its appearance was wretched and woe-begone in the extreme, although even then a good trade was being done; but in ten years revivifying influences have had time to work, and they have worked, as will readily be seen from the following sketch of some of the improvements of recent years. The British Concession at Chinkiang is but a small one, comprising some sixteen or seventeen lots of irregular size. Six years ago it boasted but one foreign hong, an ugly building known as "———'s Folly;" and all the hulks were anchored on the north side of the Yang-tzse,—a matter which was always a bone of contention between foreigners and the Chinese authorities. Things are now changed, and changed considerably for the better. The chief American merchant and steamer agent, two years since, moved his hulk to the south side of the river,—a little below the creek at the Custom-house,—bought up all the property there, cleared it of the wretched native shanties, and built a two-storied house and godowns; he has also planted trees and actually laid out a garden. Concession Lot No. 1, a large, double lot, formerly belonging to Messrs. DENT and Co., was built over with semi-foreign houses four years ago. A British merchant has purchased lots 2 and 3, and on the former now stand two godowns with a dwelling-house above, and on the latter has been erected a fine dwelling-house, together with a godown, compradore's house, and other offices; the surrounding compound contains a lawn, trees, shrubs, strawberries, grapes, figs, &c. Three years back another British merchant built a two-storied house and godown on lot No. 5; "———'s Folly" stands as it was, and four other lots are built over, two on the middle, and two on the back roads of the Concession. Behind the Concession again, almost all the land, which but yesterday was a mass of shapeless ruins and broken bricks, is now covered with good brick Chinese houses, and is all occupied westwards even up to the lofty hill, on the southern side of which is perched the British Consulate. Clearly Chinkiang is prospering, and so much so that its old friends would hardly know it again.

But there is another side to this picture. For a year or two back the Chinese authorities have had it all their own way, as for some incomprehensible reason the British Consular officials ignore the Treaty, when the Chinese are stubborn, and refuse to do anything for British subjects; in point of fact, it is considered a serious loss to be a British subject. Title deeds for land, made out to foreigners, and stamped in due form by both the Chinese and British authorities, are ignored when native squatters choose to erect their houses on foreign-owned ground, and Chinkiang is subject to constant inroads from large numbers of squatters, many of whom are driven from their houses by floods in the districts to the north of the Yang-tsze. We will give but one instance of the manner in which the undoubted rights of British subjects are ignored. A British merchant purchased from a fellow-countryman a corner plot of ground at a short distance from the Concession, and some underlings in the officials' yamens have built upon the most valuable portion next the corner of the two streets; they refuse to move, and though one of the merchant's title deeds gives the boundaries on one side by West Gate-street, and on the other by Fish-lane, yet the junior Consular officer, charged with the duty of protecting and watching over British interests, declares that the appropriated piece of ground does not belong to him, because the Taoutai will not surrender it. Truly, this is a valid and indisputable reason! Surely it is time to put a stop to the disgraceful state of things at which we have thus briefly glanced, and it can only be put a stop to in the manner which we indicated in our previous article. Chinkiang, as far as British interests are concerned, has one great want in order to make it a thoroughly prosperous outport; it wants the presence of a Consul or a Vice-Consul of proved ability and energy, to enforce respect for the rights of property, and, as far as in his power lies, the fulfilment of treaty obligations generally.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.

THE philological transactions of the Congress reached their culminating point on Thursday, the 17th, when the Aryan Section, under the presidency of Professor MAX MULLER, held its sitting in the afternoon at the Royal Institution. The fame of the learned Professor brought together the largest meeting of the session, so that the commodious lecture room was nearly filled by an appreciative audience, among whom were some twenty ladies. Their expectations were not disappointed, and although the address occupied an hour and a quarter in delivery, the attention of every person was engrossed by the eloquent and trenchant passages it contained throughout to its peroration, their approbation being expressed by repeated plaudits. Without entering into the details of this brilliant address, it may be said that its chief attraction was the liberal-minded cosmopolitan spirit in which the leading features were couched. This was no dry discourse upon Sanscrit and the earliest Aryan languages, such as severe philologists would confine their studies of them to. Professor MULLER traced his theme back to the days of the Vedas, and placed before his audience a graphic sketch of the primitive nature of these hymns, showing that if they were rude in composition, as compared with the Psalms and other later religious stanzas, nevertheless they are vigorous in conception, from which may be inferred that the people who composed and sang them were among the worthiest progenitors of mankind. When he concluded by repeating his English translation of the latest known hymn of the Vedas, the imagination was carried back to Aryan antiquity as if restored again to life, and we could hear the priests and people singing to the praise of the gods:—"Come together! Speak together! Let your "minds be concordant. The gods, by being concordant, "receive their share one after another. Their word is the "same, their counsel is the same, their thoughts are at "one. I address to you the *same* word, I worship you "with the same sacrifice. Let your endeavour be the "same! Let your hearts be the same! Let your mind "be the same, that it may go well with you." Copies of

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this hymn from the Rig-Veda, in the original Sanscrit, with a translation in German, were distributed, but not in sufficient numbers.

Last, but not least in importance, the Ethnological Section, President, Professor OWEN, C.B., Secretary, RICHARD CULL, Esq., F.S.A., held their sitting on Saturday, in the Lecture-hall of the Royal Institution. There was a large attendance of members and their lady friends. Behind the lecturer's chair were diagrams and drawings, and on the table in front numerous photographs illustrative of the subject to be expounded in the address. From what followed that might be designated the Typical Races of Mankind in the Earliest Civilised Ages of Egypt. The learned Professor accounted for his appearance at the Congress of Orientalists—which he deemed almost apologetically beyond the sphere of his studies—to the desire of Dr. BIRCH, who was aware of some researches he had recently made in Egypt among the catacombs on the Nile. Modesty is proverbially said to be one of the true characteristics of great men, and in this instance there was no exception to the rule, for the President riveted the attention of his audience by the profound and masterly manner in which he treated his subject. An outline of its general scope will be found in another column, but we cannot pass it over without adverting to some of the photographs exhibited, and the accompanying explanations of Professor OWEN. These photographs were obtained after considerable difficulty during three separate visits to the tombs of the ancient Egyptians, where the coffins and wooden sculptures had not suffered from the vandalism of European collectors or Arab desecrators. They are of the ordinary cabinet size, yet the forms and features of the defunct as represented on the coffin lids in *alto relievo*, and statuettes, are as clearly defined as on any marble sculpture. Some of them are double figures, as those of husband and wife, while others represent male and female persons singly. On every sarcophagus there were hieroglyphic inscriptions in such a perfect state of preservation that the learned Professor had no difficulty in having them copied and deciphered, so as to ascertain who were the individuals embalmed in them, their status in primeval Egyptian society, and the ages in which they lived. These were all persons of rank, and the artists who had sculptured their features had evidently preserved exact likenesses of the deceased, as they varied considerably in detail, although generally exhibiting a high type of civilised mankind. Indeed, what struck the Professor was the remarkable similarity between the expression of their faces and those of highly intelligent Europeans of the present day. This statement was fully borne out by the photographs exhibited, which are marvellous in depicting these sculptures, and when the President informed the members by referring to a chronological diagram, that they dated from three thousand to four thousand years before the Christian era, one could not help looking at these effigies with a feeling of awe. One was specially referred to, as the likeness of a lady in the prime of womanhood, whose features must have been so thoroughly European in their mould that Professor OWEN remarked if she had lived at the present day, with the exception of a darker complexion, she could have appeared in English society of the highest type, as a rival to the belles of the ball-rooms. "Yet," he remarked, in his gravest manner, "she died nearly six thousand years ago."

On Friday, the fifth day of the gathering, the receptions and social entertainments *al fresco* reached their climax at Enfield, where a considerable number of members were invited by J. W. BOSANQUET, Esq., of Claymoor House, to a garden party. That gentleman is honorary treasurer of the Congress, and known as an able member of the Society of Biblical Archæology. He received his visitors with great cordiality, and entertained them within the venerable walls of his banquet hall in a most hospitable manner. Outside on the lawn the band of the 4th Middlesex Volunteers performed a selection of pieces in a most creditable manner. Besides members of the Congress, there were a number of the neighbouring gentry present, many ladies having graced the occasion with their presence, all of whom conversed freely with the learned *savants*. A toxopholite party, consisting of five ladies and five gentlemen, added to the Watteau-like scene on the bowling green, by competing for prizes in archery. These prizes were given by the host and hostess, and consisted of elegant articles of *vértu*. A photographer was on the grounds taking negatives of groups, so as to retain permanent portraits of the visitors on such an auspicious occasion, for which the clerk of the weather had provided a sunny day. The dinner at the Mansion House on Saturday, which is fully reported in another column, was well carried out by the LORD MAYOR.

WE have received two volumes, published by order of Mr. HART, the Inspector General of Chinese Maritime Customs, which cannot fail to prove very useful. One is a collection of port catalogues of the Chinese Customs collection at the Vienna Exhibition of 1873, compiled to illustrate the international exchange of products; and the other is a statistical statement of trade of the Treaty Ports for the last ten years, also compiled for the Vienna Exhibition. As reference was made to these books at the time they were first issued, we have only now to add that their arrangement under the present form is a great advantage. A special feature, however, in connection with them is the fact that they were printed at the Imperial Maritime Customs press at Shanghai, and the work of native compositors and printers. For excellence of workmanship they certainly would not suffer by comparison with the work of any of the best London printing-offices, and the care shown in their arrangement reflects great credit upon everyone concerned in their compilation.

IT is rumoured that the revenue cruisers on the China coast, several of which are most effective, well-built, and well-found twin screw gunboats, are to be transferred from the Customs' service to the provincial Government of Foochow. This step is taken, we presume, with a view to their employment in the case of active hostilities between China and Japan.

WE hear that Mr. EDWARD SOLBE, Interpreter in the Consular Service, and now on leave, has retired, owing to ill health. Mr. SOLBE joined the service in 1863. His pension will be calculated on the new scale of ten years' service, counting as fifteen for retirement.

A PARAGRAPH has appeared in the papers to the effect that Sir HARRY PARKES, our Minister in Japan, has been urging on the Japanese to war against China. We need hardly say that the statement is a pure invention without foundation.

CUSTOMS REPORT ON THE TRADE OF CHINA.

The *Customs Gazette* for the quarter ending March, 1874, supplies the following statistics of the trade at the various ports as compared with the corresponding period in 1873:—

NEWCHANG.—The tonnage figures show no alteration of importance. The imports and exports this quarter are *nil*.

CHEFOO.—The tonnage figures are rather higher. In imports cotton goods show a falling off, metals an advance, while many native sundries are also higher. The revenue is higher, the figures being this quarter Tls. 78,052, against Tls. 62,559 last year.

TIENTSIN.—The tonnage entered and cleared is more than in 1873, the figures being entered 17,694 tons, against 13,656 tons in last year, while that cleared is 15,763 tons, against 10,075 tons 1873. The import of cotton goods is lower, while that of most native sundries is higher. The revenue is higher, the figures being Tls. 45,530, against Tls. 36,477 in 1873.

HANKOW.—The tonnage figures, both "entered and cleared, are considerably higher. The imports of cotton goods is slightly lower, as is that of sundries. The revenue is Tls. 85,364, against Tls. 81,025 in 1873.

KIUKIANG.—The tonnage has increased. With the exception of metals and sundries, nearly all the imports are lower than in 1873, while the revenue is higher, the figures being Tls. 18,480 in 1874, and Tls. 14,514 in 1873.

CHINKIANG.—There is a slight increase in the tonnage figures, and a marked decline in the import of cotton goods. Native sundries show no particular alteration. The revenue shows a decrease, the figures being Tls. 20,450, as against Tls. 29,242 last year.

SHANGHAI.—The tonnage entered this quarter is 216,123 tons, as against 212,658 tons in 1873; while the cleared is 221,754 tons, against 211,008 tons last year. The imports of cotton goods are higher, as a rule. The other items show no marked alteration, although native sundries are rather lower. The exports are nearly all higher. The revenue figures are Tls. 656,482, as against Tls. 649,910 last year.

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NINGPO.—The tonnage figures are lower than those of last year. The imports, as a rule, are are lower. The revenue figures are under those of last year.

FOOCHOW.—There is scarcely any difference in the tonnage figures. The imports are higher, as a rule, opium proving an exception. The exports are nearly all higher. The revenue figures are, 1874, Tls. 161,348, against Tls. 135,454 in 1873.

TAMSUI (FORMOSA).—The tonnage shows a large falling off. The import of cotton goods is lower, that of woollen, however, is higher. The revenue is behind that of 1873.

TAKOW (FORMOSA).—The tonnage figures are higher. The imports and exports show an increase, and the revenue is in excess of last year.

AMOY.—The tonnage figures are below those of last year. The imports show no very great change, and the revenue figures are Tls. 87,831, as against Tls. 94,085 in 1873.

SWATOW.—The tonnage is higher, and the imports show a decided increase. Many of the exports are higher, while the revenue shows an increase, the figures this year being Tls. 146,876, as against Tls. 117,971 last year.

CANTON.—The tonnage entered is 70,864 tons, against 50,003 tons last year, while that cleared is 72 645 tons, against 52,867 tons. The imports are not altered to any extent. The exports are rather lower, as is the revenue, the figures being Tls. 157,091, against Tls. 168,645.

INTERNATIONAL CONGRESS OF ORIENTALISTS.

(Continued from our last.)

SATURDAY, 19TH.

At ten o'clock the members assembled at the South Kensington Museum, where they were received by Mr. Cunliffe Owen, the director, and other gentlemen officially connected with the institution. From the Museum they repaired to the Albert Hall, in the gallery of which Dr. Leitner gave a learned and eloquent exposition of the collections, which occupied four large cases, and which comprised nearly five thousand objects illustrative of the art, natural history, literature, and numismatology of Western and Central Asia and Northern India. These collections had been partly exhibited at the Vienna Universal Exhibition of 1873, and had there been regarded with much interest; and may be classified as (1), a collection of Greco-Buddhistic, Indo-Scythian, ancient Hindu, and other sculptures; (2), a collection of manuscripts, Persian, Turki, Arabic, Sanskrit, Thibetan, Kashmiri, and other languages; (3), a miscellaneous collection, illustrative of mining, quarrying, metallurgy, agriculture, horticulture, forestry, raw products for pharmacy, substances of food as products of industry, textile industry and clothing, leather industry, metal industry, wood, stone, glass, and earthernware industry, small ware and fancy goods, graphic arts and industrial drawing, and art applied to religion; and (4), a collection of Lhassa, Ladaki, Balti, and Dardu curiosities, and of articles of industry from Yarkand, Khotan, Bokhara, Kafiristan in the Hindu-Kush, and other districts. Amongst the Kashmiri manuscripts, the first, it is believed, which have ever been brought to Europe, occur "Hassan Makash: a Treatise on Love," by the Kashmiri Ahmad Baba; "Sikander Nama, or Life of Alexander," a Kashmiri poem, written by Pandit Ram Lachman; a poem on the subject of Joseph and Zuleika (wife of Pharaoh); together with "The Patience of Saints," the first Kashmiri specimen translated into English by Dr. Leitner, and called "Dastan Shibli; or, Story of Shibli, one of the patient Saints." The numismatic collection consisted of about 1,000 coins—Bactrian, Parthian, Arsacian, Kashmiri, Indo-Muhammadan, Kufic, and others—in gold, silver, and copper; and the natural history collection comprised between three and four thousand Himalayan butterflies and beetles (Kulu, Dharmsala, &c., &c.). The sculptures, to the number of 184, represented religious, social, and historical scenes, architectural forms, statues of Bhudda and his disciples, and of the protectors of his religion, and fell under the heads of (1) Græco-Buddhistic, which showed the influence of, presumably, Greek art in the representation of early and pure Buddhism; (2) Indo-Bactrian (closely connected with the foregoing) which showed the relations of the Bactrian satraps with either Buddhist or other north Indian princes; (3) Indo-Scythian; (4) Ancient Hindu, such as the Sati figure, representing the poetical conception of the burning of widows; (5) Indo-Buddhistic, as showing the gradual corruption of Buddhism by re-absorption into Brahminical forms; and (6) Barbaric. These sculptures elucidated a period of from 300 B.C. to A.D. 800; and their study would throw much light not only on ancient Indian history, but also on the history of art and religion, and on universal history, whilst the variety of types found on the Græco-Buddhistic carvings possessed great ethnological importance. The material of which the sculptures were made was various, but consisted chiefly of slate, mortar, lime, and red sandstone. Various specimens were indicated to show that if ancient Buddhistic and Indian had been affected at all by foreign elements, it could only have been by the Greek at, and a few centuries after, the invasion of Alexander the Great. On the frontier of the Punjab Greek art was strongest in India. As we went south this influence grew weaker. Bizarre and grotesque imitations of Greek tradition, and want of knowledge of proportion, characterised the productions of each successive century. The simple halo became converted into the seven-headed serpent; serpents became hideous dragons; arms, eyes, and feet multiplied on the human body; drapery ceded to ornament, and, except in the richness and arrangement of colours, as well as in the minuteness of elaborate carving and tracing (re-invigorated by Mohammedan influences), a period of degeneracy in art was foreseen, which, unfortunately, the present state only too completely fulfilled. It will be seen that Dr. Leitner's exposition of his collections, presenting as they did an epitome of the ethnography of immense regions of the East, formed a very important extra-sectional department of the Ethnological Section, which met in the afternoon in the theatre of the Royal Institution under the presidency of Professor Owen, C.B., F.R.S.; Mr. R. Cull, F.S.A., acting as secretary.

ETHNOLOGICAL SECTION.

Professor Owen, after a graceful deprecation of his claims to occupy the position of President of the Ethnological Section of the Congress, proceeded briefly to allude to the more important contributions to ethnology by French, German, and Russian authors. The scientific staff attached to the expedition in Central Asia had enriched the "Transactions of the Imperial Academy of Sciences of St. Petersburg, with a succession of philological contributions, especially on Finnish dialects, which made those volumes a mine of wealth for the ethnological student. A like association of the peaceful conquests of science with those of war characterised the British Career in India; and in illustration of contributions to the physical elements of ethnology the President pointed to the five quarto volumes of photographic illustrations, with descriptions, of the various castes, outcasts, traders, artisans, soldiers, outlaws, and primitive hill tribes of Hindustan, issued by the India-office, under the editorial care of Sir John William Kaye and Dr. Forbes Watson. To Dr. Mowatt, when in the Indian service, Professor Owen had first been indebted for the materials of a "Report" on the natives of the Andaman Islands, published by the British Association in 1861. The language of that dwarf Nigrito race had been well studied by Mr. Homfray; and additional information had been recorded by other scientific Indian officers, as by Surgeon Francis Day and the lamented P. Stoliczka. In a brief summary of present knowledge of the Nigrito and Papuan tribes, the President laid stress upon the geological and collateral evidences of their origin on land tracts related in time to recent geological changes, and to a period vastly remote in relation to historical time. Their interest to the ethnologist lay in their retention of many of the characteristics of some pre-historic races in Europe. The Nigritos of the Andamans, like those of New Guinea, waged an unmitigated, uncompromising hostility by force and fraud to invaders, and such a disposition was comparable to that which the brute species in the wild state bore to man. These Nigritos seemed to realise instinctively their fate through contact with a higher race. The men amongst them girt the abdomen against pangs of hunger with a flexile tendril; but in other respects they showed a quite prelapsarian, or quadrumanous, unconsciousness of nakedness. The President proceeded to summarise the observations on which he founded a recommendation to ethnologists to pause before concluding that the present disposition of land and sea was necessarily associated with the origin of such low forms of humanity, and to admit the possibility, if not the probability, of its contemporaneity with the latest geological changes on the earth's surface.

He then passed to the consideration of the origin, antiquity, and race-characters of the first scientifically-known civilised people. This part of the discourse was illustrated by a diagram of the dynasties and reigns of Egyptian kings, and enlarged views from photographs of portrait sculptures of individuals of the third and fourth dynasties, of a Hyksos-Pharaoh of the sixteenth dynasty, of a monarch of the twentieth dynasty, of the native race after the expulsion of the "Shepherd Kings," and of Pharaoh's of the Greek race, including one of Cleopatra which, from the circumstances of its discovery, supported the belief of its being a true likeness of that queen. The physiognomies of the race that founded the civilisation of ancient Egypt were supplied by numerous statues, of which the noblest was that of Cephren, the Phra, or Pharaoh of the fourth dynasty, who built the second of the great pyramids of Ghizeh. Photographs of this statue were exhibited; the refined, intellectual face, with its calm and dignity, was worthy of a modern typical European, whilst the anatomy of the frame was as true as if from the chisel of a Michael Angelo. According to the "table" exhibited, this king lived 4,200 years B.C. The sculptor worked 2,000 years before the time of Phidias. What was the period of incubation reaching to such perfection in both the creative and mechanical parts of that noblest of the arts! From the best testimonies bearing on the chronology of Manetho, the President inferred that, if the Sebbenyte priest had erred, it was by omission, rather than commission; and he expressed his conviction that the chronology set forth in the "diagram" bed squared with the sum of scientific evidence on this important question. In the present palæontological evidence of the antiquity of the human race, 7,000 years seemed but a brief period to be allotted to the earliest civilised and administratively-governed community; it seemed natural that such conditions should first have arisen in a land with such unique blessedness of soil and climate as Egypt, and with the high racial characters of the people flourishing under its ante-diluvian Pharaohs. The question as to the origin of this race was then discussed; followed by remarks on the evidence of the periods required for the origin of the leading varieties of the human species. Some remarks on the evidences of the respective antiquity of Egyptian and Chaldean civilisation followed, and the President concluded by appealing to his fellow Orientalists to cast aside pre-possessions as to time, place, affinity, race, for which there might not be a groundwork of rightly-observed, well-determined data, and to bring to bear on the dark vistas of the past the pure daylight of science.

Several papers which had been prepared by members of the Congress were, owing to the pressure on the time of the section, taken as read. One of the most important of the papers thus offered to the section was that by Dr. Forbes Watson, reporter on the products of India and keeper of the India Museum, "On the Establishment, in connection with the India Museum and Library, of an Indian Institute for Lecture, Inquiry, and Teaching; and on its Influence on the Promotion of Oriental Studies in England, on the Progress of Higher Education among the Natives of India, and on the Training of Candidates for the Civil Service of India." Dr. Watson has published a pamphlet on the subject.

The other papers were:—"On the Most Ancient Chinese Palæography," by Professor Leon de Rosny; "On Pasigraphy," by Herr Bachmaier, Director of the Munich Gallery, inventor of the system. Pasigraphy is the system of universal writing by means of numbers, which do duty for words, the same numbers standing for the corresponding words in all languages. Dr. Bachmaier, through the pro-President of the Section, presented 300 copies of each of three Pasi-

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graphical Dictionaries, German, French, and English, to Congress for distribution among the members.

Professor Oppert then returned thanks for the kind reception which he and all foreign members had experienced, and the notice which had been given by the Press and the scientific world of London in general.

The last business of the Congress was the selection of the place of meeting for next year, and, on the recommendation of the Council, Russia was fixed on, although not by a unanimous vote. Comte Woronzoff Dashkow was nominated President, with an acting committee, consisting of W. W. Grigorieff, Professor of Oriental History and Dean of the Faculty of Oriental Languages in the University of St. Petersburg; K. P. Patkanoff (an eminent Armenian scholar) and D. A. Chwolson (a distinguished Hebrew and Arabic linguist), both Professors of the same Faculty (the only one known throughout Russia for Asiatic Languages and Sciences), and H. A. Kuhn, who is charged with the explanation of antiquites in Central Asia. Thus closed the London meeting of the International Congress of Orientalists.

BANQUET AT THE MANSION-HOUSE.

In the evening the Lord Mayor entertained the members at dinner at the Mansion-house; the guests numbering about 130. A novel interest was given to the Banqueting-hall by the appearance of many of the guests from Oriental countries in native or official costume; but this portion of the company, though the scene was to many perfectly new, appeared quite at home at the table in the Egyptian-hall. Among the guests were—His Royal Highness Prince Charles of Roumania, his Holiness the Patriarch of Syria, the Syrian Bishop of Jerusalem, Professor Leon de Rosny, Dr. Samuel Birch, Sir Bartle Frere, General Sir H. Rawlinson, Professor and Mrs. Max Muller, Sir Walter Elliot, Mr. Grant Duff, M.P., Professor Owen, Professor Lepsius, Mr. J. Winter Jones, Sir J. P. Grant, General Marriott, his Excellency Brugsch Bey, Baron Texter de Ravisi, Professor Andreas, Mr. E. Arnold, Mr. F. J. Angier, Professor Brockhaus, Mr. Joseph Bonomi, Colonel Tobin Bush, Professor Chwolson, Rev. R. Caldwell, Mr. Moncure D. Conway, Mr. Alderman Allen, Mr. Alderman Cotton, M.P., Mr. W. R. Cooper, Mr. Cernuschi, Mr. Alexander H. Grant, Mr. Manockjee Cursetjee, Professor Dillman, Mr. Drach, Professor and Mrs. Douglas, Mr. E. B. Eastwick, Professor Feer, Professor Ebers, Professor Eisenlohr, Dr. Eutin, Mrs. Edelman, Mr. James Fergusson, Mr. Finn, Mr. Cyril Graham, Professor Grigorief, Professor Gosche, Colonel Seton Guthrie, Don. C. Guyanauos, Mr. Greed, Dr. and Mdme. Hans, Professor Haug, Professor Houdas, Professor Hunfalvy, Mr. J. Henderson, Dr. De Koun, Professor Krehl, Professor Leone Levi, Dr. Lieblein, Dr. Leitner, Professor Lupton, Professor Merx, Rev. J. B. McCaul, Rev. D. S. M'Clean, Mr. James P. Allen, Mr. J. T. Platts, Professor Noldcke, Professor Oppert, Professor Pertch, Mr. P. le Page Renouf, Mr. Rassam, Rev. J. M. Rodwell, Shunker Punderung, Professor Spiegel, Professor Stenzler, Dr. Ludwig Stern, Sir M. Coomara Swamy, Professor Dr. Schrader, Major Wilson, Professor Wright, Professor Dr. Wustenfeld, Professor Weber, Professor Weil, Professor Dr. Windisch, Imamura (Japanese delegate), Mr. and Mrs. Davenport.

After the completion of the ceremony of presenting each guest to the Lord Mayor, Sir Andrew Lusk, Bart., and the Lady Mayoress, the company proceeded to the Egyptian Hall and took their seats, grace being said by the Chaplain. The dinner, which was supplied by Messrs. Ring and Brymer, commenced with the far-famed aldermanic "turtle soup."

After the banquet the loving cup passed round, the guests having very soon acquired, by observation and through friendly explanation, the necessary information on the subject. During the banquet the band of the Coldstream Guards played several pieces; and during the evening Miss Leonora Braham, Mr. Ker Gedge, Mr. Warwick Jordan, Mrs. Bae, and Mr. R. De Lacy sang a selection of part music, Miss Braham giving, in addition, two or three solos.

The Lord Mayor, in proposing the first toast, said,—In this ancient City, after dinner, on occasions like the present, we give expression to our kind thoughts and feelings in a few short complimentary sentiments; and we first of all invariably drink to the health of her Gracious Majesty our Sovereign. (Cheers.) I have no hesitation in saying to the distinguished and learned strangers present that we are proud of our Queen. (Renewed cheers.) She is a most exemplary and most constitutional Sovereign. The purity of her life the simplicity of her tastes, and the practice of so many social virtues endear her to the people of this fortunate and free land. I hope that you gentlemen from abroad will always respect her as much as we Englishmen love her. In the response to the toast the foreign guests joined with the English ones with marked cordiality.

In giving the next toast, "The Prince of Wales, the Princess of Wales, and the rest of the Royal Family," his lordship said he was certain that if the Prince had been in this country during that week he would have manifested an interest in the proceedings of the Congress of Orientalists; adding that they all knew that the attainments of the English Royal Family as linguists were of no mean order, and the Prince of Wales was no exception to the rule.

The Lord Mayor, in then proposing "Prosperity to the International Congress of Orientalists," said:—Many great and distinguished persons have dined in this old hall, but I question if, having regard to our numbers, so many eminent and learned men ever met together in this historic place at one time as do this evening---men not only remarkable in England, but in Europe, nay, in the world. I verily believe that since the day when that great and motley assemblage gathered together at the building of the Tower of Babel, and got confounded, there has been no gathering where in so small a place so many languages could be heard and spoken at one time. I am proud to have the opportunity of entertaining such a distinguished company. I ought to be so, for it is as remarkable for its ability as it is distinguished for its learning. I am the nominal representative of the greatest community that the world has ever yet seen, Babylon and Nineveh included; I represent a shrewd, an'active, and an intelligent people, able to appreciate, from learning and experience, any progress of thought or knowledge that may come in their way. They and I hail with pleasure the presence of the Congress of Orientals in London at this time, and in our City language, I, in the name of these citizens "bid you a hearty welcome." (Cheers.) Now, permit me to say that people are continually asking me, "Who and what is the Congress or Orientalists?" Well, I tell them, and I think it is good advice, read your newspapers regularly every morning and evening and you will understand. I believe, and I shall be put right if wrong, that this learned body tries not to bring about confusion but harmony among the peoples of the world. They try to learn and teach us what has been in the past, particularly in that interesting quarter of the globe called the East—yes, the very place whence the fountains of civilisation began to spring, whence so many blessings have flowed to the West. The questions they discuss are interesting not only to London but to all mankind, wherever progress, art, science, and knowledge have obtained a footing. I know that some of these questions touch our old and our cherished opinions; but we are ready to hear, and expect to be confirmed more and more by their discussion in the truth. Now, I should like to talk a long time about learned men and their works, for I do like and admire them. They are the lights set on the hill of the world to guide us; they are the fountains whence flow the waters from which we receive refreshment. But you did not come here this evening to hear me speak, but to see or to listen to some

"Orient pearls at random strung."

You came to listen to some of those great men who illuminate this age. I am going to call on Professor Leon de Rosny to reply to this toast. He is a great French scholar; he is a Japanese scholar; he is the author of several books on that people and their language; and, moreover, he is Professor in the School of Oriental Languages at Paris.

Professor Leon de Rosny, who replied in French, thanked the Lord Mayor for the interest he had manifested in the labours of the Oriental Congress. In the course of his remarks, the speaker paid a high complement to England for her investigations and discoveries in the East, and also for the manner in which she had disseminated the benefits of civilisation in Asia. He added, in conclusion, that he should always have a grateful recollection of the cordial welcome which he and his colleagues had met with.

The Lord Mayor then gave "The Health of the Members of the present International Congress of Orientalists," as follows:—I have, in speaking of the International Congress of Orientalists, referred chiefly to the past—to its aims and objects. I now ask you to drink to the health of the members of the present Congress, that which has been so usefully labouring in London during this week. Its members have called our attention to many questions that will cause us to think and consider—for with all our faults we are a thinking people—not only of Shem, Ham, and Japhet, but of the works of their successors—our fathers. I myself prefer to claim relationship to them rather than to those fellows with rough mouths, tender eyes, and prehensile appendages behind, which abound in the woods and forests of Africa and other places. (Laughter.) With this toast I am going to couple, first, the name of Dr. Birch, President of the Congress—a gentleman who has not only shown his aptitude in organising in relation to this Congress, but has also shown his great learning and abilsts in that inaugural address which he delivered the other day. He is well known from his many labours in various branches of archæology. He is one of the first Egyptian scholars in this country, and he is also president of the Society of Biblical Archæology. The French Government, I see by this day's paper, have conferred on him a great honour. I shall ask also Professor Lepsius to respond. We are glad to see among us one who is a privy councillor of Prussia as well as the editor of many well-known and learned works on Oriental subjects, and, moreover, one of the delegates sent over by the German Government to this Congress to represent it. We are likewise glad to see here Shunker Pundurung, a learned Pundit of the Deccan College, delegated by the Indian Government to attend the Congress. I have not much learning myself, but, then, my experience has led me to have great sympathy and veneration for those who are learned, which, perhaps, answers me as well. My esteem is always on the side of a great man who gives his time and ability for the public good, even though I differ from him. I am one of those who like to inquire, and, in the words of the learned professor the other day, want to know whence we came, where we are, and whither we go. It is the duty of a Lord Mayor to be charitable, to be just and to be hospitable. If I have this evening been the means of cheering any pilgrim, helping in the smallest degree the cause of sound thought, of wisdom, and of science, I have had an ample reward. (Cheers.)

Dr. Samuel Birch, who responded first, said the success of the present Congress had been most gratifiying to the English members, who had experienced the great pleasure of meeting and seeing for the first time those distinguished Orientalists who had come to this country to be present on the occasion. It should never be forgotten that the revival of Oriental learning commenced in the City of London, and that the princely munificence with which the late East India Company encouraged the efforts of their talented servants in their researches led the way in that development of the knowledge of Oriental languages which was now witnessed in Europe. He thanked the Lord Mayor, in the name of the Congress, for the kind reception he had given it, and for the hospitality they were then enjoying.

Professor Dr. Lepsius responded in English as follows:—My Lord, Ladies, and Gentlemen: I feel it a great honour to be called upon as one of the representatives of the present members of the Congress; but certainly the honour to respond to the toast which has been proposed is much greater than is my power to do it justice before so illustrious an assembly. In fact, I am not able to make a speech in your own language worthy of this spot and of this moment. May I, therefore, be allowed to express in a few words the warmest thanks of myself and of my countrymen for the very gracious reception and the hearty welcome which we have found in this country on this occasion? All Orientalists in Germany know that they owe more to England than to any other country for their studies. England possesses all the treasures of the East in a quite inexhaustible abundance of monuments, books, inscriptions, and all other materials for Oriental studies. England has, and ever will have, the greatest power in the East; it knows the way how to secure every part of the East to study Oriental languages and nations on the

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spot. We have to follow in this respect the footsteps of England. Our point of departure to the East lies in the West. For this reason it is very natural that we have come over from Germany in a greater number than was perhaps anticipated, because we are in general not a travelling people as you are, and because our learned men prefer to stay at home and to quietly work amidst our books, which we obtain from all the world. We came on the occasion of the International Congress to bring you personally our thanks and our acknowledgments for all you have done for Oriental studies. And now let me state that not only have many individuals come over to shake hands with their Oriental friends, whose labours and works they knew long before, but a great part of them were sent expressly by our German Governments, as your lordship has already stated. Almost every German university is represented here by one or several of our best Oriental scholars sent over as official representatives by their respective Governments. Now, all science is more or less historical, the science of nature not excepted. Science is the answer, or at least the attempt to answer, the old commandment, "Know yourself," directed not only to every individual, but to all mankind. We are occupied with ourselves in every study. But Oriental studies have this important position, that they are connected with the languages and nations of the oldest countries of the civilised world. The Indian languages are, if not the origin, at least the key, of our own European languages. The Semitic people ascend much higher in their history and chronology. The Egyptian people will always be the oldest which we know historically in its proper seat; we trace it back to more than 5,000 years with the monuments in our hands. But beyond these three great branches, which were particularly privileged in human civilisation, there is the much older common Arabian, of what is called the Turanian nations and languages. Now this peculiar and important position of the Oriental sciences which takes every day a greater extent in Germany, is also acknowledged by the German Governments as of great importance. The proof is in their sending out so great a number of learned men, and I think it is a pleasing instance of their encouraging these studies, not only for us, but for all Oriental scholars. Now they will hear with satisfaction how well their intentions were taken up, not only by our fellow-labourers in this country, but also by such a high and noble authority as your lordship, the representative of English hospitality, of English love of science, and of the peaceful advancement of general cultivation of the human mind. (Cheers.)

Shunker Punduring, who also spoke in English, and with a pure accent, in completing the response to the toast, after speaking of the brotherly feeling shown by the English nation towards India in the subscriptions to the Bengal Famine Fund, remarked that the natives of India were not only connected with those of England as members of the same empire, participating in the benefit of the benign rule of Her Majesty the Queen, but also connected with them by ties much closer —the ties of blood. They were members of the same Aryan family as the natives of this country; and he was sure he expressed the sense of that distinguished assembly when he said that one reason why the International Oriental Congress was entitled to that encouragement which the people of this country had accorded to it was, that the labours of the illustrious scholars that adorned its roll tended to demonstrate that we are all brothers of the same family, though separated by distance, colour, and creed.

Sir Bartle Frere, in proposing "The Health of the Lord Mayor," said: There is probably no chief magistrate in the world, in times ancient or modern, whose health I might have proposed who would not have found here some representative to respond for him in his own language. Had I proposed the health of an ancient Pharaoh, Dr. Birch or Professor Lepsius would have been able to do full honour to it in hieroglyphical language; had I, again, proposed the health of Sennacherib or Nebuchadnezzar, I am certain Sir Henry Rawlinson would have replied in the best Assyrian; and had I gone further East, and proposed the health of King Rama, Professor Max Müller, or some of the many Sanscrit friends I see around me, would have done honour to the toast in the best Sanscrit. And so with Chinese, Persian, and every other language which could be possibly named. But I doubt whether any of us could have proposed a toast which would be so unanimously well received as "The Health of the Lord Mayor." (Cheers.) Sir Bartle concluded by remarking that his lordship had only just returned from a visit to the country, and that even at that period of the year he would not forego the pleasure of entertaining, though with short notice, the representatives of ancient literature assembled from different parts of the world. (Cheers.)

The Lord Mayor, after responding, said he was now going to propose a toast which all would heartily receive, namely, "The Health of the Patriarch of Syria," who was a high ecclesiastic of the East and a landmark of the past, being the head of a Christian Church founded by St. Peter in the house of Cornelius, as they would find by reference to the Acts of the Apostles, and therefore the head of the oldest Christian Church in the world. The Patriarch had previously fraternised with the head of our own Church, who received him kindly, and now he had fraternised with the Lord Mayor of London, who was very pleased to see him.

The Patriarch of Syria responded with great earnestness of manner in his native tongue, his address being afterwards translated to the company by Mr. E. T. Rogers, late Consul at Cairo. This gentleman said that the Patriarch had commenced his speech by expressing his thankfulness to God for having conducted him, at his advanced age, to this wonderful country of England. He proceeded to say that he was immensely surprised by the grandeur of everything he had seen here, by the knowledge, by the solidity, and by the hospitality of the people. He had been very much impressed by the learning of the people, so many of them knowing how to read and write. All this, and the riches of the people, he attributed to the beneficence of the good constitutional Government under which the English people were existing. At the same time he deplored the fact that the learning now seen in the West, though it formerly existed, had now almost disappeared in the East. He hoped, however, that through the kindness of European Governments there the sciences once in their glory in the East might be restored to the East, whence they originally came. He considered himself highly honoured by having been received at the Mansion-house, and by having met so large a concourse of Oriental savans from all the nations of the world, and he begged that they would all accept his thanks for the way in which he had been received. (Cheers.)

The Lord Mayor next gave "The Presidents of the Sections of the Congress," combined with the names of Sir Henry Rawlinson, Mr. Grant Duff, and Professor Max Muller, speaking of the last-named as a gentleman and a scholar with whose works they were all familiar, and who was deservedly looked up to as an authority on Eastern matters.

Sir Henry Rawlinson, in responding, said he was proud of having been selected as one of a triad in a hall representing so much Oriental learning, and observed that it was the close connection of the English people with the East which had caused such a practical nation, which felt that it was now a semi-Oriental nation, to take such interest in the Oriental Congress. He went on to say that there was one point which had not been noticed, and which was deserving of notice. None of those assembled there had passed literary lives without having given or received various hard blows—(hear, hear)—but personal intercourse softened the asperity of literary controversy, and he believed that gentlemen who had been opposed to each other in literary subjects would find, on making acquaintance with their antagonists, that though they might differ with them on certain matters, still they were gentlemen and scholars, and in their future controversies would adopt towards each other a more kindly tone from having met at that festive board. (Hear, hear.) That might be a mere social advantage, but it was one of the great advantages of bringing large bodies of scholars and Orientalists together, as was done on that occasion.

Mr. Grant Duff, M.P., in acknowledging the toast, observed that he might say a good deal with regard to his working connection with India in the House of Commons, and on several other subjects; but, as it was then late, he would not stand longer between them and his distinguished colleague the President of the Aryan Section, who, after having received so pointed a challenge from the Lord Mayor, would, he doubted not, prove that he could make himself intelligible on that occasion, and that he could make as good an after-dinner speech as he made the other day a presidential address.

Professor Max Müller said—I rise as representative of the Aryans to return thanks in the name of my section for the splendid and truly princely and truly Oriental hospitality with which you, my Lord Mayor, have honoured our Congress. (Cheers.) You mentioned to-night, my lord, that hospitality in the East is a sacred duty. It is recognised as such in the Veda and in the laws of Manoo. A man who comes to your house is to be received with hospitality, and should he go away from your house disappointed, he carries away the blessings which you may have accumulated during many years by good works. In the West, hospitality is no longer a sacred duty; but it has become a valued duty and virtue, and in England most particularly it is a predominant element in the English character. (Hear.) My lord, when we compare the East and the West, we find on both sides the duties which hospitality entails. In the laws of Manoo, so far as I remember, there are four things which are enjoined in the hospitality a man is to show. He is to supply a piece of ground to sit upon, a bundle of hay to sleep on, some water to wash the feet, and kindly and affectionate speech. Comparing the West with the East, we have not seen to-night a bundle of hay, nor have we received water to wash our feet; but we have received a place to sit down upon, and kindly and affectionate speech; and, gentlemen, we have received something else. On its being proposed that the meeting of Orientalists from all parts of the world should take place in London in the second week of September we were politely told we were mad, every one being away shooting or sea bathing. I know, however, that when London is empty it contains more inhabitants than the whole of the Kingdom of Saxony, and I felt certain that men would be found who would give up a week's shooting or sea bathing in order to meet some of the most distinguished scholars from all parts of the world. In that expectation I have not been deceived. Sir Henry Rawlinson, Sir Bartle Frere, Dr. Hooker, and Mr. Bosanquet have all done whatever they could to maintain the reputation of the Government of the Indian Councils and of our royal and literary societies for the old noted English hospitality. Besides, gentlemen, I knew who was Lord Mayor. (Cheers.) I felt perfectly certain he would not let it be said that what every small or big burgomaster of Continental cities has done for this meeting, the greatest burgomaster in the world, the Lord Mayor of London, whose power, wealth, and reputation have assumed in the eyes of Continentals almost mythical proportions, had allowed this meeting to be ignored in the City of London. I am far from saying, my Lord Mayor, that we have any right to expect this princely hospitality, but I am able to say that we Orientals have certain claims upon you, my Lord Mayor. The learned professor proceeded to analyse the legend of Dick Whittington and his cat. The word "cat" was, he remarked, derived from "*acat*," or "*achet*," all that was bought and sold, and the English Whittington story came from a similar legend existing in the works of a famous Eastern historian living in the beginning of the 14th century; so that the Whittington head of the Lord Mayor dynasty had an eastern origin, and on that ground he claimed the Lord Mayor as an Orientalist. (Laughter.) He knew, however, that there were sceptics in the world —and he was afraid some were present—men who shook their heads, and did not believe in the explanations which comparative mythology and Oriental scholarship offered to them; but notwithstanding such objections he confidently claimed the Lord Mayor as an Oriental. (Laughter.) After that truly Eastern banquet, which would hereafter be a one thousand and second "Arabian Night," he would be remembered, not only by Orientals, but by the whole world, as a truly hospitable, truly magnificent, and truly Oriental Lord Mayor of London. (Cheers.)

Prince Charles of Roumania, who spoke in French, proposed "The Health of the Lady Mayoress;" and, in doing so, expressed the pleasure which he felt at being in London during the session of the Congress, and in sharing the hospitality of the Lord Mayor. The Lord Mayor briefly returned thanks, and the company then retired.

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Monetary and Commercial.

The quantities of produce afloat from the principal ports in the Far East is as follows :—Singapore and Penang : Gambier 5,715 tons, Tin 50 tons, Sago Flour 3,520 tons, Pearl Sago 1,109 tons, Black Pepper 1,891 tons, White Pepper 614 tons, Gutta-percha 57 tons, Nutmegs and Mace 42 tons, Coffee 35 tons, Sapanwood 11 tons, Rattans 16,840 tons, Hides 5,983 tons, Sugar 1,038 tons, India-rubber 71 tons, Horns 83½ tons, Malacca Canes 588 tons, Dragon's-blood 19 tons, Damar Gum 274 tons, Benjamin Gum 122 tons, Copal Gum 96 tons, M. O. P. Shells 280 tons, Tapioca 288 tons. Manila : Sugar 13,415 tons, Coffee 515 tons, Hemp 1,762 tons, Sapanwood 41 tons, Cigars 1,410 tons, Saigon Rice 807 tons, Bankok Rice 1,472 tons.

The Manchester Market has lost the buoyant tone which prevailed during the greater part of last week, and a quieter feeling has been exhibited ; the transactions that have taken place being only on a moderate scale, in both Goods and Yarns. Where producers' engagement sapproach completion the tendency has been to easier prices, but as a rule prices have been fairly maintained.

During the ten days ending 10th inst. thirty-three ships passed through the Suez Canal. The transit revenue collected by the Canal Company in the same period amounted to £24,600.

Owing to improved receipts of the Indo-European Telegraph Company for the half-year ending June 30, coupled with a certain amount of relief which the Board have obtained from the Indian Government and a reduction of the transit rates acceded to by the Imperial Russian Government, the Board are enabled to declare an interim dividend for the half-year at the rate of 5 per cent. per annum, free of income tax. The dividend will be payable on and after the 1st proximo.

The Eastern Telegraph Company announces the payment on the 14th proximo of the usual interim dividend of 2s. 6d. per share, free of income tax, for the quarter ended the 30th June.

At a meeting of the Board of the Anglo-American Telegraph Company it was resolved to pay the usual interim dividend of 1¼ per cent., free of income tax, for the quarter ending the 30th inst.

A meeting of the Oriental Bank Corporation will be held on the 22nd proximo, when an interim dividend for the half-year ending June will be declared at the rate of 12 per cent. per annum. The meeting of the Chartered Mercantile will be on the 20th, and the Chartered Bank on the 21st.

The prospectus has appeared of the Live Cattle Importation Company (Limited), with a capital of £200,000, in 40,000 £5 shares. The formation of the company is for the purpose of importing cattle and other live stock into this country from Texas and other cattle producing States, by means of improvements in the mode of transit, which consist of a system of "'tween deck fittings," patented by Mr. F. H. Relph. The company have purchased the patent, and intend to grant licenses for its use.

The following joint-stock companies have recently been registered :—

Mercantile and Tradesmans Advance Company (Limited), capital £50,000, in £5 shares ; Manchester Patent Ice Company (Limited), capital £20,000, in £25 shares ; Manchester Underwriters Association (this is an unlimited company) ; Norton Green Coal Company (Limited), capital £20,000, in £1 shares ; Bermondsey Cotton Waste and Oil Company (Limited), capital £10,000, in £10 shares ; Abbey Lands (Isle of Man) Silver Lead Mining Company (Limited), capital £20,000, in £1 shares.

The Market for Bar Silver remains flat, and the demand is limited. The quantity received during the week has been large ; being about £72,000 from Valparaiso ; £65,000 from China, and £110,600 from New York. There is no supply of Mexican Dollars, there having been no arrivals.

The bullion per P. and O. steamer *Australia*, from Southampton, Sept. 24, was—in gold to Galle, £980 ; in silver to Shanghai, £14,070 ; to Hong Kong, £23,500 ; to Singapore, £16,000 ; total in gold, £980 ; in silver, £53,570.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 17th Sept., 1874, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 6,946,763 yards ; for the twelve months, 121,943,046 yards ; for the twelve months, 1873, 90,645,750 yards ; for the twelve months, 1872, 84,846,538 yards. Increase for 1874 against 1873, 31,295,296 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 265,927 yards ; for the twelve months, 5,406,771 yards ; for the twelve months, 1873, 4,283,086 yards ; for the twelve months, 1872, 1,877,511 yards. Increase for 1874 against 1873, 1,123,685 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 43,968 yards ; for the twelve months, 730,170 yards ; for the twelve months, 1873, 2,015,789 yards ; for the twelve months, 1872, 2,426,129 yards. Decrease for 1874 against 1873, 1,285,579 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 1,024,850 lbs. ; for the twelve months, 12,484,748 lbs. ; for the twelve months, 1873, 8,900,455 lbs. ; for the twelve months, 1872, 7,863,776 lbs. Increase for 1874 against 1873, 3,584,293 lbs.

SHANGHAI.

PLAIN COTTONS. — Export for the month ended 17th Sept., 1874, 14,849,862 yards ; for the twelve months, 259,008,542 yards ; for the twelve months 1873, 245,595,166 yards ; for the twelve months 1872, 317,333,622 yards. Increase for 1874 against 1873, 13,413,376 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 573,345 yards ; for the twelve months, 14,824,075 yards ; for the twelve months 1873, 17,148,081 yards ; for the twelve months 1872, 9,265,660 yards. Decrease for 1874 against 1873, 2,324,006 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 249,059 yards ; for the twelve months 5,286,724 yards ; for the twelve months 1873, 8,120,539 yards ; for the twelve months 1872, 8,096,354 yards. Decrease for 1874 against 1873, 2,833,815 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 51,610 lbs. ; for the twelve months, 788,380 lbs. ; for the twelve months 1873, 1,478,533 lbs. ; for the twelve months 1871, 1,109,960 lbs. Decrease for 1874 against 1873, 690,153 lbs.

JAPAN.

PLAIN COTTONS. —Export for the month ended 17th Sept., 1874, 2,547,555 yards ; for the twelve months, 36,493,137 yards ; for the twelve months 1873, 31,064,214 yards ; for the twelve months 1872, 24,973,506 yards. Increase for 1874 against 1873, 5,428,923 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 361,628 yards ; for the twelve months, 2,983,189 yards ; for the twelve months 1873, 6,113,753 yards ; for the twelve months 1872, 2,346,413 yards. Decrease for 1874 against 1873, 3,130,564 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 63,100 yards ; for the twelve months, 833,448 yards ; for the twelve months 1873, 2,925,184 yards ; for the twelve months 1872, 1,581,289 yards. Decrease for 1874 against 1873, 2,091,736 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 798,800 lbs. ; for the twelve months, 12,133,732 lbs. ; for the twelve months 1873, 9,817,562 lbs. ; for the twelve months 1872, 14,984,924 lbs. Increase for 1874 against 1873, 2,316,170 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 4,198,644 yards ; for the twelve months, 80,227,996 yards ; for the twelve months 1873, 65,720,595 yards ; for the twelve months 1872, 66,626,364 yards. Increase for 1874 against 1873, 14,507,401 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 164,462 yards ; for the twelve months, 5,084,549 yards ; for the twelve months 1873, 4,800,777 yards ; for the twelve months 1872, 5,235,948 yards. Increase for 1874 against 1873, 283,772 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 434,752 yards ; for the twelve months, 3,880,166 yards ; for the twelve months 1873, 2,763,149 yards ; for the twelve months 1872, 4,104,853 yards. Increase for 1874 against 1873, 1,117,017 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 161,836 lbs. ; for the twelve months, 2,061,661 lbs. ; for the twelve months 1873, 1,958,604 lbs. ; for the twelve months 1872, 1,741,375 lbs. Increase for 1874 against 1873, 103,057 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 2,960,587 yards ; for the twelve months, 32,621,788 yards ; for the twelve months, 1873, 20,486,256 yards ; for the twelve months, 1872, 20,323,518 yards. Increase for 1874 against 1873, 12,135,532 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 1,104,802 yards ; for the twelve months, 10,349,760 yards ; for the twelve months 1873, 9,547,437 yards ; for the twelve months 1872, 9,561,016 yards. Increase for 1874 against 1873, 802,323 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 574,148 yards ; for the twelve months, 6,450,275 yards ; for the twelve months 1873, 9,267,036 yards ; for the twelve months 1872, 11,025,524 yards. Decrease for 1874 against 1873, 2,816,761 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 93,070 lbs. ; for the twelve months, 783,944 lbs. ; for the twelve months 1873, 614,720 lbs. ; for the twelve months 1872, 426,874 lbs. Increase for 1874 against 1873, 169,224 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 929,825 yards ; for the twelve months, 21,965,003 yards ; for the twelve months 1873, 15,855,719 yards ; for the twelve months 1872, 11,912,526 yards. Increase for 1874 against 1873, 6,109,284 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 846,049 yards ; for the twelve months, 14,128,921 yards ; for the twelve months 1873, 15,563,630 yards ; for the twelve months 1872, 8,442,616 yards. Decrease for 1874 against 1873, 1,434,709 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 337,632 yards ; for the twelve months, 3,946,537 yards ; for the twelve months 1873, 2,178,305 yards ; for the twelve months 1872, 360,469 yards. Increase for 1874 against 1873, 1,768,232 yards.

COTTON YARN.—Export for the month ended 17th Sept., 1874, 61,220 lbs. ; for the twelve months, 913,830 lbs. ; for the twelve months 1873, 663,560 lbs. ; for the twelve months 1872, 496,241 lbs. Increase for 1874, against 1873, 250,270 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 17th Sept., 1874, 1,038,445 yards ; for the twelve months, 31,301,938 yards ; for the twelve months, 1873, 32,564,872 yards ; for the twelve months 1872, 29,802,117 yards. Decrease for 1874 against 1873, 1,262,934 yards.

COLOURED COTTONS.—Export for the month ended 17th Sept., 1874, 103,817 yards ; for the twelve months, 3,041,464 yards ; for the twelve months 1873, 1,612,389 yards ; for the twelve months, 1872, 1,875,074 yards. Increase for 1874 against 1873, 1,429,075 yards.

PRINTED COTTONS.—Export for the month ended 17th Sept., 1874, 175,063 yards ; for the twelve months, 2,406,745 yards ; for the twelve months 1873, 3,668,289 yards ; for the twelve months, 1872, 4,074,685 yards. Decrease for 1874 against 1873 1,261,494 yards.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep.16	Nostre Padre	Palazza	Rangoon	Falmouth
17	Zehlima	Chambers	Bassein	Do.
17	Elise and Mathilde	Sundesen	Rangoon	Do.
19	Zouvae	Rowell	Rangoon, for Hamburg	Off Deal
16	Wimbledon	Christie	Bassein	Liverpool
17	Botanist	Longridge	Do.	Do.
17	Chrysolite	Parsons	Do.	Do.
17	Bacchus	Williams	Rangoon	Do.
13	Francis B. Fay	Osgood	Do.	Bremerhaven
	Codan	Boysen	Singapore	New York
18	Lady Octavia	Welch	Akyab	London
18	Emily Augusta	Walters	Do.	Do.
17	Hankin Haakensen	Meyn	Akyab, for Copenhag.	Off Dungeness
17	Etta	Pritchard	Rangoon	Falmouth
21	Amicizia Savona	Scotto	Do.	Liverpool
18	Dolen	Diedricksen	Akyab	Falmouth
18	Kedron	Shong	Singapore	Liverpool
18	Albertine	Owen	Rangoon	Do.
18	Pontiac	Owens	Do.	Do.
22	Belpore	Rogers	Bassein	Do.
19	Nieuwe Waterweg	Valk	Java	Texel
19	Tecumsah	Bennett	Rangoon	Falmouth
	Viola	Slater	Maulmain	Queenstown
17	Annie Maria	Drysdale	Akyab	Terneuse
Aug28	Wildwood	Frost	Zebu	San Francisco
	Angustine	Barvier	Hong Kong	Do.
Sep.19	Don Antonica	Bado	Sourabaya	London
20	Neauphar	Souter	Colombo	Do.
20	Elliott	Liverseed	Do.	Do.
20	Prince Victor	Bailey	Rangoon	Queenstown
20	Nina Mathilde	Ferraro	Akyab	Do.
	Marmion	Boyd	Hong Kong	San Francisco
	Endeavour	Worland	Zebu	New York
21	Brisbane	Huddleston	Singapore	London
21	Walton	Shields	Osaka	Do.
20	Innocenta	Fontini	Rangoon	Plymouth
19	V. Armin	Ruhase	Do.	St. Mawes
22	Java	Miller	Do.	London
20	Perseveranza	Alicardi	Akyab	Falmouth
20	Aurora	Visser	Rangoon	Do.
20	Amalthea	Salveson	Akyab	Do.
20	Neptune	Stuck	Do.	Do.
20	Agastino B.	Baduracco	Rangoon	Do.
20	Isaac	Vides	Do.	Do.
20	Racine	Jacq	Akyab	Do.
21	Nagpore	Trevillick	Rangoon	Liverpool
21	Coimbatore	Houston	Bassein	Do.
18	Horfsfjord	Meyer	Akyab	Bremerhaven
19	Bengalen	Bondon	Rangoon	Brouwershaven
21	Caroline	Calder	Colombo	London
22	Copenhagen	Dastand	Rangoon	Do.
21	Wave	Bugge	Akyab	Falmouth
22	Maria Casabuona	Schiaffino	Rangoon	Queenstown
Aug3	Clara Bell	Pierce	Manila	San Francisco
Sep. 1	Cleta	Whyte	Bangkok	Do.
11	Nydia	Harwood	Singapore	Boston
23	El Dorado (s.)	Kerr	Colombo, &c.	London
23	Isabella Croom	Nicoll	Rangoon	Do.
23	Gladstone	Watson	Colombo, &c.	Do.
23	Dovercourt	Munroe	Colombo	Do.
22	C. T. Ray	Fraser	Saigon	Falmouth
	Pauline	Tyer	Singapore	Clyde
20	Celebes (s.)	—	Batavia	Texel
21	Graafstroom	Leicher	Do.	Brouwershaven
22	Mentana	Desplouses	Akyab	St. Nazaire
	Aristos	Riddahl	Hong Kong	San Francisco

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep.18	Banca (s.)	Reynolds	Singapore and Java	London
20	Nankin (s.)	Bruce	Singapore, China, &c.	Do.
16	Deutchland	—	Singapore	Cardiff
16	Eda Beatrice	—	Penang	Newcastle
18	Bonita	Wessemberg	Hong Kong	Cardiff
19	Glaucus (s.)	Wilding	Singapore, China, &c.	Liverpool
18	Dictator	—	Singapore	Newcastle
17	Carl Ritter	Lausen	Penang, &c.	Hamburg
18	Niewland	Nasholm	Sourabaya	Penarth
20	Mora	Angel	Yokohama	Liverpool
18	Voorwaarts (s.)	Roggen	Batavia	Texel
11	Pearl	Harding	Anjer	New York
18	Emma Ives	Jenkins	Colombo	Glasgow
19	Saleta	Erezuna	Manila, &c.	Do.
19	Varuna	Sachau	Hong Kong	Hamburg
Aug18	Atlanta	Davis	Batavia	Buenos Ayres
23	Mary Anne	Follet	Do.	Rio Janeiro
Sep.22	Glenearn (s.)	Auld	Singapore, China, &c.	London
21	Normanby (s.)	Park	Singapore	Glasgow
24	Corea	Adams	Shanghai	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore, Hong Kong, and Shanghai: Crocus, Formosa, Glenlyon. For Penang, Singapore, Hong Kong, and Shanghai: Hankow. For Colombo, &c.: Viceroy, Bertha, Duke of Sutherland, El Dorado.

SAILING VESSELS.—For Yokohama and Hiogo: Evelyn. For Shanghai: Belted Will. For Hong Kong: Eleanor, Miako. For Foochow: Zoraya. For Singapore: Star of the South, St. Andrew's Castle. For Colombo: Lion, Seafield. For Batavia and Sourabaya: Glenisla.

At LIVERPOOL.—For Shanghai (via Cardiff): Champion of the Seas. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Achilles (str.), Deucalion (str.), Menelaus (str.), Ajax (str.). For Galle: Staffa, Astrida. For Singapore and Manila: Yrurac Bat (str.), Leon (str.). For Batavia and Sourabaya: Emma and Robert, Hawkhope. For Singapore: Cleopatra.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Ocean (str.), Fleurs Castle (str.). For Singapore: Stanfield, Brisbane (str.).

SPOKEN.

ZUID HOLLAND, Newcastle to Batavia, June 20, 23 S., 16 W.
BANCA (str.), London to Singapore, Sept. 19, off South Foreland.
W. H. S. F. (Douglas Castle), Tyne to Singapore, Sept. 14, 48 N., 8 W.
Q. S. J. D. (Monte Allegro Itl. s.), Sgpe. to Ldn., Sept. 15, 44 N., 21 W.
N. B. K. S. (Adriatic barq.), Cardiff to Singapore, Sept. 13, 13 W.

FREIGHTS AND CHARTERS.

There is a good demand for tonnage both for steam and sailing vessels to the East. Homeward there is some enquiry for forward vessels from Java, and there are orders in the market at low rates for steamers from Ceylon.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. to 65s. weight, 55s. to 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 50s. to 55s. weight, 40s. meast. To Hong Kong: — weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight, 40s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 30s. to 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. 6d. To Hong Kong: 32s. 6d. To Shanghai: 35s. To Singapore: 23s. To Galle: 22s. To Batavia: 27s. 6d. To Sourabaya: 30s. To Colombo: 24s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s.

CASUALTIES.

Advices from Cape Town, 25th Aug., state that the Emma (Dutch barque), Deckerlin, from Newcastle to Batavia, put into Simon's Bay, 16th, for repairs to bulwarks and rudder-head, having encountered a gale, 2nd, off Tristan d'Acunha.

MANILA.—[Singapore, Sept. 21, 4 P.M.]—The Ida (barque), from Saigon to Zebu, with rice, has been totally lost on the coast of Mactan; all hands saved.

The Cleta, Whyte, which arrived at San Francisco, 1st Sept., from Bangkok, reports having encountered a gale from the E. on the 22nd July, in lat. 33 N., lon. 127 E., lasting three days, during which she shipped large quantities of water, and had cabin flooded and cargo shifted.

Bertie, barque, Singapore to Liverpool, has put back, having struck on a sunken rock or reef in Gaspar Straits 11th Sept. She will discharge for repairs.

MISCELLANEOUS.

Telegrams from Shanghai state that the damage to the Estepona (str.) was much more extensive than was originally inferred from the report of the divers at Nagasaki.

The Gordon Castle left Lisbon on 21st; all well. Total disbursements, £4,500.

A telegram from Shanghai states that the Union (French barque) cannot be got off, and is to be sold as she lies.

At TABLE BAY, AUG. 17.—Her Royal Highness, King, and sailed for Galle.

NOTICE TO MARINERS.

Malay Peninsula.—Malacca Strait.—North and South Sands.—Alteration in Light at One Fathom Bank.—The Master Attendant of Singapore has given notice that on the 15th day of May, 1874, the following alteration was made in the light at One Fathom Bank, viz.:—The light-vessel moored off One Fathom Bank was removed, and that from a screw iron pile light tower which has been placed on the bank in fifteen feet water, half a mile S. by E. from the position previously occupied by the light-vessel, a light was exhibited. The light is a *revolving* white light attaining its greatest brilliancy *every minute;* it is elevated sixty-one feet above the level of the sea, and in clear weather should be seen from a distance of thirteen miles. The light tower is painted in belts of red and slate colour. Position, lat. 2 deg. 52 min. 8 secs. N., lon. 100 deg. 59 min. 2 secs. E. A red buoy is moored in fourteen feet at the north end of One Fathom bank.—Hydrographic Office, Admiralty, Sept., 1874.

SHIPPING DUES IN PORTUGESE COLONIES.—The Board of Trade have received a despatch from Her Majesty's Chargé d' Affaires at Lisbon, transmitting a copy of a Royal Decree issued by the Portuguese Government fixing the amount of sanitary dues and fees payable by ships anchoring or performing quarantine in any port of the Portuguese Colonies in Africa, and at Macao and Timor.

Messrs. John Elder and Co. have launched from their shipbuilding yard at Fairfield, Govan, an iron paddle steamer of 3,590 tons B.M., and 300-horse power nominal. Her dimensions are—length between perpendiculars, 300 feet; breadth moulded, fifty feet; breadth over sponson, eighty-three feet; depth moulded, thirteen feet. She is named the Chusan, and has been built to the order of Messrs. Baring Brothers and Co., of London, for the S.S.N. Co., and is intended for service on the Yang-tsze.

THE steamer building at Aberdeen by Messrs. Hall, Russell, and Co. for the line of Messrs. Russell and Sturgis, Manila, will be ready to launch in about six weeks. The one building for the same firm at the yard of Messrs. A. and J. Inglis, on Clyde, is also in a forward state.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Celaeno	Singapore	London..	Aug. 8	160	35	3	...	...	6	...	...	250	116	325160	...	10	120	50	1730	4420	...	45	248	1407	...	...	250	2780	532	5909	505	...	220	...	60
Agnes Muir	Shanghai	,,	,, 13	440	...	...	...	...	60	...	...	...	844	£350	...	...	...	...	...	...	...	...	29	...	...	...	361	320	...	100	293	...	...	...	...
Penrith	Yokohama	,,	,, 14	192	5	...	...	...	...	50	...	...	70	...	...	...	...	3197	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200	...	55
Do.	Hiogo	,,	,, 14	...	43	...	32	...	...	...	..	...	...	...	...	...	...	1273	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Windhover	Hong Kong	,,	,, 15	100	55	25	...	...	150	150	...	...	1207	...	...	...	...	...	...	...	...	...	285	495	165	1443	67	142	493	1910	396	...	...	...	50½
Scawfell	Colombo	,,	,, 26	20	...	...	...	...	...	...	...	130	88	...	...	...	...	...	...	...	...	170	35	487	...	...	184	12	212	2394 &£23	78	29	...	...	20 £28& 100rns
Tamesa	Hong Kong	,,	,, 27	...	300	...	50	...	100	...	...	...	884	...	...	...	...	...	...	...	...	...	64	...	...	...	181	949	533	1500	183	...	...	...	...
Ben Nevis	Penang	,,	,, 29	...	25	...	...	...	...	...	20	...	264	£50	...	...	195	...	...	...	...	...	127	1084	...	3960	442	463	50	2500	...	...	...	...	...
Black Prince	Yokohama	,,	Sept. 5	...	22	20	83	...	10½	...	...	...	353	...	...	...	...	...	...	...	...	...	57	595	252	200	74	60	90	250	500	...	...	18	...
Do.	Hiogo	,,	,, 5	...	...	...	20	...	...	...	...	7	68	...	...	...	...	...	...	...	...	...	68	41	...	...	...	...	20	250	115	...	...	...	...
Invincible	Hong Kong	,,	,, 9	...	225	105	...	...	...	...	...	...	1154	5775	8440	...	...	...	...	...	...	40	97	46	...	...	11	1120	394	400	207	...	...	...	...
Conference	Colombo	,,	,, 14	...	51	28	...	21	...	...	...	...	985	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	275	52	...	...	...	...
Montego	Yokohama	Livrpool.	Aug. 6	...	24	23	200	...	11	...	...	...	8520	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	130	...	...	...	...
Emma and Robert	Batavia	,,	Sept. 14	100	103	54	...	...	...	...	30	...	762	82300	2400	...	...	...	320	16800	...	...	26	...	...	...	...	...	5 hhds.	...	260	...	...	...	...
County of Forfar	Java	Glasgow	Aug. 12	202	40	...	100	1	...	...	...	16220	1640	29321	51190	...	209	...	...	42710	...	193	...	...	...	...	...	294	54	...	475	24	...	...	...
Emma Ives	Colombo	,,	Sept. 18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	286	794	...	2063	1380	...	1286	...	...	...	...	...	...
Saleta	Manila, &c.	,,	,, 19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	130	900	...	1000	...	...	...	...	...	...	...	...	...
Sourabaya	Java	Greenck	,, 20	498	...	130	...	...	...	...	...	2800	540	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship.	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Celaeno	Singapore	...	540	5000	...	20	...	...	...	236	...	...	...	...	...	...	...	...	...	...	...	...	901	750	...	75	...
Agnes Muir	Shanghai	...	180	...	...	19	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	275	...	...	...	...
Penrith	Yokohama	2560	150	...	...	185	...	...	...	190	...	...	...	...	...	...	...	...	...	...	...	...	60	...	...	...	...
Do.	Hiogo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Windhover	Hong Kong	59000	1535	78	...	170	80	...	...	23	...	...	...	...	30	94	153	...	30	...	...	...	320	920	...	...	...
Scawfell	Colombo	13000	22	5	10	218	...	4	...	36	...	52	...	...	...	170	...	...	...	...	...	...	...	113	...	...	...
Tamesa	Hong Kong	110000	145	...	6½	148	...	...	...	...	...	...	...	...	...	19	22	42	46	...	...	...	...	...	...	...	...
Ben Nevis	Penang	10000	392	...	...	20	...	20	...	...	...	13	...	...	44	12cs	...	...	...	...	1cs.	...	265	1246	...	...	...
Black Prince	Yokohama	175	530	281	1¾	246	34	4	...	45	...	375	...	...	...	...	577	38	11	...	...	...	8	193	1cs.	...	...
Do.	Hiogo	125	...	...	...	...	22	...	...	...	...	...	60	...	10	7	...	...	...	...	...	...	...	604	18	...	...
Invincible	Hong Kong	...	776	...	...	...	...	...	...	...	...	...	...	...	...	11	...	379	...	...	2cs.	...	320	17	...	...	...
Conference	Colombo	...	486	24	...	4	...	...	...	26	6	13	...	...	...	...	30	...	23	...	...	...	...	9	...	...	...
Montego	Yokohama	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	165	...	...	...	...	...	...
Emma and Robert	Batavia	...	769	1300	...	...	...	...	...	8	...	...	...	...	34	...	...	431	...	125	...	...	...	...	...	...	...
County of Forfar	Java	...	1291	£900	...	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...	...	...	...	120	...
Emma Ives	Colombo	1000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1104	...	...	...	...	...	...
Saleta	Manila, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sourabaya	Java	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per *Celaeno*.—Cement, £355.
Per *Agnes Muir*.—Flints, £139.

Per *Penrith*.—To Yokohama: Railway materials, £631. To Hiogo: Cement, £60; railway materials, £5,637.

Per *Windhover*.—Asphalte, £35; cement, £271; flints, £18.

Per *Scawfell*.—Cement, £882; sugar, £33; roofing felt, £32; manure, £375; grindstones, £9; asphalte, £11.

Per *Tamesa*.—Sugar, £50; cement, £85.

Per *Ben Nevis*.—Clocks, £210; deals, £17; guano, £332.

Per *Invincible*.—Cement, £238.

Per *Conference*.—Sugar, 33 cwt.; cement, £1,138; manufactured stone, £100; zinc, 10 tons; steel, 6 tons.

Per *Black Prince*.—To Yokohama: Roofing asphalte, £75; corks, £4; cement, 115 tons. To Hiogo: Corks, £5; cement, £75; dressed flax, £33; bridgework, £3,868; railway materials, £2,652; steel, 2 cases.

Per *Emma and Robert*.—To Batavia: Fire bricks, £126; waggon axles, £300. To Sourabaya. Umbrellas, £125; paint, £190.
Per *County of Forfar*.—Hemp cloth, £114.
Per *Sourabaya*.—Iron barge on floating dock, £12,000; fire bricks, £32; fire clay, £11; wood manufactures, £90.
Per *Affezione Secundo*, from Liverpool to Galle, cleared July 20.—Coal, 875 tons.
Per *Monsell*, from Liverpool to Shanghai, cleared Aug. 6.—Soap, £225.
Per *Urania*, from Liverpool to Batavia, cleared Aug. 15.—Coal, 1,737 tons.
Per *Ellen Munroe*, from Liverpool to Galle, cleared Sept. 8.—Coal, 1,706 tons.
Per *Flora*, from Liverpool to Galle, cleared Sept. 12.—Coal, 1,100 tons

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HONG KONG AND SHANGHAI BANKING CORPORATION.

EIGHTEENTH REPORT of the COURT OF DIRECTORS to the ordinary HALF-YEARLY GENERAL MEETING OF SHAREHOLDERS, held at the CITY HALL, HONG KONG, on WEDNESDAY, the 19th August, 1874.

The Directors have now to submit a general Statement of the affairs of the Corporation, and Balance Sheet for the half-year ending 30th June last.

The net profits for that period, including $26,290.53 brought forward from last account, after paying all charges and deducting interest paid and due, amount to $130,484.02, of which, after taking out Rebate on Bills not yet due, and Remuneration to Directors, there remains a balance of $116,042.19.

The Directors regret that on this occasion they cannot recommend the payment of any Dividend to the Shareholders, for, not only has the result of the half year's working been very unsatisfactory, but they are sorry to have to announce that heavy losses have been incurred, and, to provide for them in the fullest possible manner, no less a sum than $334,000 will be required. This sum they propose to provide by withdrawing $225,000 from the Reserve Fund, and by appropriating $109,000 of the available balance of Profit, which will leave $7,042.19 to be carried to the credit of New Account.

The Directors regret further to tell the Shareholders that the position of some other accounts in the Bank's books has become such, that provision may have to be made for losses on them in the future, and they seize upon the present opportunity to state, that although there may be losses on these accounts, they will not, in the worst possible event, exceed $275,000, while at the same time only a portion of that amount may be required. In any case, whether all or any part of the amount is required, it will be chargeable to the Reserve Fund, leaving the future profits of the Bank available for Dividend and for gradually again making up the Reserve Fund to One Million of Dollars.

The small profits made during the past half-year are attributable to the very adverse turn taken by the Exchanges almost at the opening of the export season in China, to the unremunerative nature of Banking business in China and Japan during the six months, and to the prolonged dulness in trade generally in the East.

Though, in consequence of a combination of unfortunate circumstances, the Bank has been unsuccessfully worked during the past six months and suffered severe and some totally unexpected losses, the Directors consider its general position is quite unimpaired, and when trade in China and Japan reverts to its former healthy state, they see no reason why the Bank should not be as successful in the future as it is known to have been in the past.

MARINE INSURANCE ACCOUNT.

There is a balance of $26,069.43 at the credit of this account, the accumulation of three years, during which period the Bank has taken a risk on each of its treasure shipments by first class steamers—to the extent of, at first $20,000, but now $30,000. The Directors look to the account becoming very remunerative in the course of time.

DIRECTORS.

Mr. Wm. Lemann has resigned his seat at the Board, and Mr. H. Hoppius has been elected in his stead.

Hong Kong, 12th August, 1874. W. H. FORBES, Chairman.

ABSTRACT OF ASSETS AND LIABILITIES, 30th June, 1874.

ASSETS.		LIABILITIES.		
Cash and bullion ...	$11,040,802.54	Paid-up capital ...		$5,000,000.00
Government securities ...	1,871,911.11	Reserve fund ...		1,000,000.00
Bills discounted, loans and credits ...	13,022,201.55	Marine insurance account ...		26,069.43
Exchange remittances ...	18,730,001.18	Notes in circulation ...	$1,446,633.05	
Bank premises ...	201,367.36	Deposits ...	14,763,686.12	
Dead stock ...	90,221.55			16,210,319.17
		Exchange acceptances ...		22,589,632.67
		Profit and loss account ...		130,484.02
	$44,956,505.29			$44,956,505.29

PROFIT AND LOSS ACCOUNT, 30th June, 1874.

Dr.			Cr.	
To amounts written off :—			By balance of undivided profits, 31st December, 1873	$26,290.53
Remuneration to Directors ...	$10,000.00		By amount of net profits for the six months ending 30th June, 1874, after deducting all expenses and interest paid and due ...	104,193.49
Rebate on bills not due ...	4,441.83		By amount from Reserve Fund ...	225,000.00
		$14,441.83		
To contingent account :—				
Amount set aside to meet losses ...		334,000.00		
To Balance :—				
Carried forward to next half-year ...		7,042.19		
		$355,484.02		$355,484.02

RESERVE FUND.

To amount transferred to Profit and Loss Account ...	$225,000.00	By balance on 31st December, 1873 ...	$1,000,000.00
To balance on 30th June, 1874 ...	775,000.00		
	$1,000,000.00		$1,000,000.00

JAMES GREIG, Chief Manager.
H. SMITH, Accountant.

We have compared the above statements with the Books, Vouchers, and Securities at the Head Office, and with the returns received from the various Branches and Agencies, and have found the same to be correct.

Hong Kong, 11th August, 1874.

P. RYRIE,
F. W. MITCHELL, } Auditors.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
83, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s.
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 4s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £600,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the
LONDON AND CHINA EXPRESS

HOLLOWAY'S OINTMENT

AND PILLS.—SECURITY AGAINST BAD HEALTH.—With damp, dull days of Autumn maladies are made manifest unless the blood be pure and the skin active. Eruptions, blotches, and more formidable skin affections may be successfully subjugated by the use of Holloway's detergent Ointment, aided by moderate doses of his purifying Pills. Hoarseness, sore throat, chronic cough, enlarged glands, and stiff neck will be at once relieved by rubbing this cooling Ointment upon the skin overlaying or adjacent to the afflicted parts. Rheumatism and its allied ailments, which, when once contracted, were wont to torture to the end of life, can now be readily and completely cured by using these resistless remedies.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU
KEROSENE, MODERATOR, AND OTHER LAMPS
FOR INDIA AND HOME USE.
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel.
Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

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SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...		...
Hindostan	3,113	600	Oct.	1	Mediterranean, Aden, Bombay.
*Surat.....	3,000	530	Oct.	8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Cathay ...	2,982	450	Oct.	15	Mediterranean, Aden, Bombay.
*Peshawur.	3,781	600	Oct.	22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	2,933	450	Oct.	29	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.

Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Mei-Kong ...	Oct.	11	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	Oct.	25		
Anadyr ...	Nov.	8		
Provence ...	Nov.	22		
Tigre ...	Dec.	6		
Amazone ...	Dec.	20		

The Steamers of the 25th Oct., 22nd Nov, and 20th Dec., connect at Aden with the Steamers for Reunion and Mauritius.

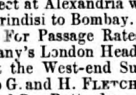
The Steamers of the 11th Oct., 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

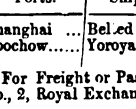
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Yoroya.....	A1 13 yr.	383	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.



YOKOHAMA and HIOGO.—The favourite clipper EVELYN, A1 13 years, South West India Dock, will have quick despatch. Has excellent chief cabin accommodation.

The "Ada," A1 17 years, to follow.

ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C., London.

CASTLE LINE OF STEAM PACKETS FROM LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI (last shipping day, 3rd Oct.), the magnificent steamship CROCUS, 200 A1, 2,000 tons register, 225-horse power nominal, R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON FOR SINGAPORE HONG KONG, AND SHANGHAI.—The magnificent, new, Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A 1, 300-horse power, nominal, W. HOLMES, Commander; will load in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	Oct. 10
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	To follow
Glenfinlas	100 A1	2,120	330	New boat
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 10th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Hong Kong, taking goods and passengers at through rates in conjunction with steamers of the East Australian Mail Steam Co. (Limited), to Australia, &c.; to sail 29th September; the favourite full-powered screw steamer LY-EE-MOON, 90 A1, 1,200 tons gross, 800 net register, 160-horse power nominal, 800 effective; GEORGE R. STEVENS, Commander; East India Docks. This splendid steamer is confidently expected to deliver her cargo at Yokohama under sixty days from date of sailing. She has unusually spacious and well ventilated accommodation for first, second, and third-class passengers. Will carry a surgeon and stewardess, if necessary.

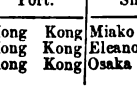
For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, YOKOHAMA, HIOGO, AND NAGASAKI, with liberty to call at Hong Kong, last shipping day, 15th October; the favourite full-powered screw steamer CALABAR, 20 years in Liverpool book; 1,300 tons gross, 800 nett register; 380-horse power nominal, 1,900 effective; R. W. HUTCHISON, Commander; East India Docks. This magnificent steamer having been built for mail service has unusually spacious and well ventilated accommodation for saloon passengers.

For freight or passage apply to J. and R. GRANT, 1, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.



THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Miako	A1 16 yr.	E.I.D.	With des.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Ly-ee-Moon, s.s. ...	1,200	Norris & Joyner...	Sept. 29
Glenlyon, s.s. ...	2,119	McGregor, Gow, & Co.	Oct. 10
Crocus, s.s.	2,000	Thos. Skinner & Co.	Oct. 8
Glamis Castle, s.s. ...	2,380	Do. do.	—
LIVERPOOL.			
Deucalion, s.s. ...	1,596	Alfred Holt ...	Sept. 29
Achilles, s.s. ...	1,550	„ ...	Oct. —
GLASGOW.			
Brisbane, s.s. ...	1,500	T. Skinner & Co.	Oct. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	
Hamburg	R. CARL.
Bremen...	G. STEINMEYER.
Holland—Rotterdam...	H. A. KRAMERS.
„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
Berlin	ASHER and Co.
Vienna...	G. SCHONBERGER.
Trieste...	PERCO and Co., Corso.
Venice	GAETANO FERRI, Piazza de Leoni, 316.
Rome	PIALE, Piazza di Spagna.
Brindisi	G. RIVELLI.
Lisbon	AUGUSTE PEDRO CARLHO, Rua dos Poyaes d'S. Bento 20.
New York	WM. H. FOGG and Co., 32, Burling Slip.
San Francisco... ...	WM. E. LOOMIS, Washington-street.
Port Said	ZANNOS and BROADBENT
Aden	COWASJEE DINSHAW.
Point de Galle ...	T. M. BARKER, Oriental Hotel.
Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co.
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
Amoy	BROWN and Co.
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Shanghai	H. FOGG and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK
Yokohama	

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 28, 1874.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 579.] LONDON, MONDAY, OCT. 5, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Oct. 1.
JAPAN—Yokohama	June 26	Aug. 11	Aug. 14*
Yedo			
Osaka and Hiogo	„ 26	„ 10	„ 17*
Hakodadi			
Nagasaki	—	—	„ 11
CHINA—Peking	—	—	July 31
Tien-tsin	—	—	Aug. 9
Chefoo	—	—	„ 8
New-chwang	—	—	„ 5
Hankow	„ 12	July 27	„ 12
Kiu-kiang	—	—	„ 10
Chin-kiang			
Shanghai	„ 26	Aug. 5	„ 16
Ningpo	—	—	„ 13
Foochow	„ 26	„ 6	„ 16
Formosa	—	—	„ 13
Amoy	—	—	„ 17
Swatow	—	—	„ 18
Hong Kong	July 10	„ 13	„ 22
Canton	—	—	„ 20
Macao	—	—	„ 21
PHILIPPINES—			
Manila	„ 3	„ 9	„ 16
COCHIN-CHINA			
Saigon	„ 3	„ 6	„ 13
SIAM — Bangkok	„ 3	„ 8	„ 15
BORNEO —			
Labuan	—	—	„ 14
Sarawak	—	—	„ 16
JAVA — Batavia	„ 24	„ 26	„ 27
Samarang	—	—	„ 13
Sourabaya	-	—	„ 8
MALACCA STRAITS—			
Singapore	„ 31	„ 29	„ 29
Penang	„ 24	„ 21	„ 24
CEYLON—			
Galle	Aug. 14	Sept. 7	Sept. 7
Colombo	„ 7	Aug. 29	„ 5

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The French mail, with the advices dated as above, was delivered, *via* Marseilles, on the 1st inst., four days in advance of its due date. The Pacific mail, with Yokohama dates to the 14th August, was received, *via* San Francisco, on the 29th ult. The next inward (P. and O.) mail, bringing advices Yokohama 19th, Shanghai 23rd, Hong Kong 29th August, Singapore 6th Sept., is due, *via* Brindisi, on Monday next, the 12th inst.

The Saigon-Hong Kong section of the Eastern Extension Telegraph Company's cables is still interrupted. The steamer *H. C. Orsted* left Amoy on the 27th ult. to repair the Great Northern Company's cable between Amoy and Hong Kong. The cable between Amoy and Shanghai is also interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Sindh*, arrived Sept. 29.—From Yokohama: Captain Pruhyn, M. Laplante. From Shanghai: Messrs. Fitzhenry, Carmichael, Bacconnier. From Hong Kong: None. From Saigon: Messrs. Dermond, Mackilloe, Ferdinand, Roque. From Singapore: Mrs. St. John. From Batavia: Mr. Francis, Mr. and Mrs. Rubenkoning, Mrs. Dunlop. From Galle: Mr. F. H. Logan, Mr. Harvey.

PASSENGERS OUTWARD.

Per P. and O. steamer *Australia*, from Southampton, Sept. 24.—To Hong Kong: Mr. Hearn, Staff Com. S. W. Browne, Mrs. Phillips, two Misses Brierton. To Ceylon: Mrs. Dowden, Mr. H. K. Phillips, Mr. E. A. Marras. To Colombo: Mrs. Wells.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 5.—To Ceylon: Mr. W. Clutterbuck.

Per P. and O. steamer *Surat*, from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. ·ker and son, Mrs. J. V. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. Singapore: Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg. Maj. Moorhead, Mrs. N. B. Dennys.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: His Excellency Governor Cairns, C.M.G., Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per P. and O. steamer from Venice, Nov. 13.—To Ceylon: Mrs. and Miss Delmage.

Per P. and O. steamer *Peshawar*, from Southampton, Oct. 22.—To Shanghai: Mrs Carey. To Singapore: Mr. Davids. To Galle: Mr. Hall, Mr. Borney. To Ceylon: Mr. de Winton.

Per French steamer *Meikong*, Oct. 11.—To Yokohama: Mr. Covil, Mr. R. Tome. To Shanghai: Mr. Harwood, Mrs. Seward, Mr. and Mrs. Lynes, Mrs. Koberlain, Mrs. Martin, Miss Martin. To Hong Kong: The Danish Ambassador, Mr. Scott, Mr O. E. Edwards, Mr. Courtheat and family. To Galle: Mr. Karslake, Mr. Cross, Mr. Shutter, Mr. F. Mortimer. To Batavia: Mr. and Mrs. Holland and three daughters, Mr. and Mrs. Bayer and daughter.

Per French steamer *Sindh*, Oct. 25.—To Yokohama: Rev. H. Evington. To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May, Mr. C. Carroll and family. To Shanghai: Mrs. Little, Mr. Leopold Lefebre, seven missionaries, three sisters of mercy. To Saigon: Admiral Duperre and suite, Mr. A. Spooner. To Singapore: Mrs. Alabaster. To Galle: Mr. and Mrs. Vandespar, Miss Eidenberg.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite. To Batavia: Mr. and Mrs. Brevet. To Hong Kong: Mr. E. Pye, Mr. F. Leyburn.

Per French steamer *Provence*, Nov. 22.—To Galle: Mr. Young, Mr. Ollivam, Mr. Broyer. To Saigon: Mr. Lalanne.

Per steamer *Glaucus* (Holt's Line), from Liverpool, Sept. 19.—To Singapore: Mr. Wright. To Hong Kong: Mr. Gibson, Mr. Barclay, Mr. and Mrs. Macgregor, Miss Dickson, Miss Ingram. To Shanghai: Mrs. Love.

Per steamer *Deucalion* (Holt's Line), from Liverpool, Sept. 30.—To Penang: Mr. Anson.

Per steamer *Li-ee-Moon*, from London, Oct. 2.—For Port Said: Mr. C. Bergheims. For Hong Kong: Mrs. Sheridan, Mr. Johannes Frahm, Mr. Thomas Driver. For Yokohama: Mr. John Baba, Mr. Tera Tegima, Mr. Binwell, Miss Croome and servant, Mrs. Stevens.

Per steamer *Crocus*, from London Oct. 5.—For Hong Kong: Mr. Peter Nicolay Larsen, Oscar Mathias Roune, Moller, F. Julius, Christian Muncke Holst, Valdemar Sophus Clausen, Rudolph August Stricker.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 12th August; and by the Pacific mail we have two days later news, viz., to the 14th August; the French mail from London, 19th June, arrived out on the 4th August, and the following P. and O. mail of 26th June was received on the 11th August. The advices have been to a great extent anticipated by the copious telegram which appeared in our issue of the 21st ult.

The *Japan Herald* says, we are still without any news from Formosa, and the China papers state that the Japanese remain there inactive, whilst China (according to the same source) is biding her time, and is determined not to strike until she can do so with irresistible force. Knowing by old experience with European nations the advantages of a small but well-drilled and well-armed body over an undisciplined mob, she has resolved not to risk an attack until she is in every way prepared. Meanwhile the Japanese are evidently uncomfortable at the prospect before them. We mentioned in our last that Mr. Le Gendre had been sent to China to attempt to negotiate a settlement of the affair. It however appears that even the talents of that gentleman, added to those of Yanagiwara, the regularly accredited Envoy, are thought to be unequal to the emergency, for Okubo, the Minister of Finance (who is thought to be one of the ablest men in the present Government), left here by the last steamer *en route* to China, on a special mission, accompanied by M. Boissonade, a French legist attached to the Shihosho, who is to act as adviser. In connection with Mr. Le Gendre we may mention that a telegram received here states that he was arrested at Amoy by marines from a U.S. gunboat. There has not as yet been time to receive letters in confirmation of this intelligence. It has also transpired that the Japanese Government despatched one of the foreign employés of the navy under an assumed name to China to collect intelligence as to the strength of the Chinese fleet, &c. Meanwhile, reinforcements are being forwarded from Nagasaki to the support of the expedition.

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The following items of intelligence are from the *Japan Mail*:—

The attitude of the Japanese and Chinese Governments with reference to the Formosa question is, so far as we are able to learn, unchanged, although the activity exhibited by the former in the purchase of ships, arms, and munitions of war would seem to indicate the possibility of a final resort to a warlike solution of the difficulty. It is to be hoped, however, that an arrangement, fair to the Government of this country and honourable to both, may result from the mission of Okubo, who has proceeded to China with the view of conducting negotiations at Peking.

Passports are now issued by the Japanese Government for persons who for purposes of health or business may require them, on the demand of the representatives of the different nationalities. Foreigners in Japanese employ are subject to the same restrictions as other foreigners.

The American Consulate of Yokohama has been raised to a Consulate-General. General T. Van Buren has been commissioned to the post by his Goverment, and Mr. Mitchell, who for several months past has discharged the Consular duties with much ability and credit, has returned to the office of Vice-Consul, which he had previously occupied.

The line of telegraph between Awomori and Yedo is rapidly approaching completion, and before the fine season closes it is hoped that the deep-sea cable will have been laid across the Straits of Tsugar. The laying of a third line of wire to Nagasaki is also nearly completed.

General Myers and Colonel Lyford, of the United States army, have been presented to the Mikado by Mr. Bingham, and have delivered the presents which the President had forwarded for his Royal Highness.

The following Ministers have been promoted to the rank of *Sangi*:—Kuroda Kiyotaka, Chief of the Kaitakushi Department; Yamagata Aritaki, War Minister; and Ijichi Masuharu, the Chief of Sa-In.

A considerable reduction in the rates for telegrams to Europe has been recently made by Messrs. Reuter and Co. and the Oriental Telegram Company; ten words can now be sent for $20.

The past fortnight has been unusually cool. The hill country in the vicinity of Yokohama has been visited with heavy rains, and some fears are entertained for the safety of the crops.

Mr. Morris Jenks, charged with having a gambling establishment at No. 38, Water-street, has been fined by Mr. Mitchell in the sum of $500, the extreme penalty according to statute.

H. B. M. ships *Iron Duke*, *Midge*, *Ringdove* and *Mosquito* left Nagasaki on the 6th August for Vladiwostock.

HIOGO-OSAKA.

Our advices extend to the 17th August; the P. and O. mail from London June 26 arrived out on the 16th August.

The statistics of trade for the six months ending June 30th, 1874, compiled by the Hiogo and Osaka Chamber of Commerce, show the value of the deliveries of goods as compared with stocks last half-year to be as follows:—Grey Shirtings delivered this half, $448,774; stock last half, $357,369. T-Cloths, $19,776, against $2,987. Cotton Yarn, $199,226, against $174,054. Mousselines de Laine, $293,480, against $290,610. Lustres and Orleans, $293,480, against $290,610. Sugar, $59,477, against $105,615. Sundries, $427,426, against $594,115.

Several rumours (says the *Hiogo News*) having been afloat during the last few days as to travelling in the interior—one of them we think went the length of saying that "the country was open"—it may be as well to state what is really the case. It has been arranged, then, that anyone wishing to take a jaunt beyond Treaty limits for health or pleasure may apply to his Consul, when the application will be forwarded to his Minister, with the Consul's opinion endorsed on it. The Minister will then in due course issue a pass if he see no sufficient reason for refusing it. It will thus be seen that this concession is all very well—though accompanied with cumbersome details—as far as it goes, but that the main question of the opening of the country to foreigners is scarcely touched by it.

The Municipal Council has held its regular monthly meeting, when Mr. Annesley was elected President, in place of Mr. Gower.

SHANGHAI.

The present mail brings advices from this port to the 16th August; no later mail from London had arrived out, but the French mail of 3rd July was expected the day this mail left. The following summary of news is from the *North China Herald*:—

Local news has been scarce during the week, and floating rumours of complications between China and Japan, arising out of the Formosa Expedition, have engaged a great deal of attention. The P. M. S. S. *New York* has been purchased by the Japanese Government for $240,000. The property on the Pootung side known as Lindsay's Wharf has also been sold to the Japanese for Tls. 10,000. It will probably be used by Government vessels as a naval yard.

We hear that the "Takee" property, on which the present General Hospital stands, has been bought by Messrs. Butterfield and Swire. The price is reported as $190,000, and the brokerage on the transaction is said to have been something handsome. Apropos of the sale, we hear also that the lot of land immediately beyond the S. S. N. lower wharf, Hongkew, is likely to be the site of the new hospital.

A meeting of subscribers to the Shanghai Library has been held, to consider the report of the committee appointed to solicit pecuniary aid from the Recreation Fund. The report stated that the trustees of the Recreation Fund could not grant the required assistance, and resolutions were therefore passed to the effect that unless a larger number of subscribers were obtained, or subscriptions raised in some other way, the library must cease to exist and the books be sold. The Rev. Canon Butcher and Dr. Macgowan, however, took a more hopeful view of the matter, and believed this long-established institution to be capable of complete resuscitation and enhanced utility. The residents generally are to be canvassed in that hope.

A serious case of wounding with a knife happened on the 7th August, the sufferer being Sergeant Bird, of the English Municipal Police, and the assailant a man named Hanssen, formerly a member of the same force, but now serving on board the United States gunvessel *Monocacy*. Notice had been given that Hanssen and others of the crew were absent without leave on the night named, and Sergeant Bird and P. C. Jensen were looking out for them, having a warrant for their apprehension. They traced Hanssen and another man to several places, and at length Bird endeavoured to apprehend the prisoner, Jensen having left him to go for a French constable, as they could not execute the warrant on the French side. They had a tussle together, and both fell, when Bird felt a numbing sensation in his left wrist and arm, and saw blood flowing in a stream from his wrist. Hanssen got up and ran away again, and Bird, wrapping a handkerchief round his wrist, got into a jinricksho, and hastened to the Central Police Station, where he had no sooner arrived than he fainted from loss of blood. Dr. Henderson and Dr. Johnson were sent for, and it was found that Bird's wrist was so deeply cut across the inner side that the main artery was severed, and there had been great probability of his bleeding to death. The artery was, however, successfully taken up, and the wound dressed, but it is doubtful if the hand will ever again be serviceable. The prisoner was captured and taken before Mr. Bradford, at the U.S. Consulate-general. He was remanded until the wounded man is able to appear against him.

The S.S.N. steamer *Hupeh* has arrived late from Ningpo, having been detained by running on the Blockhouse spit. The mishap we understand was occasioned by the difficulty of determining the position when running on a dark night between the lightship and the Woosung light, with only the Kintoan beacon abeam to steer by, while the tidal current influences the course of the vessel, and the lead forms but an uncertain guide. It has been suggested that a light where the Blockhouse buoy is placed would be an improvement on the present arrangement in running up to Woosung. The *Hupeh* held the spit for some six hours, till the tide rose, when she backed off and proceeded. While on the shoal, a movement of the vessel caused her rudder to strike the ground, and the wheel flying round with a jerk, hit a Chinaman who was in charge of it. The man's arm was also caught in the rotating wheel and broken in four places. The doctor of the M.M. str. *Sindh* was fortunately on board as a passenger, and attended to the man's injuries. The force of the jerk, we are informed, snapped the rods uniting the rudder quadrant to the rudder, on the passenger deck, and the steamer had afterwards to be steered from the cargo deck. The Customs' steamer *Kuahsing* brought up the passengers to Woosung, whence they reached Shanghai in the launch of the Telegraph Company's steamer *Joseph Dodds*, the captain of which readily and courteously acceded to a request preferred by Mr. O. B. Bradford, one of their number. The *Hupeh* got up the same evening.

We hear that the Chinese authorities at Foochow have accorded permission to the Great Northern Telegraph Company, under certain restrictions, to erect a landline between Foochow and Amoy, a distance of about 130 miles. We have not heard details of the concession, but we believe the Formosan affair has urged the Chinese to the step, and that though the line is to be mainly for commercial purposes, special facilities for official business are to be given.

The proposal to found a lodge of Good Templars in Shanghai has been met with such lukewarmness by the chiefs of the local Temperance Society, that only four signatures are as yet attached to the petition, and at least ten petitioners being required by the rules of the Order, the proposal remains in abeyance.

A Chinese bumboatman has been drowned by falling from the gangway of the U.S.S. *Monocacy*. His boat it appears was not the one which regularly supplied the ship, but he had been on board offering his wares for sale, and was leaving the ship, when from some unexplained cause he fell into the water and never rose again. The man's mother came to the U.S. Consulate short afterwards and claimed redress, alleging that blame attached to some one on the ship.

It is stated that on his last visit to Ningpo, the Futai, or provincial governor, of Chekiang, ordered an inspection of the

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Chinhai forts, and expressed great anxiety to have them put in a thoroughly efficient state of repair. Bomb-proof chambers and other means for strengthening them were also suggested, but the means were not forthcoming for the work, which seems likely, therefore, to stop short at cleaning and clearing up the existing fortifications. It must be satisfactory to the Imperial Government, with the prospect of a war on its seaboard, to have the assurance of the same high functionary that he was well satisfied, on his late tour of military inspection, with the efficiency of the troops in the good old Chinese formulas of land and water drill. But the surprising thing is, that we should find the Chinese reporting on the satisfactoriness of their own system, and at the same time anxiously endeavouring to get their forces on a foreign war footing.

The brig *Laughing Wave*, from Freemantle, which has arrived here, with a cargo of sandalwood, reports that, on weighing anchor on the 9th August, six miles inside the Lightship, she hooked and brought to the surface sixty fathoms of telegraph cable, which it is supposed must have been stolen and afterwards dropped into the water again to prevent detection. The *Laughing Wave* brought the wire to Shanghai. It is of seventeen strands and one inch in diameter.

A court-martial has been held on board H.M.S. *Iron Duke*, at Nagasaki, to try the sailmaker of H.M.S. *Thistle*, for being absent from his ship without leave, and also for refusing to work under the orders of the boatswain. For the double offence he was sentenced to nine months' hard labour at Hong Kong.

One of the escort men of the British Legation at Peking, named Quarry, met with a fatal accident on the 28th July. He had been attempting to shoot foxes in the Legation grounds, and fired at a black cat, taking it for one. Finding that he had only wounded the animal, it is thought he incautiously struck at it with the butt of his gun, when the second barrel went off and the contents lodged in his heart. The body of the unfortunate man was only discovered next morning, lying near the mound.

A correspondent writes from Newchwang on 5th August that "there seems no doubt the trade between Korea and China has been resumed as formerly, though it is doubtful how long it will last. The policy of the present Government of Korea is likely to lead, also, to a friendly intercourse with the Roman Catholic Missionaries, who are very sanguine about it."

An alligator has been caught in the Yangtsze, opposite Chinkiang. The alligator appears to have drifted down with the stream until opposite the Consular Bluff, when it was caught by the up current and floated up to the hulk of the S. S. N. Co. Here Mr. R. Talbot Williams espied it, and getting together some of his boatmen, gave chase in a gig. The noose of a rope was made fast to his tail, when he immediately dived, but being caught up with a round turn, came again to the surface, and made strenuous efforts to burst his bonds. But all was in vain, and the prize was dragged ashore in triumph. From the tip of its nose to the extremity of the tail it measures six feet four inches, and its weight is close on 200 lbs. It was placed in a small artificial pond in the American Consulate, where it lies apparently contented, for it makes no effort to escape.

The purchase of ten Armstrong guns of 120 lbs. calibre, with 200 rounds of shot and shell to match, on behalf of the Chinese Government, is reported as having taken place here. The price is variously stated at $100,000 and Tls. 100,000.

FOOCHOW.

The subjoined items of news from this port are from the *Foochow Herald*:—

The negotiations for erecting a telegraphic wire between this port and Amoy have been finally settled. By the steamer *Nanzing*, from Shanghai, the arrival is noted of V. Hoffmeyer, Esq., the chief electrician of the Great Northern Telegraph Company. He has been busily engaged with the native authorities in arranging the preliminaries of what it is hoped shortly to record as an accomplished fact. This gentleman has been ably assisted by Mr. Delano, U.S. Consul at this port. He will start overland for Amoy shortly, with a view to making a survey for the proposed land line of telegraph to the above-named port, and will be accompanied by Mr. Henningsen, of the Great Northern Telegraph Company, and also by a number of Mandarins and soldiers. The construction of the line will, it is understood, be commenced at once.

We understand that an investigation has been held at H.B.M.'s Vice-Consulate, Pagoda Anchorage, into the mutinous conduct of the crew of the British ship *Undine*, whilst on her voyage from the Colonies. We have not as yet received a copy of the finding of the Court.

The Buddhist monastery of Kushan is at present, and has been for some time past, the pleasant resort of a number of Christian missionaries, anxious, no doubt, to convert the Buddhist Fathers, by precept, as well as by example.

The Chinese Government are inviting tenders for the purchase of large quantities of gunpowder, and it is rumoured that the Arsenal will be re-opened very shortly.

H. B. M.'s gunboat *Kestrel* left for Tamsui on the 11th August.

FORMOSA.

The Japanese Expedition.

The *Foochow Herald* states that it is authentically informed that the Japanese fleet lately cruising in Formosan waters have disappeared for the present, but there still remains a force of about 3,000 Japanese troops on the island. We can but conjecture that the ships have gone to Japan for reinforcements. Pending the results of the diplomatic interviews between the Chinese and the Japanese officials at Peking, the entire expedition may be said to be in abeyance. The surmise has been hazarded that, if war ensue, the Japanese, with their usual astuteness, may leave their small army in Formosa, securely posted by this time no doubt, to divert the celestial hosts, and turn their attention to the mainland, the coasts of which will have been drained of effective soldiery! We believe it is a fact that they have been large buyers lately of charts of the Yangtsze and the Coast waters of China. The Chinese, on the other hand, have been restricting their inquiries to charts of Formosa. There can be no doubt that if the countries come into collision at an early date China will be badly off, with her present naval and military disorganisation.

From Chinkiang we learn that preparations were being proceeded with there for the embarkation of troops for Formosa. From 10,000 to 20,000 Chinese troops are reported to have reached Tsing-kiang-pu, above Yangchow, on their way *via* the Grand Canal to Chinkiang, where it is expected part of them will embark on board the transports now lying there, and proceed to Formosa. A correspondent writes:—I am credibly informed that fully 20,000 men from Li Hung Chang's camp at Pao-ting-fu and its neighbourhood are on their way here, and that they will shortly be sent South. There are four Chinese steam-gunboats and the screw-steamer *Aden* here, waiting their arrival. The renowned Admiral of the Yangtsze, P'eng Yu-lin, is here now, and *on dit* he is also bound Formosa-wards. I have just heard, however, that he has left for Peking.

A correspondent of the *Hong Kong Daily Press* writes as follows under date, Taku, 13th Augut:—

Nothing whatever is going on at Lang-kiaou. Such at least is all that the corvettes and gun-vessels—British, Russian, and Chinese—that have been running up and down the coast and haunting the Pescadores can learn. The weather here, indeed, for some time past has not been fit for operations of any kind, and would have put a stop to anything that might have been intended. The Chinese have not done much more than the Japanese. They have armed a fort at Anping with a few old eighteen-pounders, and have landed a large battery of Krupp guns, which they have stored away in Taiwanfoo. There is no sign yet of the soldiers from the mainland. I am glad to say that those destined for Takoa will only be brought down here if it becomes necessary to defend the port. Till then they are to be stationed about three miles inland, where they will have a little more room to breathe. A camp is already being prepared for them under the superintendence of Mr. H. O. Brown.

A party of savage chiefs from Pelam, a place or tract on the East Coast, have been disporting themselves at Taiwanfoo. They have come, or have been brought, for the purpose of acknowledging in some way their allegiance to China. And I believe that they have given most satisfactory assurances of their loyalty and fidelity. Ever since the first arrival of the Japanese, whether from fear or from hope of receiving presents, the savages seem one and all, with the exception of the Bawtans, to have been only too anxious to Ko-tow to, swear obedience to, or join in alliance with, anyone who asked them. But I should think that there was equally little chance of their professions being sincere, or their promises lasting. The Pelam chiefs wore a mixture of Chinese and savage dress, and were resplendent with barbaric ornaments, leopard skins, scarlet embroidery, and the like. One or two of them even had infantine pigtails under cultivation at the back of their heads, appearing incongruous enough by the side of their savage finery.

HONG KONG.

HONG KONG AND SHANGHAI BANKING CORPORATION.

(Daily Press.)

The ordinary half-yearly meeting of the shareholders of the above Corporation was held at the City Hall, Hong Kong, on Aug. 19. Present: Mr. W. H. Forbes (chairman), Hon. R. Rowett, Messrs. E. R. Belilios, J. F. Cordes, T. Pyke, S. D. Sassoon, A. André, A. F. Heard, H. Hoppius, John Walter, C. J. Barnes, H. Smith, M. M. Mehta, R. S. Woonwalla, Asgar, Middleton, M. C. Rozario, G. F. Heard, Hon. P. Ryrie, Messrs. MacCulloch, A. Strack, Jensen, Karberg, Deacon, Grobien, Bottomley, McG. Heaton, T. Green, E. Sharp, Simmonsen, Dr. Adams, Burrows, Shelterfoht, Budde, Nicaise, Mellish, Ede, Nelson, R. Walker, Kirby, F. W. Mitchell, W. K. Hughes, W. Morgan, J. A. Remedios, C. P. Chater, Anton, Mardfeldt, Fairbairn, Linstead, Russell. J. B. Smith, &c., &c.

The Chairman, having read the notice calling the meeting, said the report had been in the hands of the shareholders for several days, and he thought it was not necessary for him to read it. Before he asked them to accept it, however, he wished to make a few remarks:—

The Chairman then said: Gentlemen,—I am in a less fortunate position than my predecessors in this chair, as on this occasion I have to present you with an unsatisfactory report, but I hope the next time we meet that it may be my pleasant duty to reverse the situation, and announce the welcome news of a fair if not a handsome dividend. Our

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misfortunes during the past six months may be said to have commenced with the famine in India, which caused a sudden advance in exchange of 6 to 7 per cent., which did not result satisfactorily to the Bank on the whole. In addition to this the demand for money has been small, owing to the general contraction in trade. In Shanghai, too, our anticipations of high exchanges this season were not realised, though at one time the tightness of the money market there looked as if our opinion would be verified, but you are all aware of the collapse that took place in that market almost before large shipments of produce began, and in consequence much of our money, laid in at comparatively high rates, had to be remitted at a considerable loss. Such an unfortunate event is not likely to occur again. Furthermore, in Japan we met with a similar unexpected result in an operation that had heretofore proved remunerative to the Bank. In the early part of the year the Japanese metallic currency is usually cheap and forms a good investment, and acting upon our past experience we bought a considerable amount of this currency, expecting to realise a good profit upon it about May or June, but the Japanese Government entirely upset our calculations by making large issues of paper currency—so that the result of our operations was anything but satisfactory. It may be as well to state that the present manager in Yokohama is in no way responsible for this transaction. All these matters combined have caused our small profits, and are not likely again to occur. We now come to the losses, which, as already stated in the report, have been very severe, and some of them wholly unexpected. I may mention here that not one of the losses now provided for was known at the date of our last meeting. Unfortunately they have all come upon us since. The most severe comes to us from London. Our manager there had, on his own responsibility and without our knowledge or consent, made some considerable transactions in bonds and securities outside of English and Indian Government paper, and the result has been a heavy loss. We have considered it advisable and best in your interest to provide fully for this loss, though we do not accept it on account of the Bank, and in the meantime we have asked for explanations. It is possible a portion of the loss may be recovered.—Sugar Refinery.—I have now to speak of the Sugar Refinery. We thought we had already fully provided for all deficiencies on this account prior to our last meeting, but unfortunately severe losses have occurred in some shipments of sugar to California and Australia, which were made before the Chinese began to buy the produce of the Refinery so freely. These we thought had already been fully provided for, but the several markets have become still more unfavourable, and a further deficiency upon our last valuations had to be made good. This estimated deficiency has now been provided, and, as it may be some satisfaction to shareholders to see how the account with the Refinery stands at present, a statement of it will be open to inspection in the chief manager's office for a few days. It may interest you all to known that the Refinery continues to work satisfactorily, nearly all the sugar manufactured being taken by Chinese at prices which leave a fair profit. The present position of the Refinery, we think, fully warrants us in the belief that it can either be sold at our valuation or that, when better times come round, a company can be formed to take the place over.—The Pier and Godown.—This account also fully provided for. We have tried to sell the property, but nobody would come forward and pay anything like a fair price for it. However, we have made arrangements, subject to the approval of Government, for leasing the property, and we hope it may eventually lead to its sale.—Sterling Bills, &c. —We have sustained some losses on sterling bills and also on account of some failures in England and China, but these have also been provided for in the fullest possible manner; and indeed so careful have we been in this respect that it is quite likely that a portion of our estimated losses may be recovered.—Possible Losses.—The last item calling for remark from me is the further possible losses, which will not in the worst event exceed $275,000, as stated in the report, and may not be so much. Whatever it is, however, it will be charged to the reserve fund. The account to which we chiefly refer is that of the Indo-Chinese Sugar Company. This company has been worked unsuccessfully in the past, the result of one misfortune after another, but now that all its calls have been made, and most of the good ones paid up, we think it is time to inform you of the possible loss that may be sustained by it. In the event of the company working unsuccessfully for another season, we shall be obliged to call upon it to refund our advances, which it will probably be unable to do. We have had our own special agent at the company's factory during the past season, and on his recommendation the place is being put into first-class condition at small expense. He has given us his opinion that with good management he sees no reason why the property should not be profitably worked, and should this opinion be realised by next season's working, we may yet suffer no loss on this account. I hope, therefore, at our next meeting to be able to remove our present apprehensions in regard to this account. You will notice a new feature in the Bank statement, the Marine Insurance account, which on the 30th June last was $26,000 to the good, and is gradually increasing. Gentlemen, before resuming my seat, I would add that you need have no fear for the future of the Bank. The directors give their most careful attention to your interests, and I don't think there is a staff in any establishment who have the interests of their employers more at heart than ours. We have been unfortunate during the past half-year, but such a combination of misfortunes is not likely to occur again, and your directors are confident that better times must soon return, when no doubt this Corporation will show as good reports as in the past. There is no reason whatever for our shares being so low, for at the very worst there is still half the reserve fund left, and this alone is equal to 10 per cent. on the capital, without taking into consideration at all the excellent constituency and first-rate business connection of the Bank, which is certainly worth a great deal more. However, this is a matter for you to decide for yourselves, though I am certain with better times our shares will rapidly advance in value. (Applause.) I shall be happy to answer any questions that the shareholders may wish to ask.

None of the shareholders asked any questions.

The Chairman moved that the report and statement of accounts be passed. Mr. Burrows seconded, and it was carried unanimously. Mr. Rowett said he had much pleasure in proposing the confirmation of the election of the new member of the Board, Mr. Hoppius. Mr. Belilios seconded, and it was carried unanimously.

Mr. Pyke: In anticipation of my departure from China I beg to tender my resignation as a member of the Board from this day. Mr. W. Morgan begged to move that Mr. Pyke's resignation be not accepted, as he was one of the best men on the Board. (Laughter.)

The Chairman then said that concluded the business. He hoped that the next time they met they would be more fortunate, and that the directors would be able to hand the shareholders a better report. (Applause.)

The meeting then terminated.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 29th August; the P. and O. mail from London 24th July was received on the 23rd August, and the following French mail of July 31 on the 29th August. The following summary of news is from the *Straits Times*:—

At the Executive Council, held on the 27th August, an inquiry was commenced into the condition of the public service. This inquiry has been appointed by the Governor, to investigate the relation of the different office-bearers under Government to their offices, and to afford an opportunity for the substantiation of any charges of maladministration on their part of which evidence may be tendered. The Council is an open one, to which the public will be admitted during the taking of evidence, and the days of sitting will be duly notified.

Captain Walshe, police magistrate, is about to go home on six months' leave of absence. It is reported that his place will be filled, at least for the present, by Mr. C. B. Waller, in which case Mr. Hayward will continue in his acting appointment as superintendent of police at Malacca.

A meeting of the Tanjong Pagar Dock Company, Limited, was held on the 25th August, Hon. T. Scott in the chair. The following shareholders were present:—H. W. Wood, Esq., R. I. Harper, Esq., J. R. MacArthur, Esq., T. Cuthbertson, Esq., W. Mulholland, Esq., F. C. Bishop, Esq., G. J. Mansfield, Esq., J. Brinkmann, Esq., C. Wilkinson, Esq., M. F. D'Souza, Esq., J. Meldrum, Esq., M. Suhl, Esq., C. Glinz, Esq., F. Armstrong, Esq., H. Buchanan, Esq., R. O. Bryce, Esq., T. C. Bogaardt, Esq., H. T. Powell, Esq., J. C. F. George, Esq., T. S. Thomson, Esq., Hon. T. Shelford.

The Chairman read the minutes of the extraordinary general meeting of shareholders held on the 10th January last, and of the twentieth ordinary general meeting held on the 23rd day of February, 1874, both of which were confirmed. With reference to the absence of the Chairman from the general meeting of the 23rd February, it was explained that it arose from his having met with a severe accident the previous day.

The circular and advertisement calling this meeting having been read, the directors' report, balance-sheet, and profit and loss account to the 30th June, 1874, having been the prescribed time in the hands of the shareholders, were taken as read.

It was then proposed by the Chairman,

Seconded by H. W. Wood, Esq.,

That the directors' report and accounts as now presented be passed. To this an amendment was proposed by H. T. Powell, Esq., seconded by G. J. Mansfield, Esq.

That the directors' report and accounts, as now presented, be adopted, with the exception that the words "an *ad interim* dividend of 4 per cent." be expunged, and the words "a dividend at the rate of 10 per cent. per annum" be substituted.

The amendment being put to the vote resulted in a show of hands, for the amendment 10, against it 10.

The chairman gave his casting vote against the amendment.

A poll was then demanded by five shareholders, and on votes being taken, 152 votes were recorded for the amendment, and 331 against it. The Chairman then declared the amendment as lost.

It was then proposed by the Chairman,

Seconded by M. Suhl, Esq.,

That an *ad interim* dividend at the rate of 4 per cent. for the half-year ending 30th June last be declared.

On a show of hands the Chairman declared the proposition carried.

It was then proposed by H. W. Wood, Esq.,

Seconded by R. I. Harper, Esq.,

That it being considered desirable to construct a new graving dock, the directors be empowered to take such steps as may be necessary to ascertain the cost of such a work.

A Shareholder objected to the proposition, on the ground that there was no necessity for another dock. After discussion, the question being put to the vote, showed, for 9, against 33. The Chairman then declared the resolution carried.

The meeting closed with a vote of thanks to the chairman and directors for their exertions in the interests of the company.

A correspondent in Malacca, under date 25th Aug., says:—

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The Hon. Captain Shaw, Lieutenant-Governor, embarked on board the *Pluto* on Monday, the 17th Aug. (under the salute due to his rank, and a guard of honour of H.M.'s 110th Regiment), for the various Malay States which are in a disturbed condition at present. The *Pluto* returned to this port with the Lieutenant-Governor, leaving Mr. Isemonger, Sergeant Kiernan, two native corporals, and forty-three constables at Linghy or Langkat. She proceeded on to Singapore the same night, taking on there the Hon. the Lieutenant-Governor, and returned to Malacca with the same official.

A large boa constrictor has been brought into town from the country districts. It measured about twenty feet, was purchased by a Chinese eating-house keeper, and cut up, and its flesh (which is considered a delicacy among the Macao Chinese) sold at the rate of thirteen cents per catty.

EXPORTS.

—o—

TEA.

YOKOHAMA.—After issue of last report, the business in Tea continuing active, prices became more buoyant, and a perceptible advance ensued on classes most in demand, viz., medium to good medium grades. Settlements during the fortnight had amounted to piculs 9,500, against arrivals for same period of barely half that amount; parcels coming in consisted mostly of medium to good medium, with a few lots of lower grades very common in leaf. Choice parcels continued scarce, and were firmly held. The P.M. Str. Japan, on the 3rd Aug., carried from this port—For New York, 253,190 lbs., and for San Francisco, 34,550 lbs. The ship John Rennie had sailed with 103,328 lbs. for San Francisco. The Tartar (str.), previously advertised for New York, had been withdrawn from the berth. Quotations :—Common, $25 to 27 per picul; good common, $29 to 31 per picul; medium, $32 to 35 per picul; good medium, $36 to 38 per picul; fine, $40 to 42 per picul; finest, $45 to 48 per picul; choice, $50 per picul. Export from 1st May to date—4,933,574 lbs., against 2,923,593 lbs. in corresponding period last season.

HIOGO-OSAKA.—Business had continued on an active scale. The market during the month had fluctuated considerably, and for a day or two after the departure of the mail steamer of the 27th July showed a decline of $2 to 3, chiefly owing to absence of buyers, but quickly advanced again, and at the close was firm at quotations. Settlements for the month were reported at 9,100 piculs, and stocks were about 2,500 piculs. Settlements for the season to date 28,450 piculs, against 10,775 piculs for the same period last year. By the mail steamers of the 27th July and 8th Aug. 381,646 lbs. went forward. The present mail steamer took 160 tons direct for America. The Ambassador was loading for New York, *via* Yokohama, at £3 10s. Quotations: Common $22 to 25, good common $27 to 29, medium $31 to 34, good medium $36 to 37, fine $39 to 41, finest $43 to 46.

SHANGHAI.—*Black:* There had again been an active business in Congou, but with heavy arrivals teamen had been willing sellers at rather cheaper rates, some chops showing a decline of Tl. 1 per picul. Stock, 40,500 chests; settlements, 26,708 chests. Prices paid :—Oopacks, &c., Tls. 21 to 24; Hohows and Ningchows, Tls. 18¾ to 34; Oonams and Oonfaas, Tls. 16 to 23¾. *Green:* There had been more doing in Teenkais, and all good chops were firm, medium qualities having sold rather cheaper. Some purchases of Pingsuey had been made at Tl. 1 under last mail's rates. Settlements :—Teenkai and Fychows, 29,987 half-chests at Tls. 25½ to 45¼; Pingsueys, 8,957 half-chests at Tls. 25 to 40; Shanghai packed, 79 half-chests, at Tls. 40; total, 39,023 half-chests. Stock, 53,000 half-chests. Export to Great Britain to date (exclusive of lost cargoes) :—

	1874-1875.		1873-1874.
Black	41,508,319 lbs.	against	43,214,060 lbs.
Green	1,759,908 „	„	3,361,747 „
	43,248,227		46,575,807

FOOCHOW.—Telegrams had been received during the week advising the arrival of the Braemar Castle, s.s., and sales of new Teas out of her. Business had been on a reduced scale, and the market closed very quiet; buying had been both for England and the Colonies. Large arrivals of third crop Teas were expected. Congou: Settlements had been 17,350 chests at Tls. 5.2 to 23, and Tls. 27 for two lots of boxes. The bulk of the business has been in good common to flavoury kinds at former rates, though in some instances better value was noticeable. Transactions had been principally on Australian and Continental account. Arrivals during the week, 20,500 chests. Current quotations:—Exchange, 4s. 2¾d.; freight, £3 per ton of 40 cubic feet. Dust and siftings, 6¼d. to 7¾d.; broken leaf to common, 8¼d. to 11¼d.; fair to good common, 11¾d. to 1s. 1d.; flavoury to medium, 1s. 1½d. to 1s. 4d.; good medium to fine, 1s. 4½d. to 1s. 7d.; fine, 1s. 7½d. Souchong: Settlements, 1,300 chests at Tls. 18¼ to 34. Prices showed no change. Arrivals, 2,300 chests. Oolong: Settlements, 700 half-chests at Tls. 17 to 22½ for fair to superior cargo. Musters of fine chops had been shown, but teamen were asking extreme rates. Arrivals, 8,000 half-chests. Scented Teas: Settlements, 7,600 boxes at Tls. 20¼ to 31 for Orange Pekoe, and Tls. 19½ to 31 for Caper, medium kinds being rather easier. Arrivals, 14,000 boxes. Flowery Pekoe: Settlements, 150 chests at Tls. 36½ to 54. Arrivals, 300 chests. Export to Great Britain, the Continent of Europe, and the Cape of Good Hope, 29,635,942 lbs., against 25,221,548 lbs.; to America, 154,936 lbs., against nil; to the Colonies, 7,177,894 lbs., against 8,071,337 lbs. (exclusive of the cargo of the R. J. Robertson lost).

SILK.

YOKOHAMA.—The dulness alluded to in last report had continued, and settlements had been on the most limited scale. There had been very few buyers in the market, and prices closed weak. Dealers affirmed that they would sell cheaper, but immediately any business was attempted previous rates were asked. Arrivals were about 250 bales in excess of settlements. Settlements from 1st July to date 550 bales, against corresponding period—Season 1873-4, 1,550 bales; 1872-3, 2,950 bales; 1871-2, 1,850 bales; 1870-1, 875 bales; 1869-70, 1,700 bales; 1868-9, 1,800 bales. Stock: 500 bales new, and 300 bales old.

SHANGHAI.—During the week about 2,200 bales had been settled, of which fully 1,200 bales had been purchased by continental houses, making total from 1st June 24,200 bales, against 19,500 bales in 1872 and 1873. A great proportion of the business transacted was said to be on joint account with the Chinese, consequently prices had not declined as they should have done, considering the excessive stocks here and the adverse home advices. Amongst the most notable settlements reported are :—Koo-fong-sings, Chop, Nos. 3 and 3½ Tsatlee, at Tls 385 and 365 per picul; Yah-kee's Chop, Nos. 3, 3½ and 4 do., at Tls, 375, 350, and 320; Gold Lion, Nos. 1, 2, 3 and 4 do., at Tls. 357½, 337½, 317½ and 297½; Blue Elephant, at Tls. 305; Red Peacock, at Tls. 297½ (offered); Tchee-un-ee's Chay-shen, at Tls. 245. Arrivals having been on a smaller scale, the unsold stock was slightly reduced, and was estimated at 17,000 bales.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Aug. 14, 1874	45673528	31803545	298219	9465369	87240661	14203
From June 1, 1873, to Aug. 14, 1873	41391229	23274790	—	7809357	72478376	13632

Shipments since last report, and included in above total :—

July 25 per James Shepherd	From Shanghai	...	1,135,833		
— 25 ... Malwa (str.)	... Do., and Foochow	...	743,371	1,951	
— 26 ... Norman Court	... Foochow	...	1,184,625		
— 26 ... Cassandra (str.)	... Do.	...	1,476,809		
— 28 ... Ajax (str.)	... Canton and Amoy	...	203,264		
Aug. 1 ... Golden Spur	... Canton	...	782,227		
— 1 ... Meikong (str.)	... Shanghai, &c.	...	448,418	653	
— 4 ... Forward Ho	... Foochow	...	1,373,907		
— 4 ... Montgomeryshire (str.)	... Do.	...	1,937,535		
— 4 ... Red Riding Hood	... Shanghai	...	900,551		
— 5 ... Egeria (str.)	... Foochow	...	1,487,260		
— 5 ... Lauderdale	... Shanghai	...	930,783		
— 6 ... Glamis Castle (str.)	... Do.	...	2,340,580		
— 7 ... Priam (str.)	... Shanghai, &c.	...	1,511,337	158	

TO THE CONTINENT.

From June 1, 1874, to Aug. 14, 1874	3865953	7793
Do. do. 1873, to Aug. 14, 1873	4831892	4310

Shipments since last report, and included in above total :—

Aug. 1 per Malwa (str.)	From Canton	... —	558
— 8 ... Meikong (str.)	... Do.	... 49,560	1,513

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Aug. 14, 1874	7071420	917
Do. do. 1873, to Aug. 14, 1873	3287560	894

Shipments since last report, and included in above total :—

July 25 per Malwa (str.)	From Shanghai	...	72,074	15
— 28 ... Ajax (str.)	... Canton	...	76,636	
Aug. 4 ... Oregonian (str.)	... Shanghai	...	460,718	299
— 5 ... Great Republic (str.)	... Canton	...	41,175	
— 7 ... Priam (str.)	... Do.	...	34,234	
— 10 ... Vancouver (str.)	... Do.	...	298,591	32

TO AUSTRALIA.

From June 1, 1874, to Aug. 14, 1874	7,481,767
Do. do. 1873, to Aug. 14, 1873	8,628,390

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bale China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,336,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,043	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,433,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,339
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,263	57 263
1862 to 1863	121,973,560	72,887	1873 to 1874	144,588,630	47,373

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.200 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	143 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	90 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	68 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$520 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	20 ...	
Union S.N. Company	100 ...	100 ...	61 ...	12 p.c.
Yangtaze Ins. Association ...	500 ...	500 ...	662½ ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.85½ ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$121 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	131 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2¼d.	4s. 3d.
Shanghai ,, ...	5s. 9¼d.	5s. 9¼d.	5s. 9¼d.
Canton ,, ...	4s. 2⅝d.	4s. 2¼d.	4s. 2⅝d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¼d.	4s. 2¼d.	4s. 2¼d.
Manila ,, ...	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307	222
,, Hong Kong	27½ dis.	—
Bar silver	Tls. 111.2.0	9½ prem.
Mexican dollars	,, 73.1.75	⅝ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 9 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 38 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 13 per cent. premium
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 85 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $20 premium
Indo-Chinese Sugar Company, 94 per cent. dis.
Shanghai Steam Navigation Company, Tls. 87 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2¼d., at Batavia F.11.77½, at Singapore 4s. 2⅛d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Aug. 1, Coulnakyle ; from Liverpool, 4, Cathaya.

At SHANGHAI.—From London, Aug. 8, Glengyle (str.) ; 13, Wylo ; from Hamburg, &c., 10, Essen (str.) ; from Cardiff, Sept. 28, Lady Louisa.

At HONG KONG and CANTON.—From Cardiff, Aug. 21, Atlantic ; from Hamburg, 19, Halberg ; from London, Sept. 28, Hopewell.

At SINGAPORE.—From London, Aug. 27, Sir Jamsetjee Family ; 28, Muriel (str.) ; from Liverpool, 27, Maria Elizabeth ; from Cardiff, Henry S. Sandford ; 28, Conqueror ; from Newcastle, 27, Alexandra ; from Newport, 27, Warden Law ; from Hamburg, 27, Atalanta (str.).

DEPARTURES.

From HIOGO.—For New York, July 26, Bengal (str.).

From SHANGHAI.—For London, Aug. 10, Lauderdale ; for New York, via Amoy, Aug. 13, Bengal (str.).

From FOOCHOW.—For London, Sept. 29, Glenfinlas.

From HONG KONG and CANTON.—For London, Aug. 21, Patroclus (str.).

From MANILA.—For London, via Cadiz, Aug. 5, Ambota (str.) ; for Channel, July 26, Antipodes ; 27, Whitehall ; for Liverpool, Aug. 1, Mountain Laurel ; 2, Leon (str.), via Cadiz ; 4, Trinidad ; 7, Grand Master, via Cebu ; for Boston, 1, Janet Ferguson ; July 28, Osceola ; Aug. 14, Fortuner ; for New York, Aug. 6, Otac Miho ; 11, Felix Mendelssohn, Flying Spur.

From SINGAPORE.—For New York, Aug. 27, Bengal (str.) ; Sept. 28, Glenfinlas (str.).

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BADE—On the 13th August, at Shanghai, Mrs. C. Emil Bade, of a daughter.
BERGMAN—On the 12th August, at Hongkew, the wife of R. H. Bergman, of a son.
COPE—On the 4th August, at Tokei, Japan, Mrs. Herbert Cope, of a daughter.
DENT—On the 25th Sept., the wife of Thos. W. Dent, of Limpsfield, Godstone, Surrey, of a son.
GUBBAY—On the 6th August, at Chefoo, Mrs. M. S. Gubbay, of a daughter.
HOW—On the 30th Sept, at Leigh Hill House, Cobham, Surrey, the wife of E. Henry How, of a son.
LOUREIRO—On the 15th August, at Shanghai, Mrs. Pedro Loureiro, of a son.
RAMSAY—On the 11th August, at Hankow, Mrs. H. F. Ramsay, of a daughter.
RIACH—On the 13th August, at Shanghai, the wife of John Riach, of a son.
STEVENSON—On the 9th August, at Santa Ana, Manila, the wife of Walter F. Stevenson, of a son.
WELSH—On the 26th Sept., at Lee, Kent, the wife of Henry M. C. Welsh, P. and O. Company's service, of a daughter.

MARRIAGES.

LINES—CAMBURN.—On the 30th Sept., at St. George's Church, Deal, by the Rev. Dr. Payne, Alfred J. Lines, of Shanghai, China, to Emmeline, daughter of Mr. John Camburn, of Deal.
SAYERS—MURROW.—On the 28th Sept., at St. Mary's-of-All Angels, Bayswater, Mary Theresa Sayers, daughter of Capt. Sayers, late 64th Regt., to Yorick J. Murrow, formerly of China.
SCHETELIG—PUSTAU.—On the 22nd Sept., at Altona, Arnold Schetelig, medical doctor, late of Hong Kong, to Friederike Auguste Julie von Pustau, daughter of Wm. von Pustau, of Altona, and late of Hong Kong.
WARD—HOGG.—On the 1st Oct., at St. Saviour's Church, Penge, by the Rev. T. S. Scott, M.A., Henry Ward, Esq., to Annie, only daughter of the late Captain G. B. Hogg, of Bombay and China Marine.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Oct. 1, at London, from Rangoon Marchesino ; Sept. 30, off Dungeness, from Rangoon, for Amsterdam Eliza Mathilda ; 30, off Prawle Point, from Hong Kong, Osaka ; 28, at Hamburg, from Rangoon, Hugo and Otto ; 29, at Brouwershaven, from Rangoon, Antionette Attone ; 30, at Flushing, from Akyab, Constance ; at Antwerp, from Akyab, Ware ; October 2, from Foochow, Montgomeryshire (str.) ; at London, from Foochow, Egeria (str.); from Rangoon, Agostina B.; at Liverpool, from Rangoon, Stefano G.; at Queenstown, from Bassein, McDougall, David Malcolmson ; Sept. 30, at Brouwershaven, from Rangoon, Nahor ; October 1, at Texel, from Rangoon, Elisa Mathilde.

DEPARTURES.—Oct. 1, from London, for Singapore, St. Andrews Castle ; Sept. 29, from Cardiff, for Singapore, Galatea (str.) ; from Cuxhaven, for Yokohama, Mathilde ; Oct. 2, for Singapore, China, &c., Lyee-moon ; Oct. 2, from London, for Singapore, Star of the South ; for Singapore and China, Crocus (str.) ; 1, from Cardiff, for Galle, Celestial Empire ; for Singapore, Alpi ; from Newcastle, for Galle, Lady Cecilia ; Sept. 30, from Sunderland, for Singapore, Stanley.

SPOKEN.—Corra (barque), London to Shanghai, Sept. 30, 15 miles N.W. of St. Catherines ; Blackwall (ship), Singapore to London, Sept. 6, 12 N., 26 W. ; Elizabeth Nicholson (ship), Manila to Falmouth, Sept. 19, 38 N., 36 W.

CASUALTIES.—The Batavia, from Australia to Java (coals), has been wrecked in Torres Straits ; crew saved. The P. and O. steamer Kashgar broke her propeller, and is repairing at Suez. Sunderland, Oct. 2.—A telegram from Hong Kong announces that the Malvern foundered in the typhoon ; all hands lost. Advices from St. Helena state that the Nederland and Orange, Phaff, from Saigon to Rotterdam, which put in there, 20th Aug., with damage, discharged about 300 tons cargo to get at the leak ; it was then stopped, and some slight repairs were then effected, the discharged cargo was reshipped, and the vessel proceeded 9th Sept. The surveyors reported that, so far as could be seen, the cargo appeared to be in good order ; 10th Sept.—The Tennyson, M'Kinlay, from Batavia to Queenstown, which put in there, 4th July, making water, has landed 3,924 baskets of sugar up to the present time. The services of a diver belonging to H.M.S. Barracouta, were obtained 27th Aug., for the purpose of discovering and stopping the leak. The diver examined her and reported a great amount of copper off just abaft the stern post, and many sheets off in other places. A survey was held 28th by two officers and a carpenter of the Barracouta and they recommend the following repairs to be effected, viz., the defective beams to be fished and an iron breasthoop to be introduced in addition to the one broken, the copper to be repaired as far as possible when the vessel is heeled over, the mizenmast to be fished and the caulking when slack to be made good. The surveyors declared that the vessel would then be fit to take two-thirds of her full cargo to England, where she would immediately go into dock.

MISCELLANEOUS.—Off Ascension, Aug. 23, P.C.R.M., from Sumatra, for London ; T.K.N.L. (Eastern Chief), from Nagasaki, for London ; 24, L.K.D.B. (barque), from Java, for Queenstown ; 27, M.D.J.T. (Dorothy), from Japan, for London ; Sept. 1, K.G.P.C. (Duke), from Singapore, for London; at St. Helena, 5, Vicenta Bilabaza, from Ilo Ilo, and sailed 7 for Cadiz ; 11, Vier Gebroeders V der Zee, from Padang, and sailed for New York ; Nederland and Orange, Phaff, from Saigon, and sailed 9 for Rotterdam ; 8, Min, from Singapore, for New York ; 10, Ada, from Shanghai, for London ; at Algoa Bay, Aug. 25, Vanadis, Carlstein, and sailed for Batavia.

Literature.

Those of our readers who take an interest in "Chinese Proverbs" will find a brief paper on the subject in the October part of *All the Year Round*. To quote the writer's own words, he "cites from various sources a few of the numerous aphorisms, maxims, and proverbs current among the Chinese, many of which will suggest parallel sentiments in our own and other languages." His sources of information are probably varied ; we notice at least two or three examples which are drawn from Prémare's "Notitia Linguæ Sinicæ" (Malacca, 1831). From the following simile it is evident that looking-glasses are appreciated by Chinese ladies : "Without a clear mirror a woman cannot know the state of her own face ; without a true friend a man cannot discern the errors of his own actions."

The *Geographical* for October has nothing relative to the East, with the exception of a paper on Formosa, accompanied by a map of the island. Speaking of the productions of Formosa, the writer (Mr. Ravenstein) says :—"Nature has been very bountiful with respect to the natural productions of the island, and tropical plants, as well as many others of more temperate regions, attain there a high degree of perfection. The cultivation of the tea plant has been introduced from China, and is rapidly on the increase, which is not to be wondered at, as an acre can be made to return £10 without the cultivator being exposed to much risk."

The *Anti-Slavery Reporter* quotes an announcement from a Lima paper in which 123 Chinese coolies are offered for sale together with mules and oxen. This matter, says the *Reporter*, is worthy the attention of the Chinese Commissioners. With reference to the proclamation of the Portuguese Government about the Macao coolie trade it states that nine weeks after the date of the proclamation a cargo of 663 Chinese coolies sailed from Macao to Callao.

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THE MAILS.

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Present Inward Mail.—Marseilles, Sept. 29.—The Messageries Maritimes steamer Sindh, with the inward French mail from China and Japan, arrived here at 11 A.M. to-day. She brings 31 passengers and a general cargo, including 855 bales of silk, 12,058 packages of tea, and 602 of sundries for London, which part of her cargo will be forwarded to its destination per the company's steamer Gange, due in London on or about the 13th of October.

Heavy Portion of Last Inward Mail.—Gibraltar, Oct. 1.—The P. and O. Company's steamer Teheran left at three this morning for Southampton, where she may be expected on the 5th inst. All well.

Inward Mail due Oct. 26.—Galle, Oct. 1.—The P. and O. Company's steamer Mirzapore leaves to-day for Suez. Australian gold for Europe, £430,000.

Heavy Portion of Last Outward Mail.—Gibraltar, Sept. 29.—The P. and O. Company's steamer Australia, from Southampton on the 24th inst., with the India, China, and Australian mails, arrived at 6 and leaves at 10 this morning for Malta and Port Said. Experienced fine weather.

Outward Mail of Sept. 11.—Suez, Sept. 20.—The Messageries Maritimes steamer Hoogly, with the outward French mails from China and Japan from Marseilles on the 13th inst., left to-day for Aden.

LATEST TELEGRAMS.

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THE TYPHOON AT HONG KONG.

The Eastern Extension Australasia and China Telegraph Company received the following telegram yesterday from their agent at Singapore:—"Particulars of Hong Kong typhoon received report that shipping suffered most; but damage to roads and houses throughout the city enormous. Gas and water mains and subterranean wires exposed. Number of lives lost unknown, but severe. Praya demolished."

TYPHOON IN JAPAN.

Yokohama, Sept. 28.—A typhoon has occurred in Southern Japan, destroying 1,000 junks and 6,000 houses, and destroying the loss of 300 lives.

THE ASSASSINATION OF HERR HABER.

Yokohama, Sept. 28.—The assassin who murdered Herr Haber, the German Consul at Hakodadi, has been sentenced to death, and the Mikado has expressed his regret at the occurrence. The German Minister demands that the wearing of swords near the foreign settlement should be forbidden.

THE NETHERLANDS.

The Hague, Oct. 2.—Yesterday evening the Minister of the Colonies gave a grand banquet in honour of the commanders of the second Expedition to Sumatra, at which the Prince of Orange and Prince Alexander and the chief civil and military authorities were present. The Colonial Minister proposed the toast of the Army and Navy of the Indies, which, he said, had so greatly contributed to the success of the expedition. The Prince of Orange proposed the health of the Generals present, to which General van Swieten replied, and said that an indissoluble tie existed between the country and the House of Orange.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Amsterdam, Sept. 30.

Mr. Van der Heim laid before the Chamber last Saturday his *exposé* of our financial position, which is, I am happy to add, relatively very favourable. The favourable balances of the two former years are certainly not large, but there is no deficit. The total of the estimated expenditure for 1875 is about, 110 millions of florins, that is ten millions more than in 1874. This excess is caused by various items of the national expenditure, railways, public works, navy fortresses, &c. The revenue is estimated at about 103 millions, so that there will be a probable deficit of 7½ millions. This, however, need cause no anxiety. Judging by the results obtained in the last few years, the deficit will be more than covered by the surplus arising from the *batig slot*, the Java revenue, and the continuous increase of the ordinary receipts, so that it will not be necessary to issue any treasury bonds. As I have stated already, it is not the intention of the Minister to make any partial change in the present system of taxation. As an illustration of the still-increasing prosperity of the country, the Minister said:—"We have been able to provide for all our wants, even our war in Atchin, without having recourse to extraordinary measures, and this is a good augury for the future." The Liberal papers of course complain that the *batig slot* remains the cork which keeps up the credit of Holland, while the Conservatives, led by the *Dagblad*, lament that under this Cabinet the Javanese are not more severely squeezed than they are. *Varietas delectar.* The first meeting of the Chamber and of the new Cabinet proves that the change of Government will occasion but a very small difference in the administrative business of the country. There are remarkable signs that no revolution is to be expected in the affairs either of home or in colonial matters. The new Cabinet is wise enough to refuse to grant pledges of great Administrative reforms; it has not accepted office under promise to distinguish itself by sensational legislation. This, at least, is something to be thankful for.

According to the Colonial report (page 132), the Minister Fransen Van de Putte had prepared a Bill for the construction of a railway over the whole island of Java. If I am well informed, Mr. Van Goltstein will inaugurate a more practical system. He will begin by constructing a railway from Sourabaya and Passaroeang to Malang, which you will remember was the original plan. The Minister of the Home Department has also made some alterations in the scheme of his predecessor in respect to the plan to complete our home railways. Instead of granting the concession to a syndicate of bankers he intends to grant it to several corporations and societies. Other rumours, however, say that the syndicate will be favoured, but on other terms. The Ministry refuses, for the present, to give any decision on the point, Mr. Van Goltstein stating, in answer to Mr. Gratama, that we must wait for further particulars about the Bill to provide Java with railways, until the document is actually laid before the members. It is now under examination by the Council of State.

The "Budget speech" of the Minister has made a favourable impression at the Bourse, and the prices of our national funds have slightly advanced. The general business, however, is, and seems likely to remain, very quiet.

A great festival will take place on Saturday next at Leyden, to celebrate the 300th anniversary of our delivery from the Spanish usurpation.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Sept. 29.

In the offices of the Chancellor great activity prevails in order to make up the Budget for next year, so as to send it in to the Bundesrath in the course of this week, as it is intended to have it printed and ready for distribution to the members immediately after the opening of the Session, so as to give them as much time as possible to make themselves thoroughly acquainted with its contents when it comes on for discussion. The precise day for the opening of Parliament has not yet been definitely fixed, but it is expected to be somewhere about the 26th of October; nor is it known whether the ceremony will be performed by the Emperor in person or by deputy. The Budget for the Administration of the Imperial Railways is the only one that has as yet been sent to the Bundesrath. In it the receipts for 1875 are put down at 36,030,000 reichs marks, against 36,840,000 marks for 1874, being less by 810,000 marks than last year, in consequence of the reduction in fares and freights. The receipts are composed of the following items:—From passenger fares, 9,974,400 marks; from goods traffic, 23,970,000 marks; and other sources, 2,085,000 marks. The regular and ordinary expenditure is estimated at 28,980,000 marks, leaving a surplus of 7,050,000 marks, against 7,637,979 marks for the year 1874, consequently 587,979 marks less than last year's estimates. Amongst the items of expenditure are the following:—Salaries, 6,845,220 marks; administration, 778,260 marks; repairs and renewal of permanent way, 6,113,130 marks, transport expenses, 6,675,660 marks. The extraordinary expenses for 1875 are only 295,723 marks, of which 282,123 marks are the third instalment of the guaranteed subsidy towards the construction of the St. Gothard Railway and Tunnel, and 13,600 marks as the third instalment of the purchase money for the Colmar and Munster Railway, taken over by the State.

Further accounts have been received from Japan, with details of the murder of the German Acting Consul at Hakodadi, Herr Haber, from which it appears that it was not a premeditated act towards him personally, and still less a political vengeance. It seems that by virtue of an ancient barbarous custom of the Japanese, more honoured in the breach than the observance, when a native feels himself aggrieved or insulted by a foreigner, he is bound to take his revenge by killing that person, *or some other foreigner.* He therefore proceeds through the public streets armed with his two swords, and attacks the first foreigner he meets, something like the Malay custom of "running a muck." This happened to be unfortunately the inoffensive Herr Haber. The assassin having cleared his conscience by taking revenge on his innocent victim delivered himself quietly up to the authorities for punishment, and will stand his trial before the local Tribunal of Justice.

The new law for compulsory civil marriages comes into operation on the 1st October; and it is a curious fact that as the law requires a fortnight's notice to be given to the registrar, and this cannot be done before the above date, no weddings can be celebrated in the whole of Prussia before the second half of October.

Although we have still three months before the new currency becomes exclusively the legal medium for all transactions, the coins are already coming into use among the retail trade and the public generally and the Post-office gives notice that new postage stamps in the new currency are in course of preparation, and will be issued in December. The public are, however, warned not to buy a larger supply of the present stamps than may be required till the end of the year, as after that period they will have no value. This applies more particularly to those values that do not fit into the new currency. The bakers, brewers, butchers, and other tradesmen of this city have held meetings to concert measures what prices they shall put upon their commodities in retailing them to the public. The new law for weights and measures according to the metrical decimal system has now been in operation for two years, and is fully understood and appreciated, having experienced less difficulties than were apprehended. The length of a metre and the contents of a litre are now familiar to buyers and sellers, the only alteration that has been arbitrarily introduced—and it is not an illegal act, as the law is silent on the subject—is a tendency to buy and sell cloth, silk, ribbons, and other articles of long measure by the half-metre, it being found that the metre, which is more than a yard, is inconveniently long. In the same way the Saxon stocking weavers and wholesale dealers in hosiery have given public notice that from and after the 1st January next they shall no longer sell by the dozen of twelve, but by the *dizaine* of ten. It cannot be denied that this is strictly in accordance with the decimal system; but unless the French alter their terms in the same way for the sale of their gloves, soap, and other articles of their industry and manufactures—and they are not likely to follow any example set by their late antagonists—I fear it will give rise to much confusion and difficulties. For instance, if champagne and other French wines in bottles are no longer to be sold by the dozen, the size of the cases and baskets hitherto in use must undergo a corresponding alteration.

Arrivals from the Far East.—Herr C. Sturzenegger, from Singapore; P. Kierulf, from China; Consul Erdmann, from Samarang; A. Barleban, from Akyab; Reiners, from Hong Kong; R. Baedecker, from China.

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No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, and other parts of the Far East will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.

The "London and China Express" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "London and China Telegraph" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, OCT. 5, 1874.

When Lord Stanley of Alderley brought before the House of Lords the administrative scandals of the late Straits Government, a disposition was observed in some Colonial quarters to depreciate his exertions. A correspondent in our own columns thought lightly of "flogging dead horses," and the first inspirations of the *Straits Times*, so long the faithful recorder of *the Chronicles of St. George*, were not so much disparaging as positively hostile. It is fair to add that the later thoughts of our colonial contemporary have been a great improvement on its first; but its columns furnish a stronger testimony to the value of Lord Stanley's interpellation than either praise or invective. They contain an order issued by Lord Carnarvon, putting an end to that practice of appropriating presents given by native Princes which Sir H. Ord introduced into the public service of the Straits; and that order is dated the 6th of June, just a few days after Lord Stanley had called the Colonial Secretary's attention to the subject. The coincidence may be purely accidental, but when we remember that Mr. Alabaster's complaint in reference to Siamese presents to Sir H. Ord dates as far back as 1868, and that the charge of his taking presents, which Lord Stanley read from the *Straits Times*, was published in August, 1873, it looks as if the views of the Colonial-office not only were slow in ripening, but as if they never would have attained maturity but for the genial heat of Parliamentary publicity.

The bare idea of our Government permitting the emigration of coolies from India to Peru makes one shudder. We have for many years struggled to put down the Macao coolie trade, and our efforts have been rewarded with success. It is therefore with no little consternation that we hear of a proposal by the Peruvian Government to the Government of India that coolie emigration to Peru—which means the Guano Islands—should be permitted. From a letter from Sir Louis Mallet to the Secretary of the Aborigines Society, we are glad to find that no such application has been made. We must however express our disappointment that Sir Louis Mallet's letter is not couched in more emphatic terms, denoting the aversion of the Indian Government to any such proposition. We should have thought that the Marquis of Salisbury would have directed a reply to the effect that no such proposition would be entertained for one moment. While on this subject we wish to point out that the Convention lately concluded by the Peruvian Envoy, Senor Garcia, at Peking, stipulates that a Commission of Inquiry is to be despatched by the Chinese Government to Peru, to inquire into the treatment of the coolies, and on its report it will be decided whether the emigration of Chinese coolies, which is now suspended, will be resumed. It is quite clear that, having brought the Peruvians to almost a dead-lock for want of labour, they will now see that the coolies are treated with humanity.

Another victim has just been added to the list of unoffending persons who have been murdered by fanatical Japanese. We allude to the slaughter of Mr. L. Haber, the German Consul at Hakodadi. Possibly this last straw may break the back of the official camel, and lead to some action on the part of the Treaty Powers by which these crimes will be prevented in the future. So long as the sword is allowed to be the inseparable companion of the Japanese, sane or lunatic, we may look for more of these horrible occurrences at intervals, and as compensation is generally offered and accepted for such atrocities, they have begun to be regarded in the light of an ordinary debtor and creditor account between the parties concerned. But in the case of Mr. Haber, who is the representative of a Government not slow in avenging any injury to its representatives, it is be hoped matters will be different. No monetary consideration should prevent measures being taken whereby the recurrence of a tragedy like the one in question would be rendered impossible, and society in Japan will benefit materially by an edict which would convert the Japanese body swords into ploughshares. With the strides lately made throughout the country towards civilisation, it is an anomaly to retain such a relic of barbarism.

We understand that the Admiralty have received advices from China which state that, owing to the present unsettled state of affairs between that country and Japan, a conference is advisable between Her Majesty's Minister at Peking and the Naval Commander-in-Chief, and from information from Vice-Admiral Shadwell, it appears that a meeting has been arranged to take place on October 3rd at Shanghai. We are informed that in addition to the vessels now under orders for the China station, our fleet there is likely to be reinforced by two or three corvettes.

We must congratulate both Lord Carnarvon and the colonists of Mauritius upon the appointment of Sir Arthur Phayre to the vacant governorship. After a long and distinguished career in India, extending over forty years, Sir Arthur has attained a very high reputation, and he has shown ample proof of his administrative capacity in Burmah. His Excellency will leave by the French mail steamer of the 25th October.

We understand that a scheme is being organised by Messrs. Siemens Brothers for a submarine cable from Queensland to Singapore, and from there on to China and India, as well as a line between Sydney and New Zealand. The proposed project is stated to have the support of the Government of Queensland, New South Wales, and New Zealand, who guarantee £50,000 per annum.

The *Journal Officiel* of Paris announces that, by a decree dated 30th Sept., the *contre-amiral* Duperre, chief of the staff of the Admiralty, is nominated Governor of French Cochin-China and commandant-in-chief of the naval division of Indo-China, in the place of the *contre-amiral* Dupre. The *contre-amiral* Garnault succeeds M. Duperre.

By the last mail from Singapore we are glad to see that the Colonial-office has given the Governor instructions to refer to the merchants for opinions on the proposed Emigration ordinance. We are still of opinion that legislation will be only mischievous, and will not secure the protection which is sought for.

The mail from India reports—The surviving members of the French Embassy to Mandalay, who left Moulmein with the idea of proceeding overland to Cochin China, have returned, the expedition having met with a series of misfortunes.

The Portuguese transport *India*, from Lisbon, took out military reinforcements for the colony of Macao, to the extent of 236 men and officers, fourteen wives, and eight passengers.

We hear that further retirements from the Chinese Consular service have been decided on, including Mr. J. P. M. Fraser. Mr. Davenport, Vice-Consul at Shanghai, proceeds to his post this month.

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THE HONG KONG MERCHANT SHIPPING CONSOLIDATION ORDINANCE, 1874.

It affords us much satisfaction to see Imperial and Colonial reforms marching hand in hand, as it were, in matters that relate to our merchant shipping, for it is a subject which, having regard for the vast commercial interests of this nation in all quarters of the globe, demands the gravest consideration and attention from those placed in authority. But lately we noticed the China and Japan Maritime Order in Council, 1874, by which Shanghai was made a foreign port of British registry, and we have now to record the first reading by the Legislative Council of Hong Kong. Of the important Ordinance, the title of which we have prefixed to this notice, we heartily congratulate the Acting Attorney-General of the Colony, the Hon. T. C. Hayllar on the energy and care which he has bestowed on this measure, and his Excellency the Governor on the wisdom which dictated its preparation. This Ordinance has been drawn up in order "to consolidate and amend the laws "relating to merchant shipping, the duties of the harbour "master, and the control and management of the waters of "the Colony, and the regulation of vessels navigating the "same." The measure before us is, in consequence, necessarily a voluminous one, occupying twenty-nine pages of *The Hong Kong Government Gazette* of August 1. We must, therefore, confine ourselves principally to an explanation of its objects and reasons. This Ordinance, which is, in point of fact, a Colonial Merchant Shipping Act, and deals with other matters besides that an Act of the Imperial Parliament would not touch, contains forty-two sections, and these are further subdivided into numerous sub-sections and other subsidiary clauses. The subject-matter of the measure is arranged under four main headings, termed Parts I. to IV., viz., Merchant Shipping and Seamen, Regulation and Control of the Waters of the Colony, and of Vessels Navigating the same, Regulation of Junks and Small Boats, and Miscellaneous; four Schedules of Fees are also annexed.

Part I. provides regulations for British and Colonial ships, regulations concerning safety (a highly important chapter), Marine Courts, and a Board of Examiners, and it further treats of Shipping and Discharge of Seamen, Boarding-Houses for the same, their Health, Medicines, and Medical Stores, Desertion and other offences by Seamen, and Distressed Seamen. Part II. first lays down sundry regulations on various subjects as indicated by its title, and then deals with Lighthouses, Buoys, or Beacons, and the Importation and Storage of Gunpowder. Part III. treats of a subject which in our own country is, we believe, under local, as opposed to Governmental, management, but which in a port situated as that of Hong Kong is, demands special treatment. This portion of the Ordinance under consideration lays down rules with great care for the due licensing and control of Junks, Fishing Vessels, Boats, Cargo Boatmen, &c. Part IV. provides for Penalties and Fees, and repeals certain Ordinances and sections of Ordinances, ranging from No. 14 of 1845 to No. 1 of 1874; certain specified matters, however, are excepted from the operation of this repeal.

Having enumerated the principal points with which the Ordinance deals, we proceed to pass briefly in review the Attorney-General's elaborate "Statement of Objects and Reasons." The Ordinance, he says, has been framed with a twofold object. "With reference to the former of "these, the fact that the local carrying trade has now passed, "in so great a measure, from sailing vessels to steam-"ships has necessitated the introduction here (Hong Kong) "of those clauses of the Imperial Acts which pertain specially "to safety and the prevention of accidents in the employ-"ment of steamers. And as to the latter, the collection "together and rearrangement of the many and frequently "intricate provisions with reference to shipping, which from "time have become law since 1845, have become advisable "as a matter of convenience; the more especially as certain "actual changes in the law are required, which a consoli-"dating Ordinance affords a favourable opportunity of in-"troducing." Chapter I. of the first part contains very material and important modifications of an old Ordinance (No. 4 of 1855); these are required because "the class of "vessels to which it mainly applied, viz., junks and lorchas "trading between this Colony and the open ports on the Can-"ton river, either no longer exists, or does not seek registra-"tion under the Ordinance; and its provisions are now only, "or nearly only, taken advantage of by Chinese residents "within the colony, not being British subjects, who regis-"ter steamers under it; a class of ship to which its provi-"sions were obviously never intended to apply. . . . "The only reason for not repealing the Ordinance altoge-"ther is that so doing would deprive Chinese residents, "not being British subjects, of the privilege of using the "British flag, which they have hitherto enjoyed." Hitherto ships with only a colonial register have not been required to carry certificated masters, mates, or engineers, but "such a state of law is obviously unsatisfactory, and it "is therefore proposed by paragraph II. to place all such "ships (junks, of course, excepted) upon the same footing "as vessels holding Imperial registers." As the Attorney-General very truly observes, "This step is demanded as a measure of safety," and we must own to some surprise at this rule never having been introduced before. Chapter II. is a very important one, and we hope that its provisions for the safety of passengers in a region where shipwrecks are not uncommon will be most rigidly enforced. Section VII., again, which enacts penalties for carrying passengers in excess of the numbers allowed by the certificate, is a very necessary one, in view of the large business which has now grown up connected with the conveyance of Chinese passengers by steamers between the Colony and ports not within the purview of the Chinese Passengers Act, 1855. By par. 3 the Governor (in Council) will, for the first time, have the power of prohibiting the conveyance of deck passengers—a power which during the more inclement season of the year may be usefully exercised. Section VIII. (survey of unseaworthy ships) is the same as Ordinance No. 1 of 1874, except that "in paragraph 3 the "words 'out of the Colonial revenue' have been sub-"stituted, by direction of the Secretary of State, for the "words 'out of moneys to be provided by the Imperial "Parliament.'" Section IX., on a cognate subject, is new to colonial legislation. Chapter III. proposes to make certain useful alterations in the constitution of Marine Courts; and Chapter IV. will extend "the powers conferred on the "Board of Examiners by Ordinance No. 17 of 1860 to the "examination and certifying of engineers," who before were not required to hold certificates. The provisions of Chapter VIII., which relate to Medicines and Medical Stores, are not at present, though they certainly ought to be, in operation in the colony. Chapter IX. paragraph 5 proposes to extend certain provisions of the Merchant Shipping Act, 1854, relating to the offences of British seamen to men employed on foreign ships within the jurisdiction of the colony. This has been called for by the previously existing difficulty of dealing with insubordinate seamen in foreign ships, which has given rise to complaints from foreign Consuls. By paragraph 7, however, "the "operation of the whole section may be suspended in re-"gard to the ships of any foreign nation at the request of "its Consul."

By Chapter I. of Part II. the regulations, which have hitherto been confined to a certain portion of Colonial waters, defined as the "harbour," are now wisely extended to the whole, for "much inconvenience has been "felt on more than one occasion from vessels anchoring in "Colonial waters outside the prescribed limits, and thus, "while taking advantage of the port, keeping free of its "necessary regulations," and to prevent any misconception as to its meaning, the term "Colonial waters" is very clearly defined in the preliminary portion of the Ordinance. Paragraph 3 of Section XXIII., which requires ships arriving from ports where infectious diseases are prevalent to report the same, is new to the colony, but is very necessary to prevent the introduction of small-pox, &c., into the island. Paragraph 4 of Section XXV. is also new. Its necessity arises from the great increase in the use of steam-launches in the waters of the colony, a class of vessels which at present is not subject to any kind of regulation. By Sections XXVII. and XXVIII., which deal with "Removal of Obstructions" and "Moorings," powers are conferred on the harbour-master which he does not now possess, and which are obviously necessary and useful.

Chapter 2 of Part III. "proposes to place in the hands

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"of the Governor in Council the licensing and management "of all the small craft plying in the colonial waters for "hire, and of all that numerous class of boats used by the "Chinese as residences, by means of regulations," the latter being at present under no regulation at all. With regard to the objects sought to be attained under this head, the ATTORNEY-GENERAL observes that "the convenience of the public will, it is thought, be better met by "entrusting the making of rules for the control of all "craft of this class to the Executive than by embodying "the rules for their Government in an Ordinance. As "such regulations must of necessity mainly consist of mere "matters of detail, it is of importance that they should "more readily admit of alteration or amendment than is "possible when they form the subject of legislative enact-"ment."

In conclusion, while expressing a hope that this very useful measure may very soon become law, it may be as well that we should point out that by Section XL. it is provided that "an abstract of such portions of this Ordi-"nance as the Governor in Council may direct, shall be "delivered to the master of every vessel upon her entering "the waters of the Colony" for his information and temporary use, so that none will be able to plead ignorance of the regulations with which they are required to comply.

Monetary and Commercial.

The half yearly report of the Chartered Mercantile Bank of India, London, and China has been issued to the shareholders. The statement of accounts to 30th June shows a net profit of £41,871 13s. 4d., including £1,661 11s. 4d. brought forward from last year's profit and loss account. An ad interim dividend at the rate of 8 per cent. per annum (free of income-tax) is declared, leaving a balance of £11,871 13s. 4d., which is carried forward to next account. The death of Mr. I. I. Mackenzie is alluded to, and Mr. J. N. Bullen will be proposed at the meeting for election as a director, in the room of Sir William Grey, K.C.S.I., resigned.

At the meeting of the shareholders of the Chartered Bank of India, Australia, and China on 21st inst. the directors will recommend an interim dividend for the half-year to 30th June last at the rate of 5 per cent. per annum, free of income tax.

The annual report of the directors of Palmer's Shipbuilding and Iron Company (Limited) states that all the departments (except the ship yard, in respect to the old contracts taken before the advance in prices and completed during the year) had given satisfactory results; and but for the unfortunate and annoying losses on those old ship contracts and the bad debt made with a firm in Glasgow, the profits of the year would have been satisfactory, and the directors would have been enabled to declare a liberal dividend. The net profits were £25,103, and the directors recommend a dividend at the rate of 2½ per cent. per annum, which would absord £22,522. The reserve fund remains at £30,000, and the share capital at £900,880.

At the meeting of the Mauritius Land Credit and Agency Company (Limited) the directors' report and statement of accounts was adopted, and a dividend declared for the half-year ended 30th June of 2s. per share, making, with the interim dividend declared in March last, a distribution of 10 per cent. for the year.

The directors of the New London and Brazilian Bank (Limited) recommend the payment of a dividend of 7s. per share, making, with the interim dividend paid in April last, the dividend for the year 12s. per share, or six per cent., free of income tax.

The directors of Reuter's Telegram Company (Limited) have declared the usual interim dividend at the rate of 5 per cent. per annum, free of income-tax, for the half-year ending 30th June last.

The P. and O. steamer *Teheran*, and others to follow, will bring a shipment of Japanese gold coin. It would appear from this that the Japanese Government are compelled to make use of this coin as a remittance to this country for payment of interest on loans and other engagements. It is not long since that bar gold was shipped out to turn into coin, and it can hardly be a paying transaction to send it here to be melted down again. It would also appear that the issue of notes continues in enormous quantities, and the good intention of having a metallic currency is as yet unaccomplished.

The *Gordon Castle* has brought into dock about 100 tons of damaged tea. Precautions have been taken to prevent its being fixed up and sold for consumption.

The purchase of the steamer *Gunga*, 800 tons register, and 220-horse power, has been arranged for the service of Messrs. Larrieu and Roque on their contract with the French Government for running steamers in Cochin-China.

The market for Bar Silver continues depressed, and the price at 57⅞d. per oz. exhibits no change. The demand has been chiefly for Russia. Mexican Dollars, brought by the St. Nazaire and West India steamers, about £60,000 in value, have been sold at 56¼d. per oz., showing a rise of ⅛d. per oz. They have been taken principally for China.

ARTICLES OF IMPORT.

With few important exceptions a dull tone has prevailed in the Produce Markets, and prices are frequently cheaper. Tea has been steady, with moderate business. Silk continues to improve. Coffee after some fluctuation, has taken a decided downward course, and a considerable decline has occurred towards the close. Sugar has continued active, and shows a further advance. Cutch has also improved. The demand for Rice has improved, especially for floating cargoes, which are 6d. higher. Sago and Tapioca are unaltered. Pepper has continued flat, and prices are lower. In other Spices few alterations have taken place. Hemp is unusually inactive. Coir Goods are generally dull, and common sorts of Yarn continue to decline in value. Sticklac and Gambier are lower. The Market for Tin has been dull, and the price for Straits at the close is 10s. lower.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Our market has been very steady during the past week, but the amount of business has been only moderate, the fresh samples on the market being few until the 30th ult., when those ex "Indus," "Cassandra," and "Cheops" were placed on offer. Prices on the whole have been well maintained, the market being strengthened by the small quantity offered at public sale, without reserve, comprising only about 13,800 packages, of which 13,100 packages were sold. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Duty paid	2,034,498 ...	1,973,985
Coastwise	906,053 ...	638,301
Exports	578,129 ...	755,955
	3,518,680 ...	3,368,241

Congous.—Red-leaf kinds: Siftings have sold at last week's rates. Broken-leaf kinds have been firm. Fair to good common remain firm. Fair Kaisow kinds have been taken at about previous prices. Good to fine have been rather more in request; finest show no alteration, the demand being still limited. Pak Lin kinds are in good request at former rates. Black-leaf kinds: Common to fair remain in moderate demand, without alteration in price; fair to good medium kinds have been fairly maintained, but a few sales of Oopak kinds show rather easier rates; fine have been firm with a moderate business; in finest there is no change to notice. New-make kinds: Common have been sold at 11d. per lb.; fair to good from 1s. 2d. to 1s. 4d. have been in demand, prices showing no change. Souchongs show no material alteration. Business in Oolongs has been moderate, the supply on offer being less; the fine Formosa kinds have been enquired for. *Scented Teas.*—Canton Capers have sold rather irregularly, but on the whole prices have been fairly supported, the finer kinds being most in demand. Foo Chow kinds show no quotable alteration. Canton Orange Pekoes have been rather more saleable, but without improvement in prices. Foo Chow kinds, from recent arrivals, have been freely offered, and sales made have been a shade lower in price. *Green Teas.*—The demand continues rather limited, and prices for all but the finer kinds of Moyune must be quoted rather easier.

SILK.

Messrs. Durant and Co.'s Circular says:—We have at last to report an improved state of things in Silk. The extremely low range of prices has induced general attention, even of outside speculators to some small extent, and throughout the whole of the past month we have had fair current business with gradually hardening pieces till we find quotations in many cases 6d. to 1s. above the lowest moment. The deliveries show very large figures in comparison with recent years. Japan Silk had scarcely shared in the general doings, probably because little new Silk has yet come forward, and partially also in consequence of the announcement of a large public sale of 800 bales "without reserve" on the 1st inst., but within the last week some large parcels, probably 400 bales, have been sold "for arrival" at full rates. In Canton Silk the market has been cleared of all this season's arrivals, but without improvement in prices. Arrivals in September:—Bengal, 266 bales; China, 8,008; Japan, 260; Canton, 332. The public sale is concluded. The Silk was generally taken freely, the larger portion at an advance of probably 1s. per lb. upon the prices of August.

	Unsold Stock.		Delivered.	
	Oct. 1, 1874.	Oct. 1, 1873.	Jan. 1 to Sept. 30, 1874.	Jan. 1 to Sept. 30, 1873.
Bengal	3,326 ...	3,260 ...	2,318 ...	4,004
China...	14,913 ...	12,816 ...	27,377 ...	24,943
Japan	2,983 ...	3,428 ...	6,160 ...	6,072
Canton	2,008 ...	2,793 ...	5,476 ...	6,723
Chinese Thrown ...	97 ...	128	140 ...	102

COFFEE.

Immediately after the close of our last week's report there was an improvement in the market, and prices of Plantation Ceylon advanced 1s. to 2s. per cwt., which afterwards induced holders to bring forward large supplies, but the demand greatly fell off, and sales have been effected with difficulty at daily declining prices, closing 3s. below the quotation given a fortnight ago; middling, after advancing to 113s. to 116s., has declined to 108s. 6d. to 111s. With a good demand the value of

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good ordinary Native advanced to 88s., but the market closes flatly at 84s. to 85s. Quotations are, Plantation, triage 80s. to 94s., small grey to coloury 100s. to 106s., low middling 104s. 6d. to 108s., middling coloury 108s. 6d. to 110s. 6d., good middling to fine middling coloury 111s. to 114s., peaberry 123s. 6d. to 128s. Native, small 76s. to 81s., good ordinary to fine ordinary 85s. to 88s., bold 89s. to 94s. 6d., peaberry 100s. to 106s. 6d. The only sale of other East India during the week has been 300 bags Manila at 88s. per cwt.

CAMPHOR.—The market has been quiet and easier; there have been reports of sellers at lower prices, but these have been of no avail with large holders. There is more enquiry; but few sellers at the close. Of 66 boxes at auction, a few sold in the room; Japan at 80s.; subsequently mostly quitted at about the same figure.

COCOANUT OIL.—Cochin has continued firm at £43 to £44 for good to very fine. Ceylon has met a fair demand, and about 200 tons have changed hands at £34 15s. to £35 for pipes and puncheons, and at £35 10s. for hogsheads.

COIR GOODS.—Moderate supplies of Yarn at the periodical public sales again went off flatly, and only part was disposed of, ordinary qualities again rather cheaper, medium kinds also easy, but good to fine brought firm rates. 21 bales fine Ceylon chiefly sold at £41 10s. to £43 10s. Of 66 tons ditto only 35 tons sold, ordinary to medium at £22 to £26, fine and superior at £45 15s. to £50. 6 tons Ceylon Brush Fibre sold at £21 10s., low coarse £12 10s.

CHINA PRESERVES.—Of 148 case Ginger (Chyloong brand) offered 48 cases sold at steady rates at 10d. to 10½d. per lb.

CUTCH.—An active demand has prevailed for Pegue, and considerable business has been done at advancing prices, closing 2s. higher than a fortnight ago. The total sales are about 6,000 boxes, commencing at 23s., and closing at 25s. per cwt., with buyers.

CUBEBS have been in good inquiry, and the price has advanced, small sales having been effected at 23s. 6d. per cwt.

COPRA continues scarce and in demand.

COLOMBO ROOT.—Fine quality is in good request; 73 bags in public sale realised 15s. to 17s. per cwt. for fair quality.

DRAGON'S-BLOOD.—Market steady, of 21 cases lump at auction the bulk has been sold at £7 7s. 6d. to £9 5s. for fine to superior Singapore.

EBONY WOOD.—Market steady, but not active; of 60 tons Ceylon offered 23 tons were quitted at £13 15s. per ton.

ESSENTIAL OILS.—*Aniseed* firm, and about 100 cases have been sold on the spot at 9s., afloat 8s. 7½d. to 8s. 9d., closing firm at the latter figure; 10 cases at public sales bought in. *Cassia* dull, and very plentiful, sales of small lots afloat at 4s. 6d., in retail on spot at 4s. 8d. to 4s. 9d. *Nutmegs* quiet, 7 cases retired. *Cinnamon* scarce, and fine much wanted, large stock of leaf. *Citronelle* quiet, and small transactions at previous value; 75 cases retired. *Lemon Grass* firm.

GAMBIER.—The market is dull, and prices have further receded 1s. per cwt.; only small sales have been made, consisting of about 1,300 bales, closing at 25s. 9d. ex ship, and 26s. 1½d. ex quay.

GALLS continue scarce, and the upward movement perceptible a fortnight since has made further progress. We hear of no public sales, but privately 200 cases China have found buyers at £2 19s. per cwt., being an advance of 2s. per cwt.

GUMS.—*Benjamin:* Sumatra higher; of 94 cases offered one-half sold; fine seconds, £10 17s. 6d. to £11; good marbly seconds at £10 to £10 2s. 6d.; seconds rather false packed, £8 10s. to £8 12s. 6d.; good thirds, 71s. to 71s. 6d. Siam steady; of 2 cases offered one sold at £10 7s. 6d., rather dark and drossy block. *Copal* firm; and some sales have been effected at higher rates. *Damar* unchanged. *Gamboge* quiet; and nothing of consequence done.

GUTTA-PERCHA has continued very quiet; but there appear some symptoms of approaching demand.

GALANGAL ROOT has been quiet, but is firm at the previous value, viz., 23s. to 24s. 6d. per cwt.

HEMP.—The demand for Manila has been limited, and sales are therefore light, but no change in prices can be reported. In auction 226 bales good roping Manila sold at £36 5s. to £36 15s. per ton.

HIDES.—Messrs. Dyster, Nalder, and Co.'s Monthly Report says:—The demand for East India Hides has not been active, except for good qualities, which being scarce, have realised extreme prices, whilst other descriptions have barely supported former rates. The sales by public and private reach 173,930 Hides in the hair and tanned. Singapore, Penang, and Rangoon Ox and Cow Hides: There has been a fair demand, and the greater part of the moderate quantity brought forward found buyers at about former rates. The sales of the month include 4,558 Singapore and Penang: Light, 12½d. to 13d.; heavy, 6⅝d. to 10d.; thirds, 7⅞d. to 8¼d.; fourths, 5¼d. to 5½d. per lb. 4,589 Rangoon: Light, 12⅜d.; heavy, 6⅜d. to 9½d.; thirds, 7⅜d. to 8d.; fourths, 5d. per lb. Singapore, Penang, &c., Buffalo Hides: Good qualities have been in demand at full prices to a slight advantage, but other sorts show no improvement and are difficult to sell. 3,457 Singapore and Penang have been sold; slaughtered, first heavy, average 36½ to 36⅝ lbs., 7d.; good, first class, average 18⅜ to 25⅝ lbs., 6d. to 6¼d.; average 11⅞ lbs., 7d.; seconds, 5½d. to 5½d.; fair light, average 15⅜ lbs., 6d.; ordinary, heavy, average 29⅞ to 31 lbs., 5¼d.; light, average 14 to 15½ lbs., 5¼d.; seconds, 4½d. per lb. 61 Rangoon: Light and small, average 7⅜ to 15¼ lbs., 6⅜d. per lb. Java Hides: There have not been any sales of Ox and Cow Hides; Buffalo Hides are in limited demand without material change in price. 3,412 Buffalo Hides have been sold: Shaved, first heavy, average 25 lbs., 8¾d. to 9d.; seconds, 8d. per lb.; unshaved, fair, first light, average 11⅜ to 15 lbs., 6⅞d. to 7½d. per lb.; first heavy, average 24½ to 28 lbs., 7⅜d.; ordinary, first heavy, average 20⅝ lbs., 6d.; light, average, 8 to 12⅞ lbs., 6⅛d. to 7d.; seconds, 5⅜d. to 6½d.; thirds, 4⅛d. to 5d. per lb.

INDIA-RUBBER.—Holders decline to operate except at an advance, and all offers at auction—consisting of 37 baskets Borneo, 17 baskets 5 cases Singapore, and 45 baskets Java—have been retired.

JAPAN WAX is steady, and a fair private business is being done at the advance quoted in our last report, viz., at 56s. to 58s. per cwt.

MUSK is firm, and higher to the extent of 2s. to 3s. for fine quality; 44 tins and caddies Tonquin offered at auction were all sold at 37s. 6d. to 45s. per oz. for good to fine selected well-shaped pods; 16s. to 19s. 6d. fair to good rough and bally, and 19s. wet pickings; 5 tins Cabardine were retired, and of 10 tins Grain offered 4 sold at 50s. per oz. for good quality.

PEPPER.—*Black* has continued very dull, and is rather easier; moderate sales have been made at 6¾d. to 6¾d. for Singapore, and 6⅝d. to 6d. for Penang; afloat very little has been done. *White* is quiet at 8⅛d. to 8⅞d. for ordinary dull to fine bold; 88 bags offered in public sale were retired.

PLUMBAGO.—The large supply of 1,580 barrels Ceylon has been offered by auction, and as holders met the market a large portion was sold, viz., 1,200 barrels at a general decline of about 1s. per cwt., fine bold and clean selected lump at 21s. 6d. to 24s., middling dull to good bright small at 15s. to 18s., ordinary earthy to fine bright chips at 9s. to 12s., low earthy dust at 7s. 3d. to 7s. 9d., ordinary to fine bright dust at 8s. 3d. to 9s. 6d. per cwt.

RHUBARB.—China is about 3d. per lb. lower, and of 200 cases in public sale, barely half sold, good bold at 3s. 4d. to 3s. 6d.; medium and bold sun dried fairly trimmed part greyish 1s. 4d. to 1s. 7d.; high dried fair root 1s. 2d.; wormy 9d. to 10d. per lb.

RATTANS.—Of 21,565 bundles at auction, only a few sold at 4s. 2d. to 6s. 11d. for 100 canes, being rather better rates.

STICKLAC.—The market has been very quiet, and prices of Siam have declined about 2s. 6d. per cwt., private sales, amounting to about 500 boxes, having been made at £5 7s. 6d. to £5 10s. per cwt.; 158 cases in auction were bought in at £5 10s. per cwt.

SPICES.—*Cassia Lignea:* There has been a large demand, and sales to the extent of 4,000 to 5,000 boxes unworked have been effected at 58s. to 59s., closing at the latter price. In auction 207 cases worked second pile were bought in at 65s. *Cinnamon:* 52 bales Ceylon chiefly sold, first sort at 3s. 1d. to 3s. 4d., second at 2s. 1d. to 2s. 7d., third at 1s. 10d. to 2s. 3d., fourth 1s. 5d., low mouldy 8d. *Chips:* Of 170 bags Ceylon offered one-half sold, ordinary at 4½d., coarse bark at 2⅝d. *Cloves:* Penang are scarce and firmly held; of 20 cases offered 1 case sold at 2s. per lb. for good. *Nutmegs:* The small lots offered went off as follows:—10 boxes Singapore bought in at 3s. 6d., 1 cask lined Java 106's sold at 2s. 11d. *Mace* is quiet; 30 boxes ordinary dark Java bought in at 1s. 11d.; 4 cases low mixed with wild sold at 1s. 1d.

SHELLS.—The periodical sales were held on the 29th ult. *Tortoise:* Although a large supply was offered an active demand prevailed for all kinds, and nearly the whole was sold, East India kinds at about 1s. to 2s. advance; 8 cases Singapore sold, shell common to middling at 16s. to 19s. 6d., fine 24s. *Mother-o'-Pearl:* The supply was small, and with a good demand the bulk was disposed of, Singapore realising 10s. advance; 12 boxes Japan small oyster sold at 15s., and 12 cases Singapore at £11. *Ear Shells:* There was a better demand, but of 736 cases and boxes 22 tons loose Japan only 300 cases sold at dearer rates; broken at £10, mixed part broken at £20 to £25, good bold at £29 to £35, fine bold £45 to £46, one lot very fine selected untrimmed at £65; trimmed bought in at £60 per ton. *Green Snail Shells:* 320 baskets (39,330 shells) met a good demand, and about 150 baskets sold at full rates to ½d. advance, good bold at 9½d. to 9⅝d., bold with some medium 8½d. to 8⅝d., medium 6½d., small 4½d. each.

SAGO.—Small firmer, large again easier; of 776 bags offered in public sale three-fourths sold at 17s. 6d. to 18s. for uneven to good large, 18s. 6d. fine bright small.

STAR ANISEEDS are dull, and are offering freely afloat at £5 10s. per cwt., with but few buyers.

SOY continues without movement.

SAPANWOOD is still scarce; in auction 14 tons slightly damaged Manila (from New York) sold at £10 12s. 6d., and 18 tons Ceylon were withdrawn.

TAPIOCA.—Market steady; 600 bags Singapore in public sale quitted at 2d. to 2⅛d. for good quality.

TOBACCO.—36 bales Java sold at 3d. to 6¾d.; 117 ditto Japan 7d. to 8d., 166 ditto ditto damaged 5½d. to 7d.

TIN.—Business has continued inactive during the week, and prices show a further slight decline, quotations being as follows:—Straits on the spot, £92; afloat, £90; Banca, £98 10s.; Billiton, £94 per ton. The deliveries for the past month have been:—From London, Straits and Australian, 765 tons; from Holland, Banca, 155 tons; do., Billiton, 357 tons; total, 1,277 tons. We estimate the stock of foreign in London to be composed as follows:—Straits, 1,740 tons; Australian 900 tons; Banca, 10 tons.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 24	Vanguard	Smith	Cardiff and Singapore	London
30	Andras Riekmers	Budleman	Singapore	Penarth
24	Constantia	Eaton	Do.	Newport
24	Adelheid	Lenz	Do.	Penarth
24	Gerhard	Klamp	Do.	Do.
25	Sophia	Williams	Galle	Cardiff
27	Battistino Madre	Figaro	Do.	Do.
26	Annie Torrey	Libbey	Singapore	Swansea
26	Life Brigade (s.)	—	China	Shields
26	Hindostan	—	Penang	Newcastle
29	Viceroy (s.)	Murdock	Colombo, &c.	London
24	Ocean (s.)	Brown	Singapore, China, &c.	Glasgow
26	Laverello Fratelle	Olivari	Singapore	Penarth
27	Princess Pendleton	Nichols	Do.	Do.
28	May Queen	—	Galle	Newcastle
27	Ino Bramall (s.)	—	Java	Manssluis
29	Deucalion (s.)	Butler	Singapore, China, &c.	Liverpool
30	Formosa (s.)	Stewart	Do.	London
29	Stanley	Littlehailes	Singapore	Sunderland
Aug. 22	Mary	Alexander	Java	Buenos Ayres
23	Airola	—	Yokohama	Monte Video
25	Hattie G. Hall	Carter	Batavia	Rio Janeiro

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 24	Olive s Southard	Walker	Akyab	Off Scilly
24	Leon (s.)	Olano	Manila	Liverpool
	Aristos	Kidhal	Zebu	San Francisco
24	Bertha	Jones	Rangoon	Liverpool
21	Wm. M. Reed	Bruce	Akyab	Scilly
22	Maria P.	Canepa	Rangoon	Texel
23	Mathilda	Lavaduria	Do.	Do.
23	Antias	Booth	Do.	Helvoet
28	Monte Allegro	Tomaso	Singapore	London
27	Cassandra (s.)	Sanger	Foochow, &c.	Do.
20	Cheops (s.)	Jarman	Do.	Do.
26	Prince Victor	Baillie	Rangoon	Liverpool
27	Summer Cloud	Tibbett	Akyab	Queenstown
22	Scopo	Gavino	Do.	Bremerhaven
23	Aimo	Bremer	Do.	Do.
24	Markland	Stanton	Do.	Do.
28	Gordon Castle (s.)	Ritchie	Lisbon and Hankow	London
28	Annie Lorway	Lorway	Rangoon	Liverpool
	Mogul	Walker	Akyab	Queenstown
	Nuova Assunta	Ferrarro	Do.	Do.
25	Dronning Sophie	Sundo	Do.	Bremerhaven
25	Zephyrus	Dennis	Do.	Do.
	John Rennie	Nicholson	Yokohama	San Francisco
3	Gabrielle Alice	—	Saigon	Rio Janeiro
25	Appenio	Geraschi	Akyab	Bordeaux
	Lady Elizabeth	Corbet	Manila	New York
28	Java	—	Bassein	London
30	Phrenologist	Beynon	Colombo	Do.
29	Priam (s.)	Scale	China, &c.	Do.
29	Star of Peace	Owen	Akyab	Falmouth
29	Marie	Felice	Bassein	Flushing
28	Windermere	Miller	Singapore	Liverpool
7	Elizabeth Dougall	White	Hong Kong	Portland O.
9	Sarah Scott	Estall	Yokohama	Do.
29	Nostre Padre	Palazzo	Rangoon	London
10	Agustina	Barvier	Hong Kong	San Francisco
30	Admiral	Jansen	Akyab	London
30	Belle Avvenire	Deandris	Rangoon	Off Falmouth
	Quinta	—	Do.	Queenstown
26	Lennatin	Mortensen	Do.	Copenhagen
26	Hugo and Otto	Rickert	Do.	Cuxhaven

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore, Hong Kong, and Shanghai: Glenlyon. For Penang, Singapore, Hong Kong, and Shanghai: Hankow. For Padang, Samarang, Sourabaya, and Batavia: Sumatra. For Colombo, &c.: Bertha, Duke of Sutherland, El Dorado.

SAILING VESSELS.—For Yokohama and Hiogo: Evelyn, Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Belted Will. For Hong Kong: Eleanor, Miako, Ceylon. For Chefoo, Tientsing, and Newchwang: Ousuri. For Foochow: Zoroya. For Penang: Gleam. For Colombo: Lion, Seafield. For Batavia and Sourabaya: Glenisla.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Shanghai (via Cardiff): Champion of the Seas. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Achilles (str.), Menelaus (str.), Ajax (str.). For Gallo: Staffa, Astrida. For Singapore and Manila: Yrurac Bat (str.), Leon (str.). For Batavia and Sourabaya: Emma and Robert, Hawkhope. For Singapore: Cleopatra.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Fleurs Castle (str.). For Singapore: Stanfield, Brisbane (str.).

SPOKEN.

HENRIETTA ELIZABETH SUSANNA, Rotterdam to Sourabaya, Sept. 20, off St. Catherine's Point.

TRINIDAD (ship), Cardiff to Batavia, Aug. 12, 6 N., 24 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are without material alteration since our last report, and rates rule as quoted below.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. to 65s. weight, 55s. to 60s. meast. To Hiogo: 65s. weight, 70s. meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 50s. to 55s. weight, 40s. meast. To Hong Kong: — weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight, 40s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 40s. weight, 50s. meast. To Samarang and Sourabaya: 50s. weight, 65s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 30s. to 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 30s. To Shanghai: 35s. To Singapore: 28s. 6d. To Galle: 23s. To Batavia: 27s. 6d. To Amoy: 32s. 6d. To Sourabaya: 30s. To Colombo: 24s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 18s.

CASUALTIES.

Advices from New York, Sept. 18, state as follows:—The O'Thyen, Jordan, hence for Sourabaya, which put back, 16, in distress, reports:—On the 1st, in lat. 31 N., lon. 63 W., she encountered a fearful cyclone, which caused the vessel to leak, stove bulwarks, skylights, &c., carried away boats, washed a man overboard, and injured several others; vessel has seven feet of water in the hold, and will probably have to go into dry dock for repairs.

The Guinevere, Melbourne to Manila, is reported lost off New Guinea; crew saved.

HONG KONG.—[By telegram from Amoy, Sept. 27.]—There was a heavy typhoon in the harbour 23. The Aldebaran (N.G. barq.), the Imager (? Imogen) (Brit. barq.), the Mindanus (? Mindanao), Brit. ship), and the Leonor and Albany (Span. strs.), all sunk. The Amou (? Amoy) (Siam), the Burra Noorfol (Siam), the Duda (Siam), the Malvern (Brit. barq.), the Seaforth (Siam), and the Macio (?) (Peruv. ship), are missing. The Lizzie and Rosa (Brit. barq.), and the Seabird (Amer. schr.), went ashore. The Maury (N.G. barq.) the Morning Light (Brit. ship), and the Halel (?) (N.G. barq.) were dismasted. The A. E. Vidal (N.G. barq.), and the Ardent (Brit. barq.), lost fore and main masts. The Carmelita and Ida (N.G. barq.) lost foremast and jibb-boom, and had sails split. The Charlotte Andrews (Brit. barq.), lost foremast and bowsprit. The Courier (Brit. barq.) lost foremast and maintopmast. The Lizzie H. (Amer. barq.) lost fore and maintopmasts, and had hull damaged. The Lathley Rich (Amer. ship), the Maria y Vicenta (Span. barq.), and the Matilda Atheling (Brit. barq.), were damaged. The Therese (Amer. ship) was driven out of the harbour.

MISCELLANEOUS.

LIVERPOOL, Sept. 28.—A telegram from Hong Kong to the owners states, Atlantic safe, damages £50.

At MAURITIUS, Aug. 3, Anna T. Giovanelli, and sailed for Singapore.

The Admiralty have invited tenders for the conveyance of 4 officers, 1 lady, 3 children, 190 men, 8 women, and 10 children to Colombo, per (str.), to leave England about Oct. 20.

LAUNCHES, &c.

MESSRS. A. AND J. INGLIS, of Glasgow, have launched an iron spar-decked screw steamer of 1,600 tons, and of the following dimensions—276ft. by 32ft. by 23ft. On leaving the ways she was named "Singapore" by Miss Jessie Inglis, niece of the builders. The Singapore has been built for the Eastern and Australian Mail Steam Company, and will be supplied by the builders with a pair of compound engines of 270-horse power nominal. She is a sister ship to the Brisbane, now in course of completion for the same company.

THE Ly-ee-Moon takes out a number of dredging machines to Hiogo.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

102 LEADENHALL STREET, LONDON, E.C.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

LONDON AND CHINA EXPRESS

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE.

JAPAN.

Agent for the *London and China Express.*

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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EASTERN TELEGRAPH COMPANY (Limited). Notice is hereby Given, that the usual INTERIM DIVIDEND of 2s. 6d. per share, for the quarter ended the 30th June last, will be PAID on and after the 14th October, 1874, and that the Register of Transfers will be Closed from the 6th to the 14th October both days inclusive. By order,

GEORGE DRAPER, Secretary.

No. 63, Old Broad-street, London, Sept. 21, 1874.

NOTICE.

THE JAPANESE LEGATION will REMOVE to 9, KENSINGTON PARK GARDENS, W., on the 1st October next.

9, Upper Belgrave-square, S.W.,
Sept. 19, 1874.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Malhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London egister receive their dividends at the fixed rate of 4s. 6d. ver dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 3s. 3d. each. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

CAUTION.—Genuine only with Baron Liebig's facsimile across label.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

RUTTER'S TABLES.

Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s.
2. RUTTER'S METRIC SYSTEM OF WEIGHTS AND MEASURES TABLES. Price 1s.
3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
4. RUTTER'S GENERAL INTEREST TABLES FOR DOLLARS, FRANCS, MILREIS, &c. Price 10s. 6d.

London EFFINGHAM WILSON, Royal Exchange.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU
KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Espinade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English an other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel. Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c. &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

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TANJONG PAGAR DOCK COMPANY, LIMITED.

REPORT OF THE DIRECTORS.

Gentlemen.—

Your Directors have now the pleasure of waiting upon you with Balance Sheet and Profit and Loss account for the half year ending 30th June last.

The Gross Profits for the six months are $70,778.72, to which there is to be added the balance remaining after payment of the Dividend declared at the last General Meeting, $3,114.79, making a total of $73,893.51.

After deducting from this sum the necessary working expenses, depreciation, and the amount due under clause 72—there will remain available for dividend the sum of $42,015.68, subject, however, to payments that may fall due under clause 68 of the Articles of Association.

The permanent works of the Company have been kept in thorough repair, but your Directors have written off for depreciation the sum of $8,000, besides 5 per cent. on the value of their tug boat *Pilot Fish*, say $535.86.

Your Directors regret to have to report that an accident occurred to the ship *England* when in the Dock in June.

This has given rise to questions which are likely to involve the Company in legal proceedings. Your Directors have therefore thought it advisable to propose the payment of an *ad interim* dividend of four per cent. for the half-year ending 30th June, which will leave a balance of $18,015.68 to be carried forward.

Of the three godowns referred to in the last report, one has been completed and is now in use, the others are in a forward state, and will shortly be finished. A shed on riband posts for the use of the carpenters, and for storing timber, has been added to the Company's plant, and a new coal shed, also on riband posts, is in course of erection. The filling in of the ground at the rear of the coal sheds to the westward is being proceeded with, and will shortly afford additional accommodation for storing coal.

The sea face wall has been carried to within a short distance of the Company's boundary.

The Company's Manager, E. M. Smith, Esq., left for Europe on 16th May last, for one year's leave.

Captain Lloyd has been appointed Acting Manager.

The Reading Room continues to be largely availed of.

THOMAS SCOTT, Chairman.

BALANCE SHEET, 30th June, 1874.

CAPITAL AND LIABILITIES.

Capital—Original Shares.		
Total amount received from shareholders ...	$300,000.00	
Total number of shares 3,000		
Do. Do. issued ... ... All		
Remaining unissued ... ... None		
Amount received per share $100		
Arrears of calls ... ... None		
Shares forfeited ... ... None		
Original Shares—New Issue.		
Total amount received from shareholders ...	300,000.00	
Total number of original shares, new issue 3,000		
Total number issued ... ... All		
Remaining unissued ... ... None		
Amount received per share $100		
Arrears of call ... ... None		
Shares forfeited ... ... None		$600,000.00
Liabilities.		
Debentures No. 5, due 1st Sept., 1876 ...	$65,100.00	
Do. No. 6, due 19th April, 1878	57,400.00	
Do. No. 7, due 10th Oct., 1878	150,000.00	
		272,500.00
Loans for short periods		42,900.00
Coolie contractors for June		6,399.29
Due for wages for dock, wharf, and machine shop, office salaries, &c., for June	8,886.28	
Quit rents and assessment to 30th June ...	1,557.75	
Directors' fees under Clause 67	1,000.00	
Interest on debentures to 30th June ...	10,259.38	
		21,703.41
Sundry accounts owing		5,371.37
Reserve fund		67,248.00
Dividends unclaimed		413.46
Bills payable		276.98
Payments due under clause 72 to 30th June		3,534.61
Balance at credit Profit and Loss account ...		42,015.68
		$1,062,362.80

PROPERTY AND ASSETS.

Property.		
Freehold land		$56,234.75
Dock, godowns, and coal sheds	$452,238.16	
Wharf	244,974.47	
Machine shop and plant	39,786.60	
Boiler shears	9,442.66	
	$746,441.89	
Less depreciation	7,508.46	
		738,933.43
Movable Property		
Working plant	$48,866.12	
Less depreciation	491.54	
		48,374.58
Steam tug *Pilot Fish*	$10,717.16	
Less depreciation at 5 per cent.	535.86	
		10,181.30
Stock in Trade.		
Iron and steel	$32,076.62	
Timber	12,431.70	
Copper and yellow metal	11,743.43	
Miscellaneous stock	35,730.03	
Nails and screws	11,152.19	
Firewood	1,029.77	
Gunny bags	198.00	
		104,361.74
Fire Insurance.		
Premia paid and belonging to next half year		1,106.00
Assets.		
Debts owing to the Company: Local, being chiefly accounts for June last		66,537.10
Remittances to London on account of stores ordered		3,321.68
Goods to arrive from Europe		10,181.88
Cash with Chartered Bank of India, Australia, and China		23,130.34
		$1,062,362.80

We, the undersigned, have examined the above balance sheet with the books of the Company, and hereby certify the same to be correct, and to exhibit a fair and correct view of the Company's affairs.

W. W. WILLANS, JOHN CAMERON, } Auditors.

We certify that this Balance-sheet contains, to the best of our belief, a true account of the Capital and Liabilities, and of the Property and Assets of this Company.

THOMAS SCOTT, Chairman.
H. W. WOOD, JAS. R. MACARTHUR, } Directors.

PROFIT AND LOSS ACCOUNT, January to June, 1874.

Dr.	
To interest on debentures and loans to date	$10,477.29
Current expenses, including salaries, rent, stationery, directors' remuneration, quit rent and assessment, to 30th June, 1874	9,330.16
Depreciation on dock, godowns, coal sheds, wharf, machine shop, boiler shears, and working plant	8,000.00
On *Pilot Fish*, 5 per cent. on $10,717.16	535.86
Due under Clause 72 to 30th June	3,534.61
Balance	42,015.68
	$73,893.51

Cr.	
Balance from last half-year, after paying dividend at 5 per cent.	$3,114.79
Profit this half-year on	
Boiler shears working account	350.17
Carting	272.33
Steam tug *Pilot Fish* working account	3,614.79
Wharfage and storage	27,542.79
Dock	29,642.61
Machine shop	8,637.28
Ballast	137.76
Fire insurance	394.24
Gunny account...	186.75
	$73,893.51

Singapore, 1st Aug., 1874.

C. HENRY LLOYD, Acting Manager.

London Agents—MACTAGGART, TIDMAN, & Co., 34, Leadenhall-street.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

Incorporated by Special Ordinance of the Legislative Council of Hong Kong, July 20, 1867, and confirmed by Her Majesty's Government.

CAPITAL $5,000,000, at 4s. 6d. = £1,125,000 (all paid up).

IN SHARES OF $125 EACH = £28 2s. 6d.

RESERVED FUND $775,000 = £174,375.

COURT OF DIRECTORS—HONG KONG.

W. H. FORBES, Esq. (of Messrs. Russell and Co.), *Chairman.*
Hon. R. ROWETT (of Messrs. Holliday, Wise, and Co.), *Deputy Chairman.*
ADOLPH ANDRE, Esq. (of Messrs. Melchers and Co.).
E. R. BELILIOS, Esq., Merchant.
J. F. CORDES, Esq. (of Messrs. Wm. Pustau and Co.).
S. D. SASSOON, Esq. (of Messrs. D. Sassoon, Sons, and Co.).
THOS. PYKE, Esq. (of Messrs. Birley and Co.).
H. HOPPIUS, Esq. (of Messrs. Siemssen and Co.).

Auditors.

Hon. P. RYRIE (of Messrs. Turner and Co.).
F. W. MITCHELL, Esq., Postmaster General.

Chief Manager.

JAMES GREIG, Hong Kong.

London Manager.

W. H. VACHER, 31, Lombard-street, E.C.

London Bankers.

THE LONDON AND COUNTY BANK.

Edinburgh Agents.

Messrs. HILL AND FERGUSSON, W.S., 42, Frederick-street.

Glasgow Agents.

Messrs. MATHESON AND ALSTON, 32, Exchange-square.

Branches and Agencies.

HONG KONG,	SWATOW,	SAIGON,
SHANGHAI,	FOOCHOW,	SINGAPORE,
HANKOW,	YOKOHAMA,	BOMBAY,
NINGPO,	HIOGO,	CALCUTTA, AND
AMOY,	MANILA,	LONDON.

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal Cities of Europe, Asia, and America, for the use of Travellers.

They open Current Accounts for the convenience of Constituents returning from China, Japan, and India.

They also undertake the Agency of Constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their Shares on the London Register receive their Dividends at the fixed rate of 4s. 6d. per Dollar. Dividends are payable in London in April and October on receipt of the advice of meeting in Hong Kong, held in February and August.

Transfer Deeds, Powers of Attorney, and other Forms may be had at their Office on Application.

Office Hours 10 *to* 3—*Saturdays* 10 *to* 2.

London, 30th September, 1874. W. H. VACHER, London Manager.

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SPECIAL NOTICE.—

SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE

and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 123, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE

and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Surat.....	3,142	530	Oct. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Thibet ...	2,593	400	Oct. 13	Bombay (extra steamer.)
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China-Japan, and Australia.
Malwa ...	2,933	470	Oct. 29	Mediterranean, Aden, Bombay.
*Khedive...	3,742	600	Nov. 5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan and Australia.
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

JAPAN AND CHINA.
Great Reduction in Fares.—Mail Route via San Francisco.

THE PACIFIC MAIL

STEAMSHIP COMPANY will despatch their magnificent Steamers of 3,000 tons and upwards, with mails and passengers, twice every month, from San Francisco to Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, and vice versa.

THROUGH FARES FROM ENGLAND, via New York and Panama, to Yokohama, £60; beyond Yokohama, £70. Via Union Pacific Railway, to Yokohama, £73; beyond Yokohama, £83. Best berths in steamers.

The Company's Steamers leave New York twice a month (via Panama) for San Francisco and intermediate ports.

For Through Fares and other information apply to Messrs. BOWDEN and WILLANS, 34, Leadenhall-street.

ROUND THE WORLD BY STEAM.—Coupon Tickets issued for the ROUND JOURNEY. Fare £165 and upwards.

OVERLAND ROUTE via

MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Mei-Kong ...	Oct.	11	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	Oct.	25	
Anadyr ...	Nov.	8	
Provence ...	Nov.	22	
Tigre ...	Dec.	6	
Amazone ...	Dec.	20	

The Steamers of the 25th Oct., 22nd Nov, and 20th Dec., connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 11th Oct., 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHAW, MAXTON, and CO.

will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Zoroya.....	A1 13 yr.	383	St.Kth	With des

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

THE "JAVA" STEAM-

SHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17 Fenchurch-street, London.

STEAM FROM SOUTH-

AMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages) under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,500 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	(building)

The CONRAD is appointed to leave Southampton about 12th October for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First class, £58, and upwards; second-class, £33.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

GLEN LINE OF INDIA,

CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	Oct. 10
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glenhulas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glencagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

THE CHINA LINE OF

STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 10th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, YOKO-

HAMA, HIOGO, AND NAGASAKI, with liberty to call at Hong Kong, last shipping day, 15th October; the favourite full-powered screw steamer CALABAR, 20 years in Liverpool book; 1,400 tons gross, 800 nett register; 380-horse power nominal, 1,900 effective; R. W. HUTCHISON, Commander; East India Docks. This magnificent steamer having been built for mail service has unusually spacious and well ventilated accommodation for saloon passengers.

For freight or passage apply to J. and R. GRANT, 1, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGA-

PORE, HONG KONG, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Falmouth to embark passengers. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day, October 30. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 200-horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, built especially for the China trade, has elegant and spacious accommodation for saloon passengers replete with every comfort.

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THE LONDON AND CHINA TELEGRAPH.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 580.] LONDON, MONDAY, OCT. 12, 1874. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Oct. 10.
JAPAN—Yokohama	June 26	Aug. 11	Aug. 19
Yedo			
Osaka and Hiogo	„ 26	„ 16	„ 17
Hakodadi			
Nagasaki	—	—	„ 18
CHINA—Peking	—	—	„ 12
Tien-tsin	—	—	„ 15
Chefoo	—	—	„ 16
New-chwang	—	—	„ 13
Hankow	„ 26	„ 9	„ 19
Kiu-kiang	—	—	„ 19
Chin-kiang			
Shanghai	July 10	„ 17	„ 23
Ningpo	—	—	„ 21
Foochow	„ 10	„ 18	„ 23
Formosa	—	—	„ 18
Amoy	—	—	„ 24
Swatow	—	—	„ 25
Hong Kong	„ 17	„ 24	„ 29
Canton	—	—	„ 27
Macao	—	—	„ 28
PHILIPPINES—			
Manila	„ 3	„ 9	„ 18
COCHIN-CHINA			
Saigon	„ 3	„ 6	„ 13
SIAM — Bangkok		—	„ 29
BORNEO —			
Labuan	—	—	„ 20
Sarawak	—	—	„ 26
JAVA — Batavia	„ 24	„ 27	„ 31
Samarang	—	—	„ 16
Sourabaya	—	—	„ 14
MALACCA STRAITS—			
Singapore	„ 31	„ 29	Sept. 5
Penang	Aug. 7	Sept. 4	„ 7
CEYLON—			
Galle	„ 21	„ 10	„ 16
Colombo	„ 21	Aug. 12	„ 14

THE MAILS, &c.

The P. and O. mail, with the advices dated as above, was delivered, *via* Brindisi, on Saturday, the 10th inst., two days in advance of its due date. The next inward (French) mail, bringing advices Yokohama 26th, Shanghai 30th August, Hong Kong 5th, Singapore 14th Sept., which is due, *via* Marseilles, on Monday next, the 19th inst, left Suez on the 4th inst., five days early, and will probably reach London on Wednesday.

The Saigon-Hong Kong section of the Eastern Extension Telegraph Company's cables is still interrupted, and the Great Northern Company's cables between Amoy and Hong Kong and between Amoy and Shanghai are still interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived Oct. 7.—From Shanghai: Mr. N. Smith. To Venice, from Hong Kong: Mr. Falconer, Mr. Johnstone. To Southampton, per P. and O. steamer *Pekin*, expected to arrive Oct. 19.—From Yokohama: Mr. J. Watson. From Shanghai: Mr. A. Johnsford.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, Oct. 11.—To Yokohama: Mr. Covil, Mr. R. Tome. To Shanghai: Mr. Harwood, Mrs. Seward, Mr. and Mrs. Lynes, Mr. Miller, Mrs. Koberlain, Mrs. Martin, Miss Martin. To Hong Kong: Mr. Ellwell, Mr. Courthial and family, the Danish Ambassador, Mr. Scott, Mr O. E. Edwards, Mr. Ccurtheat and family. To Galle: Mr. Karsluke, Mr. Cross, Mr. Shutter, Mr. F. Mortimer, Mr. Orson. To Batavia: Mesdames J. Delden, Mr. and Mrs. Bayer and daughter.

Per French steamer *Sindh*, Oct. 25.—To Yokohama: Rev. H. Evington. To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May, Mr. C. Carroll and family. To Shanghai: Mrs. Little, Mr. Leopold Lefebre, seven missionaries, three Sisters of Mercy. To Saigon: Admiral Duperre and suite, Mr. A. Spooner. To Ba. Gia: Mr. and Mrs. Holland and family, Mr. and Mrs. Carp. To Singapore: Mr Gray, Mrs. Alabaster. To Galle: Mr. and Mrs. Vandespar, Miss Eidenberg.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite. To Batavia: Mr. and Mrs. Brevet. To Hong Kong: Mr. A. W. Burn, Mr. E. Eye, Mr. F. Leyburn. To Galle: Mrs. Block, Mr. G. L. Reid.

Per French steamer *Provence*, Nov. 22.—To Galle: Mr. Young, Mr. Ollivam, Mr. Broyer. To Saigon: Mr. Lalanne.

Per P. and O. steamer *Surat*, from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Mathew, Mr. and Mrs. Barker and son, Mrs. J. V. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Lady Sidgreaves, Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg Maj. Moorhead, Mrs N. B. Dennys.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: His Excellency Governor Cairns, C.M.G., Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer from Southampton, Oct. 22.—To Ceylon: Mr. A. J. Davids. To Yokohama: J. B. Stevens. To Shanghai: Mrs. Carey. To Singapore: Mr. H. I. S. Davids, Mr. A. G. Brown, Mr. de Winton, Mr. Hull, Mr. Borney.

Per P. and O. steamer from Southampton, Nov. 5.—To Ceylon: Mrs. and Miss Delmege.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 29th ult., and published in our last issue.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 23rd August; the French mail from London, 3rd July, was received on the 16th August, and the following P. and O. mail of the 10th July arrived out on the 17th August. The latter is said to be the quickest London mail ever delivered in Shanghai, having occupied but thirty-eight days in transit. The following summary of news is from the *North China Herald*:—

We hear that the Chinese authorities are instituting some new regulations with regard to the local levies on sugar, of a nature to operate unjustly towards foreigners, as well as towards some classes of their own countrymen. The old system having probably been found capable of evasion, the authorities have established a guild or farm for the collection of the duties on the article. The guild promises, to those who give a bond that they will declare truly the amount of their imports, a reduction of nearly fifty per cent., but this privilege is to be restricted to Cantonese. Sugar which has been imported through foreigners or by northern Chinese will be charged at the old rate, and the emissaries of the guild will keep a sharp lookout for evasions, which when found out will entail confiscation. The arrangement, as it has been described to us, appears to be designed, doubtless through the powerful influence of the Cantonese, to give that class a monopoly of the trade; and if enquiry into the matter show this to be the case, it ought to be firmly resisted.

Mr. Mowat, the Deputy Chief Judge of H. B. M. Supreme Court, goes to Chefoo, we understand, in consequence of a summons from the Chief Judge. Mr. Mowat has delegated his functions to Mr. Myburgh, barrister-at-law. Our evening contemporaries have criticised both the legality of the step and the fitness of the appointment. The *Courier* gives its approval to the latter, but presents a strong argument against the first aspect of Mr. Mowat's action. We must assume that Mr. Mowat has not taken the step without due consideration, and that he is prepared to accept the responsibility of his act. Apart from the question of its legality, which we are not in a position to discuss, we quite coincide in the opinion that a double delegation of the judicial powers is scarcely just to the community and is much to be deprecated. The occasion having arisen, moreover, it would no doubt have been preferable if a gentleman of Mr. Hannen's experience on the bench had been requested and could have been induced to act; but before pronouncing the gentleman who has undertaken the duties "eminently unsuited" to the position, as the *Gazette* has done, it would be only courteous to wait till he had proved his unfitness.

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Thefts from foreign residences have been of frequent occurrence, the time usually being chosen when people go out to walk or drive in the cool of the evening, leaving their houses, with doors and windows open to admit air, in charge of servants who probably take the opportunity to loaf and gossip. The thief walks in, selects a conveniently portable article, and retires without leaving his address. Two such cases have occurred in Hongkew, and enabled some pawnshop to add a drawing-room clock and a hall barometer to its stock on favourable terms. A silver tankard has also been taken, and the Chinese thieves are reported to be particularly provident in the matter of laying by foreign umbrellas for a rainy day.

A warrant having been issued for the apprehension of Mr. Fawcett, the engineer lately in charge of the works at the Shantung Lighthouse, on a charge arising out of the recent disturbance there, he has been arrested at Nagasaki, in consequence of a telegram from Shanghai. Mr. Fawcett is expected to arrive here by the *Glengyle* on the 24th Aug., and will be sent on to Chefoo by the first opportunity, where the case against him has to be investigated. When the matter first came before H.M. Consul at Chefoo, the native authorities having failed to produce evidence to sustain the allegation that Mr. Fawcett had shot a Chinaman, Mr. Lay liberated him, and he was advised to place himself beyond the reach of Chinese vindictiveness, to do which he went to Japan.

We hear that the sentence of the Chehsien in the Yang Yeh-liu case has been confirmed, and that it now only remains to refer it to the Board of Punishments for approval, as is customary in grave cases. Our readers will remember the case as that of an actor who married the daughter of a Cantonese compradore. Cantonese society felt outraged; the unfortunate actor was tried, with fearful tortures, and ordered, after corporeal punishment, to be sent to his native province of Chihli. The case excited a great deal of controversy among the Chinese, the natives of the North sympathising with the victim of Cantonese influence. Under torture the unhappy man confessed to the crime with which he had been charged, that of abduction, though the legality of the marriage was apparent; but when he recovered he recanted, and underwent a process of bandying about from the lower to the higher Courts, with renewals of torture, which no doubt wore out his courage, so that he yielded at last to the persistency of his persecutors.

As the French mail steamer *Sindh* was proceeding down the river on the 16th August she collided with a small laden junk, which filled, and was afterwards drifted into the Soochow Creek, opposite to which the accident happened, where it sank. The junk had shortly before anchored direct in the fairway of the river, which carelessness caused the accident. No blame, we are informed, attaches to the steamer. The crew of the junk, who jumped overboard, were said to have been all saved, but the lowdah and others of their number state that there were more men on board, and that four of them were drowned. An eye-witness informs us that after the collision several of the junk's crew were seen struggling in the water, close to the steamer, but no effort was made to save their lives, not even a rope being thrown to them. Another eye-witness tells us, however, that the dangerous position into which the junk forced the steamer, regardless of repeated warnings from her whistle as she came down stream, was sufficient to warrant any amount of indifference to the fate of the Chinese crew. The *Sindh* had great difficulty in clearing the *Costa Rica* at the P.M.S. Wharf, and our informant thinks every one on board her must have been fully employed trying to extricate their own vessel.

On the 21st Aug. a cargo-boat crossing the river at ebb tide fouled the *D'Estrees*, French corvette, and capsized. The boat contained four persons, three men and a woman. The moment the accident was observed, a boat was lowered from the man-of-war, the crew of which succeeded in rescuing the woman, but the three men, a father and two sons, could not be found. Another accident has occurred at Hunt's Wharf, when a Chinaman, while in the act of unmooring a cargo-boat from the steamer *Chinkiang*, fell overboard and was drowned. It was dark at the time, and as there was a strong tide running no attempt was made to rescue the man. He was not seen after he fell into the water.

On the 19th August the Japanese corvette *Rio-jio-kan*, from Nagasaki, was observed to be outside the Red Buoy. The *Rio-jio-kan* is a wooden vessel, protected by a girdle of four-inch iron plates, three feet and a-half above and four feet under the water-line, and is not, therefore, an ironclad according to the ordinary application of the term. She is of 280-horse power, and carries twelve guns. The *Rio-jio-kan* brings his Excellency Okubo, the Japanese Special Envoy and Plenipotentiary to the Court of Peking. The *Sin Nanzing* was in readiness for his Excellency and suite, but instead of going North by her, the members of the embassy came on to Shanghai, and took up their quarters at the Aster House. Seven of their number left on the 21st August by the steamer *Appin*, for Tientsin; the Minister, with the remainder of his suite, left for Woosung on the 22nd, to embark in the *Rio-jio-kan* for the North.

The quickest outward passage of the present season, by other than a mail steamer, has been made by the *Glenfinlas*, a new vessel of 1,366 tons, belonging to Messrs. Macgregor, Gow, and Co., of London and Glasgow. She arrived at Woosung on the 19th August, at 5 P.M., having made the voyage from the Downs in forty-seven days eleven hours, or, deducting stoppages, in forty-one days thirteen hours' steaming. But the bar has lengthened her otherwise successful voyage, for she did not get over till the 20th, and then she ran upon the Pootung shore, and will have to be lightened considerably before she can come off.

General Le Gendre has arrived here from Amoy. We understand that General Le Gendre had a document read to him by the U.S. Marshal, the purport of which was that he was released, and that his case would not proceed to a trial. Americans seem to be mystified by the strangeness of the step from first to last, and the general impression is that it was at least premature.

On the 20th Aug., at the U.S. Consulate-General, the assessment of the arbitrators, Messrs. H. Viguier, Joseph Haas, and J. B. Boswell, in the case of the collision between the P. M. S. S. *Golden Age* and the junk *Nirh-jee Shun*, was read by Mr. Seward, Consul-General. The damage caused to both vessels by the collision has been equally apportioned between them, and the junk's share is reduced to a comparatively insignificant sum.

Amongst the cargo per *Costa Rica*, on her last trip from Japan, was a large Blakeley rifled gun, weighing about nine tone, with a quantity of shot and shell for the piece, the destination of which is said to be Foochow. The solid shot for the gun weigh each 200 lbs. On account of the want of a crane at the P. M. S. S. Wharf, much labour and expense was incurred in landing so heavy a piece of ordnance, a temporary one of considerable power and dimensions having to be erected.

Very severe weather has been felt on the coast of Formosa. A letter from Amoy, dated the 15th Aug., says :—"Bad news has just come to hand from Takow. A British barque, *Caroline Hutchins*, went ashore between Apes Hill and the entrance of the Harbour; all hands were lost. I have not heard the particulars, as the intelligence has been brought over by a junk, but, from what I do know, I think she must have dragged across the bar from the outside, where she had been at anchor, during the gale. The weather there has been very severe ever since the 13th."

A party of astronomers, consisting of M. Fleuriais, hydrographer to the French navy, M. Blariez, and M. Lapied, has arrived to take observations of the Transit of Venus in China.

A large junk, laden with poles, has been sunk in the river, below Collier's Dock. She appears to have had her stern cut clean away. How the mishap occurred has not transpired.

The Peking *Gazettes* swarm with accounts of the malversation, tyranny, and abuse of functions by the local magnates and people of influence.

FORMOSA.

The Japanese Expedition.

There is literally no news of the position of affairs in Formosa; a perfect calm prevails, and, judging from the aspect of matters, it is not in this instance likely to be the proverbial forerunner of a storm. The statement is made on good Chinese authority that the difficulty is to be, if it has not already been, referred to the arbitration of the Foreign Ministers at Peking, but probably nothing will be done till the arrival of the special Japanese Envoy, Okubo. A foreign emissary from the Japanese Government, under an assumed name, is said to have left Japan for Shanghai, to ascertain the strength of the Chinese navy, its armament, and the extent of its warlike resources. This fact, coupled with the purchase of steamers for transport service, is significant, and belies the assertion so continually put forward, as to there being no probability of war between the two countries.

A correspondent of the *China Mail* writes :—There is nothing new; everything is in *statu quo*, with the exception of the Chinese pushing ahead every preparation for a conflict. If China is forced to expel the Japanese by force, it is not at all improbable that she will follow up the movement by an invasion of Japan. The Emperor has, I hear, sanctioned the purchase of ten ironclads, and a foreign loan of $30,000,000 or $40,000,000 is mooted. This will probably receive the Imperial sanction too. As far as I can judge the Chinese navy seems to be very efficient, the armament some of the ships carry is very powerful; for instance, the corvette *Yang-woo* carries fourteen guns, most of which are seven tons in weight, throwing shells of 120 lbs. or 150 lbs., I don't recollect which. The guns of the other ships of war have been changed for more powerful ones, even a moderate-sized gunboat carries five sixty-two pounder Krupp guns, breech-loading, with two small brass guns; such is the armament of the *Chingyuen*, a vessel much smaller than the *Anlan* or the *Feiyuen*. The engines of most of the steamers are built below the water line. The steamers are mostly fast vessels, the *Yang-woo* can go about fourteen knots in ordinary weather with steam alone, while others can average between nine and ten knots. Of the two frigates built at Shanghai one is to be stationed here; she will arrive shortly.

The steamer *Hankow*, arrived at Shangai, reports having passed the *Aden*, *Leeyune*, and *Yungching*, and four other Chinese transports, all laden with troops embarked at Chinkiang, lying at anchor at the North Tree. The fleet is reported to have since passed Woosung, and will rendezvous at the Pescadores.

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HONG KONG.

Our advices by the present mail extend to the 29th August; the French mail from London July 17 was received on the 24th August. The *China Mail* gives the following account of the seizure of the *Spark* by pirates and murder of the captain and officers :—

A terrible tragedy occurred on the 22nd Aug. on board the steamer *Spark*, on its voyage from Canton to Macao. Chinese pirates who had embarked as passengers made an onslaught on the crew and passengers near Bocca Tigris, murdered the captain, mate, and purser, and wounded most dangerously the only European passenger and the whole crew. After the pirates had been in possession of the steamer for six hours a junk came over from the shore to take them and their booty. The Chinese engineers brought the steamer over to Macao, where it arrived on the 23rd Aug. Viscount Sam Januario immediately sent the gunboat *Camoens* to search the Canton river, and is taking all the necessary measures. It was owing to the fact of some of the firemen concealing themselves during the *melée* that they escaped slaughter and were able to get the vessel off shore, and take her to Macao when the pirates had departed. The agents of the Company on receiving the news despatched the *White Cloud* at once to Macao, and Mr. G. Heard, Captain Sands, Mr. Ray and an officer sent by Commodore Parish, to whom the intelligence was at once communicated, went with that vessel. The gunboat *Elk* also was despatched at once to render assistance. Sincere regret is felt for the loss of Captain Brady, who has been long in command of the steamer, and was well known andgenerally respected on the coast. The *Mail* gives the subjoined additional particulars :—

When the news of the outrage was brought to Macao, Capt. Carroll, Mr. Deacon, and the Governor's Secretary went off to the *Spark*, which was cruising about in a purposeless manner to and fro in the harbour. No rockets were fired or other signals made from the *Spark*. Besides the captain, mate, and purser killed, and Mr. Mundy dangerously wounded, two of the seamen are reported missing. The first attack was made at half-past noon yesterday off the Island of Lankit. The pirates were taken off by a Hakka boat at half-past six, having been in possession of the steamer six hours. Seven thousand dollars, in notes of the Hong Kong Banks and in silver, were taken from the purser. The incentive to the outrage is supposed to have arisen in a rumour to the effect that a gambling-house proprietor was going down to Macao from Canton in the *Spark* with $18,000 in his possession. This appears to have been a false report, but that the pirates had belief in its accuracy is borne out by the fact that they ransacked and rifled the luggage of all the passengers, whom they forced below and kept there, battening down the hatches. The pirates were more than twenty in number, and took passage at Canton. They got up a disturbance by fighting with sticks. The mate went down to part them, when the men assaulted him. He called the captain, who also went down. The pirates fired at Capt. Brady, one bullet striking him in the shoulder. He ran to the upper deck, got a revolver, and returned below. He then attempted to fire on the pirates, but his weapon repeatedly missed fire. The unfortunate captain was thus entirely at the mercy of his assailants, and a fierce onslaught was made upon him. One of the pirates stabbed him in the knee; another cut him on the wrist with a sword, others shot him, and some again speared him. There were thirty-two wounds upon his body when found. On the lower part of the back was a serious wound, which probably proved fatal, and having severed the spinal column must have at once disabled him.

Captain Carroll describes the scene on board the *Spark* as horrible. The decks were covered with blood. Brady was found in his cabin dead, lying on the floor with one arm raised in the air, his whole body a mass of wounds, and saturated with gore. Mr. Mundy was on the fore-deck, fearfully wounded and still insensible. Near him lay four dead sailors. Mr. Mundy was the only European passenger on board, and he offered a brave and determined resistance. He knocked down two of the pirates, and was engaged with the others, when he was stabbed twice in the breast. The weapons were evidently aimed at his heart, but fortunately did not reach there; the left lung is believed to be pierced, but Mr. Mundy is much better than might have been expected, and there are good hopes of his ultimate recovery. Had he been able to effect his purpose of joining the captain, a better account might have been given of the robbers. Nine persons altogether were killed in the affray, namely, the captain, the mate, the purser, one fireman, one Chinaman, and four passengers. The Chinaman was occupying the cabin of the compradore, and the pirates, no doubt, mistook him for that officer. It is impossible as yet to say who are the dead passengers; but it is thought they formed part of the gang of pirates. There were about 150 passengers on board in all. Both mate and purser also bravely resisted the attack, and did all that could be done; but they were, of course, soon overpowered. When very badly wounded, and seeing further resistance useless, they are said to have jumped overboard. One of the firemen was also killed, and it was owing to the fact of the others secreting themselves that the vessel ever reached Macao. Captain Carroll's opinion is that Brady must have been carried to his cabin and laid there. Out of twenty-two cases of silk on board only eight or ten pounds were taken; but, as among the property stolen from Mr. Mundy there were several English sovereigns, it is to be hoped that these and the lost notes may afford a clue to the discovery of the robbers.

The Canton and Macao Steam-boat Company have offered the sum of $2,000 for information which will lead to the apprehension of the pirates. The Governor of Macao took most careful measures, and did what seemed best under the circumstances. The passengers by the *Spark* were put on board the Police Hulk, and examined. Before leaving they were required to give their names, addresses, and occupations. Thus their attendance, if necessary, at any investigation is secured. The compradore, it should be stated, who received a wound during the attack, is amongst those who came to Macao. The body of poor Captain Brady—an old and valued servant of the company, and a man largely respected —was buried at Macao, Mr. H. Ebell reading the funeral service. Almost every European in the settlement followed the remains to the grave. The *Spark* has now been taken off the line; her place being supplied by the *White Cloud*. The *Camoens*, Portuguese gunboat, which had been sent up the Canton river to search for the pirates, has returned to Macao, her cruise having been so far unsuccessful.

The following items of intelligence are also from the *China Mail* :—

One of the most successful expeditions ever made in search of thieves has just been brought to a conclusion by Mr. Newitt, the acting superintendent of the Eastern Australasian and China Telegraph Company, who, thanks to the admirable way in which the Macao authorities aided his wishes, has succeeded in discovering the rascals who recently stole a portion of the cable. It appears that an informer came to Hong Kong, and calling on Mr. Newitt, stated that he could point out the junks which cut and stole the cable. Mr. Newitt accordingly went over to Macao and called upon the Governor, who promised him every assistance in the object of his visit. Arrangements were made (as the thieving junks had left Macao) to hire a junk that could be depended upon to go over at night to Typa and try and hook the cable, which, it was reported, the thieves had thrown overboard at that anchorage. This was accordingly done, the junk succeeding in hooking and getting inboard some fifty yards, together with remnants of gutta-percha and other material, evidently stripped off lengths of the cable preparatory to selling it as wire. The stolen cable was taken to Macao, where it was lodged in the Custom House for safety and secrecy, and preparations were made for the capture of the junks on board of which were the thieves. Two steamers left, having on board Mr. Mesnier, private secretary to the Governor, who accompanied Mr. Newitt. Two boats were lowered and manned with crews fully armed. The junk was lying close in shore, and the party, suddenly boarding her, seized and bound the whole crew before they had time to offer any resistance. There were seventeen prisoners in all, including the master, his wife and five children. They were tried and the sentences passed were as follows :—For the master and his wife, fifteen years' imprisonment, with hard labour; the sailor who first pleaded an alibi got four years' hard labour—the sentences in both cases to be carried out in Timor. The junk to be sold, and the proceeds handed over to the credit of the Telegraph Company, after deducting expenses. The rest of the prisoners were acquitted.

An outrage of a nature calculated to give rise to a question of much importance has been perpetrated by a Chinese mandarin junk at Lamma Island. This vessel, it appears, fired upon a fishing junk, and wounded three of its crew, who are now in the Civil Hospital; and as the shots were fired in British territory (Lamma lying within the boundaries of Hong Kong and its dependencies according to the latitude and longitude laid down in the charter of the Colony), it will become a question whether it will not be the duty of the Government to enforce satisfaction. The story told is that the mandarin junk came to the station and demanded a squeeze, on the ground that the fishermen ought to have a licence from Canton, and on the money being refused, went away and fired, as already stated. A curious question has been raised as to whether Lama Island belongs to the Colony, but we understand a reference has proved that there is no doubt of the fact. We learn that it is probable the subject will be brought forward at the Legislative Council.

The following account of the average amount of bank notes in circulation and specie in reserve in Hong Kong, during the month ending 31st July, 1874, is published in the *Gazette* :—

Banks	Average At.	Specie in Reserve.
Oriental Bank Corporation	$438,853	$250,000
Chartered Mercantile Bank of India, London, and China	740,106	250,000
Chartered Bank of India, Australia, and China	451,795	175,000
Hong Kong and Shanghai Banking Corporation	1,088,516	500,000
Total ...	$2,719,270	$1,175,000

The embellishments of St. John's Cathedral have received a very handsome addition. Lady Smale has presented the Cathedral with a set of beautiful altar rail cushions, embroidered in gold. All who have seen it are much pleased with the beauty of the work, and are delighted to find that the Church has so good a friend. The work was executed at Canton.

At the just concluded Criminal Session of the Supreme Court, two Chinese prisoners named Lum Aloi and Wong Asam, repectively charged with perjury, and liberated on bail, did not answer to their names. Their bails were accordingly escheated to the extent of $200 each.

A pyhthon similar to the large one recently seen at Kowloong, or that forwarded to the Zoological Gardens by Messrs. A. S. Watson and Co., has been captured by one of the police at

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Stanley. He proves rather an expensive guest, as he eats fowls etc., with alarming rapidity.

The Austrian war steamer *Archduke Friedrich*, from Singapore 2nd August, came into harbour on the 15th August, and saluted the British flag. The salute was returned from the *Princess Charlotte* and the saluting battery.

The Chinaman, Lee Lum Kwai, charged with extortion for threatening to procure the rendition of another Chinese to the native Government unless heavily feed, has been committed for trial at the Supreme Court.

An Ordinance embodying the scattered legislation regarding merchant shipping, and containing some important local regulations, is passing through the Legislative Council. The Council next meets on the 31st August.

A native "Ta Tsiu" festival, now in progress, has provoked strong remonstrances from the European population.

The following items of news are from the *Overland Trade Report*:—

Great complaints have been made with reference to the failure of the Chinese officials at Foochow to take any steps to prevent the robbery of the cargo of the steamer *Canton*, recently wrecked on Min Reef. Although the matter was at once represented to them by H.M. Consul, and there were two European-built gunboats in the port, they did nothing, and allowed the valuable cargo to become the prey of wreckers. A protest has been sent by the Foochow Chamber of Commerce to H.B.M. Consul, who has promised to represent the matter to the Chinese authorities. The latter are bound by treaty to adopt measures for the security of British vessels which may become stranded on the China coast, and it is clear that in the present instance, although they could easily have done so, they failed to take any steps whatever.

The ordinary half-yearly meeting of the Hong Kong and Whampoa Dock Company took place on the 24th August. The report showed a surplus of about $28,000, and left the question of dividend to be decided by the meeting. The Chairman said that the directors had not felt justified in recommending a dividend, as there were sundry amounts to be provided for, among others an old debt of $5,000, which had been taken over when the Union Company was purchased, which appeared as an asset to that company, and was an amount due by the Spanish Government as a guarantee for work, and which there was little chance of recovering. The report was adopted, and after some discussion it was agreed to be unadvisable to declare any dividend.

An extraordinary meeting of the shareholders in the China Fire Insurance Office was held on the 25th August, when a resolution confirming that passed on the 11th, for an alteration in the Articles of Association, to permit the investment of a portion of the funds in foreign securities was passed.

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, AUGUST 29, 1874.

That the namby-pamby, subservient, kowtowing, and servile policy, *vis-a-vis* the Peking authorities, adopted and followed with but too faithful consistency by the representatives of the British Government in China, should have resulted in an almost complete erasure of the prestige painfully acquired by the sacrifice of men and money fourteen years ago is hardly surprising. To those who know the Chinese mind and its utter callousness to any sentiment but that of contempt on one hand and awe on the other, the pursuit of such a policy, the maintenance of such a prostrate attitude as Great Britain through her sinologic representatives has of late carried out and assumed, could only eventuate in a position of affairs which might be worse, and could hardly be better, than now exists in China. When our representative wanted to present his great nation's congratulations to the effete stripling who sits on the throne of China on the occasion of the potentate's marriage, he took, vicariously for the power he represents, a slap in the face; and now China concludes, from a process of reasoning peculiarly Chinese, that every part of the body she then insulted with impunity may be assaulted in its turn. The latest treaty with China provides that any Chinese subject who shall have taken refuge under British protection shall, upon proof of his having committed any offence against Chinese law, be delivered up to his own authorities. To us, who know how easy it is for any person in authority, not of the highest necessarily, to adduce proof of anything, such a stipulation seems absurd; but when we know that in delivering a Chinaman to be dealt with by the laws of his country, if he should happen to be obnoxious to any one in power, we are delivering him to the certainty of the most refined kinds of torture, it appears somewhat barbarous. But the concession of a right she should never have possessed — the admission of China to treaty rights at all—has another aspect, and one which affects our national dignity, which is of more importance far, as regards our relations with China, than our national reputation for humanity. The Chinese Government has a right to claim the rendition of any of its subjects who may have committed outrages even upon British nationals in Chinese territory or waters. A case in point occurred the other day, or only a few weeks ago. A Hong Kong junk was pirated in Chinese waters. The pirates were taken and brought to Hong Kong, where proof of their guilt was clearly established. A demand was made for them by the authorities at Canton. No proof was needed as to the *locale* of their outrage. The fact was clear, and was admitted that it was within Chinese jurisdiction, and accordingly the men were given over to their own countrymen for punishment. It is positively asserted, and I, who do not take things on mere report, believe it, that they were under Mandarin protection, and were discharged at once. Certainly no account of their punishment has been sent to Hong Kong. But let that pass.

Within the last fortnight a mandarin junk, probably one of those boats in the service of the Viceroy of Canton which are employed to collect the Customs revenue, and really blockade Hong Kong so effectually that not a junk can pass to or from that island without incurring the certainty of a squeeze, and running the risk of confiscation, fired upon a village on Lamma Island, a patch coming within the limits of the charter of Hong Kong, and wounded or killed several of the inhabitants. There is no news of the Mandarin junk being called to account; but an idea prevails here—incredulous as our people are becoming about the Home Government troubling itself about any of these things—that this is an outrage which will at least be inquired into. But the sombre aspect of trifles like these pales before the magnitude of the blackness of the last horror I have to report. Six days ago, last Saturday morning, the Hong Kong, Macao, and Canton steamer *Spark*, having on board her Captain Brady, a man well-known and much respected here, three Portuguese officers of the ship, and a crew of eight Chinese, left Canton as usual in the forenoon for Macao. Among other merchandise she carried one hundred and fifty Chinese, passengers apparently of the ordinary sort. One European gentleman, named Mundy, an *employé* of Messrs. Deacon and Co., unfortunately for himself, took his passage in the ill-fated vessel. Monsieur Dabry de Thiervant, the French Consul at Canton, had fully intended to go to Macao the same day in the same vessel. An unforeseen, apparently annoying, but really providential trifle prevented him from carrying into effect his intention. Before I go any further, I may as well mention, for the sake of those who may know Mr. Mundy at home, that he is alive, and, if not well, at least likely to recover soon from the effects of his voyage. He is the survivor of the catastrophe. Just at the moment when the steamer was leaving the Canton wharf, a man, attended by two coolies carrying a chest, hurried to the vessel and deposited the chest on board. By one of those supreme accidents which may be the result of human accuracy of calculation, or may be an arrangement of fate, inscrutable and disastrous, the chest so arrived on board that the Customs official on the wharf had neither time to search it nor to have it brought ashore, and so the vessel steamed away tranquilly to sea with a case full of arms, and a crowd of pirates able and willing to use them. For, among the not comparatively numerous and apparently unremarkable Chinese passengers, were no fewer than thirty of the Pearl River pirates. These had laid their plans with sufficient cunning. They commanded success if they did not deserve it. The Captain was so familiar with that latent danger incurred by every European who makes a passage on board a vessel with a crowd of Chinese passengers that the moment of active peril found him unprepared. At a preconcerted moment, soon after noon, when the *Spark* on her downward passage had passed the two daily up river steamers, one from Canton, the other from Macao, the pirates commenced a fictitious row on the middle deck. I should mention that our river boats here are built on the same principle as the American ones. The first and second classes are on the upper deck, the saloon being forward. The middle deck is devoted to the deck or third-class passengers. The mate, when he heard the riot increase in intensity, ran aft and went below, endeavouring, no doubt, to quell it in the usual summary way. The pirates quelled him, and continued their noise. The purser next went below, and was either forced overboard, or killed and thrown into the river. Captain Brady, who was in his cabin at the time—probably the two previous murders only occupied as many minutes—seized his revolver, and in his turn ran aft and went below. A pistol shot met him in the shoulder, and he was set upon by the ruffians. His revolver would not go off, but snapped repeatedly. He then had to fight his way to the upper deck, which he reached, with thirty-two wounds. It was then Mr. Mundy's turn. This gentleman, armed only with nature's weapons, saw the captain struggling to the deck, and went to his assistance. He knocked down at least two of the pirates with his fists, and then fell himself, overpowered by numbers. Before he became insensible he had strength enough left to take his rings off his fingers, the pirates giving him the alternative of doing so or having rings and fingers cut away together. The compradore of the steamer, a Chinaman, wisely left his cabin and mixed with the passengers, a precaution which saved his life, for a Chinese passenger who was close to his room was killed in mistake for him. Four others were also killed, but whether they were *bonâ-fide* passengers or some of the pirate band has not transpired. The engineer was also disposed of, but when or in what manner, owing to the confusion and the impossibility of getting an accurate account from the terrified Chinese passengers and crew, is unknown. Until past six in the evening the robbers remained in possession of their prize, when a Hakka junk came off from the shore and took them and their booty away. They secured at least $7,000 in silver and notes of the Hong Kong

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banks. This was the property of the company. What they got from the passengers, whose boxes they impartially rifled, is merely matter of conjecture. It is a curious fact that some $60 in a drawer in Capt. Brady's cabin should have escaped them. When they had fairly vacated the vessel, the Chinese crew and firemen, who had secreted themselves or mixed with the passengers, took charge of the vessel, and managed to arrive at Macao about midnight, where the *Spark* was boarded by Capt. Carroll, of the *Poyang*, the Governor's secretary, and one or two other gentlemen, who found a hideous scene of carnage. Life was found in Mr. Mundy, who was taken ashore and tended. Means were taken to secure the future appearance of all the passengers; a Portuguese gun-boat was at once despatched to search for the pirates, the news was sent to Hong Kong in a steam launch, and the authorities at Canton were at once communicated with. It is but doing justice to these latter to say that they have done their best to secure the apprehension of the pirates; but up to the time of the mail leaving (Saturday, 29th August, 10 A.M.) no capture is reported. I do not mean to say that the Chinese Mandarins, at least those in high places, are in any way responsible for or connected with this outrage; but I do say that it has arisen from the gradual death of the terror of the British name which the wholesome lessons of years gone by inspired in the Chinese mind. To me there is no more certain sign of the times, no more fatal index of our loss of moral weight in the balance of Chinese estimation, than this successful outrage, perpetrated in broad daylight upon a steam-vessel sailing under the protection of the British flag. If matters progress as they have done of late that flag will be no protection at all in these seas, but will serve to show who may be safely insulted by the officials, and robbed and murdered with impunity by the piratical populace of the Celestial Empire.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 5th September; no later mail from London had been received. The following summary of news is from the *Straits Times*:—

The meeting of the Tanjong Pagar Dock Company (Limited) was held at the company's office on the 25th August.

The report and accounts having been taken as read, it was moved—That the directors' report and accounts as now presented be passed. To this an amendment was proposed by Mr. Powell, seconded by Mr. Mansfield—That the directors' report and accounts as now presented be adopted, with the exception that the words "an *ad interim* dividend of 4 per cent." be expunged, and the words "a dividend at the rate of 10 per cent. per annum" be substituted. The amendment being put to the vote, resulted in a show of hands, for the amendment, ten, against it, ten. The Chairman gave his casting vote against the amendment. A poll was then demanded by five shareholders, and on votes being taken, 152 votes were recorded for the amendment, and 331 against it; the Chairman then declared the amendment as lost. It was then proposed by the Chairman, seconded by Mr. Suhl, "That an *ad interim* dividend at the rate of four per cent. for the half-year ending 30th June last be declared." On a show of hands, the Chairman declared the proposition carried. It was then proposed by Mr. Wood, seconded by Mr. Harper, "That it being considered desirable to construct a new Graving Dock, the directors be empowered to take such steps as may be necessary to ascertain the cost of such a work." A shareholder objected to the proposition, on the ground that there was no necessity for another dock. After discussion, the question being put to the vote, showed, for nine, against three. The chairman then declared the resolution carried. The meeting closed with a vote of thanks to the chairman and directors, for their exertions in the interests of the company.

The following intelligence from Atchin is extracted from the mail summary of the *Indier* of the 26th August:—Little news has been received from Atchin. There have been varying reports from all quarters, but the state of affairs is, generally speaking, not more unfavourable. Colonel Pel has stopped further operations for a short time. More States may gradually hoist our flag (there are some the submission of which was announced months ago which now openly acknowledge the Netherlands' supremacy), but so long as Great Atchin, Pedir, and Simpang Olim persist in their resistance, the state of affairs will remain as before. The Atchinese have, after an interval of a few days, begun again to fire upon us continually. The commander deems it necessary to capture some other well fortified positions in order to be secure, at least to a certain extent. The Batavia *Handesblad* of the 26th Aug. says that while some of the small Atchinese States are hoisting the Dutch flag, armed men are at the same time setting out from them to harass the Dutch at Kotta Rajah.

Allusion was recently made to disturbances in the Malay State of Salangore. Since then, it has transpired that the trouble arose through ill feeling between two Chinese factions near Sunghie Ujong,—a rich tin mining district,—which at one time threatened to culminate in a serious outbreak. This has, happily, been prevented through the influence of this Government, and an amicable settlement of the differences has been effected and the headmen bound over in heavy sureties to preserve the peace.

An inquiry has been instituted before the Executive Council into the condition of the public service, and the relation of the various office-bearers to their offices, as also for the investigation of any charges of maladministration that may be brought forward, and the meetings are open to the public. Three meetings have been held, but the inquiry is not yet sufficiently advanced to warrant public notice of its proceedings. So far, however, there appears to be no ground whatever to imagine that our public service is not as efficient and as incorrupt as we could wish it.

Notwithstanding many reductions in postage and the completion of postal conventions with neighbouring Governments, by which postage to those places is now chargeable only once on mail matter, instead of twice, as formerly, the cost of local postage is still heavy compared with other parts of the world, especially on newspapers and other printed matter. It is therefore gratifying to learn that our Postmaster-General, having reduced the postage on letters between the Settlements of the Colony by private steamers to two cents, is now endeavouring to obtain a reduction on newspaper postage to one cent within the Colony and to two cents to all places east of Suez,—a recommendation that, if carried out, will be heartily welcomed by all mercantile men, whose prices current and market reports now cost them a large sum monthly.

The Hadji Arshad gaming-house appeal case has again been brought before the Supreme Court and the judgment set aside, on the ground that the respondent—the Inspector General of Police,—had not been served with a notice of the hearing on appeal, as required by the Ordinance. This, however, does not affect the interpretation of the law as expounded by the Chief Justice in his decision on this case; but as the appellant could not bring up his appeal a second time, the only course open to him is to petition the Government for the remission of the fine imposed by the magistrate under a mistaken conception of the law.

The vacancy in the Legislative Council caused by the death of Mr. Forbes Scott Brown, the unofficial member for Penang, has been filled by the appointment of Mr. Walter Scott, of the firm of Messrs. Brown and Co., of that Settlement, a most judicious selection, which has given great satisfaction. Among minor official changes to notice we may mention that Mr. A. W. Skinner, Inspector of Schools, Hospitals, and Prisons, has been appointed Acting Assistant Colonial Secretary, *vice* Mr. E. H. Watts, and that Mr. R. W. Hullett, Principal of the Raffles Institution, takes up Mr. Skinner's duties. Captain Walshe, police magistrate, goes home on six months' leave of absence.

The ball at the Government House, in commemoration of Her Majesty's birthday, came off as announced on the 3rd Sept., when the hospitality of Sir Andrew and Lady Clarke was extended to one of the largest gatherings of the residents ever assembled there, who were entertained right royally.

The Lodge of Good Templars formed here about a year ago has proved a successful institution, and numbers now about fifty members, who are rapidly drawing others into their order. The lodge gave a very successful entertainment, at which some two or three hundred persons were present. The programme consisted of songs, dialogues, and harangues bearing upon the objects of the order, and temperance refreshments were freely distributed during a half-hour intermission. We understand the lodge is now in a most flourishing condition.

The Rifle Competition between seven officers and non-commissioned officers of 1-10th Regiment and an equal number of the S. V. C., has been brought off at the Rifle Butts and proved one of the most exciting matches that has ever taken place here. During the last three or four rounds each corps lost and won alternately, and the match was so closely contested that the last shot was sufficient to give the championship to either side. Unfortunately for the S. V. C., they missed it, and 1-10th Regiment were declared the winners by three points.

A fatal accident has occurred on board the steamer *Bangkok* during her passage down from Bangkok. Two days after leaving port, one of the native firemen, by some unaccountable means, fell into the crank well and was crushed almost to a jelly by the crank. An alarm was given and the steam shut off immediately to stop the engine, but before it could be brought to a stand-still the body was fearfully mangled. It was then taken out, and after prayers by the Mahomedan crew, it was stitched up in canvas and committed to the deep.

A new dwelling house in course of erection on Mount Sophia, fell while the roof was being put on, burying six workmen in the ruins. One of them escaped with a few bruises, and was able to walk home, but the other five were more or less injured, and had to be sent to hospital, where, we learn, they are doing well. The accident was, no doubt, due to defective construction of the building.

A warder has been assaulted by two prisoners in the criminal prison. The offenders were tried before two visiting justices and flogged.

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Commercial Report.

(For dates see first page.)

IMPORTS.

Newchwang.—Messrs. Bush Brothers state, that manufactures had been placed in considerable quantities at improved rates, and that the demand for heavy goods continued. Grey Shirtings, 8¼-lbs., were Tls. 1.74.; 10-lbs., Tls. 3.20 for Dragon and Lion chops; T-Cloths, 7-lbs., Tls. 1.46 to Tls. 1.49, Globe; 8-lbs. Eagle, Tls. 1.82; best 15-lbs. English Drills, Tls. 2.98; American, Tls. 3.60.

Hankow.—The market had continued in the same dull state as previously noticed. Sales had been on the most moderate scale, prices showing little or no change.

Shanghai.—There had been but little change, the market generally having continued without animation, though transactions in the aggregate had been fairly large, considering the adverse advices lately received from the outports. Prices remained in most instances without alteration.

Hong Kong.—There was nothing in the Import market calling for any particular remark; values had undergone little or no change, and the sales reported showed rather less business in progress than during the previous fortnight. The Chinese were buying with great caution, and in some cases prices have been barely maintained.

Batavia.—The general position of the market for imports had undergone little change; business for this season of the year was unusually inactive. For some descriptions of Dutch staples there continued to be a fair demand owing to the lightness of stocks. The only arrival had been the steamer Prins van Oranje, and a good portion of her supplies of Madapollams and Calicoes had been placed for arrival at about previous currencies. English Grey and White Goods were in heavy stock and much neglected; Yarns also were dull of sale.

Singapore.—The market for Grey Cotton staples has been dull and depressed. Most articles had slightly declined in price, and business had been limited.

Penang.—No important change had taken place in the market during the fortnight—transactions had been exceedingly limited and quotations generally were unaltered.

EXPORTS.

TEA.

Hankow.—Messrs. Drysdale, Ringer and Co.'s Report says:—Shortly after departure of our last, dated 4th Aug., the third crop Teas began to make their appearance, and the business of the fortnight has been entirely in this class. As usual, only a small portion of the Teas have been shown on this market, the bulk going direct to Shanghai. Our opening rates rre rather higher than those of last year, but we have a much lower exchange and cheaper freight in our favour, at the same time, we have been paying higher prices than Teamen can get in Shanghai. Settlements are:—5,611 chests, 9,492 half-chests, 200 boxes at 1s. 1d. to 1s. 4d. per lb.; 1,344 half-chests at 11½d. to 1s. 0¾d. Among other settlements, several parcels of Oonfa have been bought at Tls. 16 to 20, and a few Shuntam-packed Teas at Tls. 14½ to 15, one very common lot being taken at Tls. 12¾ per picul. As regards the quality of the third crop, it is disappointing after what we had been led by Teamen, with their contiuual reports of favourable weather, to expect. It is barely up to the average in our opinion: some of the better parcels will compare with last year's but certainly are not better. Export keeps within bounds as compared with last year, although arrivals to date are a million in excess. As there will be a steamer for Shanghai in a day or two at Tls. 2 freight, most of the recent settlements are being kept back in order to secure the cheap rate, otherwise we would probably have had a larger export for this mail. Teamen seem to agree that the third crop is a large one or can be made so; if prices in Shanghai are remunerative, fresh orders will at once go up country to pack more Tea.

Kiukiang.—Black Teas: 100 chops, amounting to 15,686 chests, had arrived during the fortnight, out of which four chops (700 chests) had been settled—Tls. 20.5.0 being the highest rate paid. Total arrivals, 157,946 chests. Green Teas: Total arrivals, 10,796 half-chests.

Shanghai.—*Black:* The amount of business transacted during the fortnight had again been very large, and, with the exception of the commoner Teas, which showed a slight decline, there had been but little change in values. The market closed with a good demand at current rates. A considerable portion of the settlements were being shipped by sailing vessel. Supplies had come forward freely, even for the time of year, and with the remunerative prices ruling for common Teas, the almost inexhaustible manufactories of Shuntaam and Hohow were likely for a time to be brought into full play. Settlements for the fortnight, 47,000 chests; re-shipments, 3,460 chests; stock, 32,000 packages. *Green:* A few chops of Tuckhing Moyunes had been shown, and had found buyers at prices Tls. 2 above last year's opening rates. In water and appearance they were much the same as first arrivals of last season. A large business had been done during the fortnight, considering the high range of prices, and the great discrepancy existing between cost here and home value. A decline of Tls. 1 to 2 from the extreme opening rates had been established. Pingsueys were meeting with some attention at about last quotations. The following were about the prices paid:—Country Tea, Tls. 33½ to 45½ per picul; Pingsuey, Tls. 17 to 40; Local-packed, Tls. 40. Settlements, 50,418 half-chests; reshipments 2,275 half-chests; stocks 61,340 half-chests.

Foochow.—A quieter feeling had prevailed during the week, and settlements showed a considerable falling off. Congou: Settlements had been 11,800 chests, at Tls. 6½ to 23, and a few small lots of boxes t Tls. 24 to 26. Teamen had been more willing sellers of all grades and teas below medium showed a decline at about half a tael. Third crop teas were coming to hand; arrivals 24,700 chests. Souchong; Settlements 1,050 chests, at Tls. 14 to 34. Prices without alteration. Arrivals 3,000 chests. Oolong: Settlements 1,000 half-chests at Tls. 18½ to Tls. 21, being about previous rates. Arrivals 6,100 half-chests. Scented Teas had been in good demand at prices maintaining the decline noticed in the last issue—settlements amounting to 10,400 boxes at Tls. 19¼ to 26 for Orange Pekoe, and Tls. 19 to 23¼ for Capers. Arrivals 5,800 boxes. Flowery Pekoe: Settlements 140 chests at Tls. 38. Arrivals nil.

Amoy and Tamsui.—Some further purchases of Oolongs had been made, principally for shipment to New York by the steamer Bengal, though some of the best Teas were reported to be going *via* Southampton and by the Pacific Mail route. The prices paid had generally been $3 to $5 per picul over last season's opening figures. Oolong statistics were:—Arrivals, 129,864 half-chests; settlements, 23,021 half-chests; and stock, 106,843 half-chests. Advices from Tamsui are to the 18th instant, at which time prices were unchanged, except for lower grades, which were quoted somewhat cheaper. The total export to America of new Formosa Oolongs was about 1,000,000 lbs.

Canton.—Messrs. Deacon and Co's Report says:—Quietness has characterised our Tea market during the interval since last mail. Home advices continue of the most discouraging nature, and Teamen do not offer much inducement to operators by making any concession in price, the value of raw leaf in the country being firmly maintained. *Congous:* No Settlements have been made here, but extensive contracts are reported in Macao at Tls. 14 to 19 per picul.—Scented Teas: Capers are unchanged in value, and the assortment of desirable quality is reduced to a small compass. Orange Pekoes have, in some instances, gone at prices the turn in favour of buyers but purchases have been very moderate. The fortnight's business is summarised as follows:—Scented Orange Pekoe, 2,500 boxes at Tls. 19 to 24 per picul. Scented Caper, 8,000 boxes at Tls. 17 to 24.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo- lbs.
June 6 ...	Ada	Hankow ...	988,129
„ 16 ...	Cutty Sark	„ ...	1,270,651
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 17 ...	Sir Lancelot	„ ...	1,149,957
„ 17 ...	Thermopylae	„ ...	1,315,825
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale ...	„ ...	930,783
„ 6 ...	Glamis Castle (str.) ...	„ ...	2,340,580
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 9 ...	Teheran (str.)	„ ...	1,200,000
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ..	Norham Castle	„ ...	1,010,045
„ 22 ...	Lothair	„ ...	1,300,000
„ 22 ...	Leucadia	„ ...	1,400,000
„ 23 ...	Glenroy (str.)	„ ...	2,000,000
Sept. 1 ...	Wylo	„ ...	1,300,000
„ 6 ...	Mirzapore (str.)	„ ...	2,000,000
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
July 3 ...	Deerhound	Canton ...	657,684
Aug. 1 ...	Golden Spur	„ ...	782,227
„ 14 ...	Patroclus (str.)	„ ...	1,710,711
„ 22 ...	Faith	„ ...	700,000
„ 29 ...	Pekin (str.)	„ ...	1,000,000

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2¼d.	4s. 3d.
Shanghai „	5s. 9½d.	5s. 10d.	5s. 10¼d.
Canton „ ...	4s. 2d.	4s. 2¼d.	4s. 2⅝d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2d.	4s. 2⅛d.	4s. 2¼d.
Manila „	4s. 0d. to 4s. 0½d.	4s. 0½d. to 4s. 0⅝d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305	221½
„ Hong Kong	27¼ to 27⅜ dis.	—
Bar silver	Tls. 111.2.0	9½ prem.
Mexican dollars	„ 73.2.0	⅝ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 9½ per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 85 per share.
China Fire Insurance Company, $31 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 87 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2½d., at Batavia F.11.75, at Manila 4s. 0½d., at Singapore 4s. 2½d.

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SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	144 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	88 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	70 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$525 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	4 ...	
Union S.N. Company	100 ...	100 ...	63 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	660 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,750	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.85½ ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	*130½ ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls.117 ...	12 p.c.

LATEST TELEGRAMS.

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THE TYPHOON AT HONG KONG.

HONG KONG, OCT. 3 (Post to Saigon).—The loss occasioned by the late typhoon in the neighbourhood of Hong Kong is estimated at £1,000,000. The shore for several miles is strewn with wrecks. In consequence of the typhoon, import business is at a standstill.

THE STRAITS SETTLEMENTS.

SINGAPORE, OCT. 9.—H.M.S. *Charybdis*, *Hart*, *Avon*, and *Pluto* have returned here from an expedition to the East Coast. Sir Andrew Clarke, the Governor, has settled the threatened difficulties between Bandar and Pahang and the Maharajah of Lahore.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, OCT. 7.—The P. and O. steamer Sumatra, with the homeward India and China mails, arrived here to-day, and the mails were despatched for London this evening.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, OCT. 4.—The P. and O. steamer Pekin, with the India and China heavy mail, left at 4 P.M. to-day for Southampton.

NEXT INWARD MAIL.—SUEZ, OCT. 4.—The Messageries Maritimes steamer Anadyr, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on or about the 13th inst.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, OCT. 6.—The P. and O. Company's steamship Teheran, with the heavy Indian, China, and Australian mails, arrived here to-day. She brings 70 passengers, specie to the value of £688,300, valuables to the amount of £6,800, also 23,400 packages of tea, 900 bales of silk valued at £100,000, and 52,500 packages of general cargo.

INWARD MAIL DUE NOVEMBER 2.—GALLE, OCT. 6.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, left here to-day for Aden.

LAST OUTWARD P. AND O. MAIL.—SUEZ, OCT. 9.—The P. and O. Company's steamer Bangalore left at 11 A.M., and the Australia at noon for Bombay and Calcutta respectively, with the outward India, China, and Australian mail of the 24th ult and 2nd inst.

OUTWARD MAIL OF SEPT. 11.—GALLE, OCT. 5.—The Messageries Maritimes steamer Hoogly, from Marseilles Sept. 13, left here to-day for Singapore.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Oct. 8, off Deal, from Rangoon, Ardentinny; at Falmouth, from Akyab, Rosa Rocca, Theresa; 7, at Liverpool, from Zebu, Jane Sprott; at Glasgow, for Maulmain, Corlic; 8, at Queenstown, from Bassein, Tyrol; 3, at Bremerhaven, from Rangoon, Amicizia Savona; 4, Issac; 5, at Hamburg, from Rangoon, Zouave; 9, at London, from Nagasaki, Eastern Chief; 8, at Falmouth, from Bassein, Johan Lang; 3, at San Francisco, from Nicolajefsk, Evelina.

DEPARTURES.—Oct. 6, from Glasgow, for Batavia, County of Stirling; 7, from Shields, for Galle, Shield; 9, from London, for Yokohama and Hiogo, Evelyn; for Java, Sumatra (str.); for Colombo, &c., Bertha (str.); for Newcastle and Singapore, Assyrian; from Plymouth, for Singapore, China, &c., Crocus (str.); 8, from Cardiff, for Galle, Marie Josephina; for Yokohama, Thos. Hilyard; 7, from Penarth, for Singapore, Glenavon; 9, from Liverpool, for Singapore, China, &c., Achilles (str.).

SPOKEN.—Eastern Chief, Nagasaki to London, Sept. 19, 37 N., 39 W; Urania, Liverpool to Batavia, Sept. 11, 11 N., 26 W.; Las Vinnicombe, Manila to Falmouth, Sept. 22, 38 N., 38 W.

CASUALTIES.—A telegram from Alexandria, Oct. 8, announces that the Nankin (str.), from London to Singapore, China, &c., broke her main shaft when 160 miles of this place, and was towed in here yesterday by the Emma David (Belgian str.). Lisbon, Oct. 7.—Rudder working order if ship towed home better send divers report damage besides broken keel none available. Securing propeller may prevent further injury. Shanghai, Oct. 7.—The Argonaut, from Swansea to Shanghai, experienced a heavy typhoon on Sept. 28, lat. 22 N., lon. 120 E., and was abandoned in a sinking condition; crew saved by a passing vessel and brought here.—Bremen, Sept. 30.—The Everhard (German barq.), Horstmann, from Hong Kong to New York, was totally lost during the typhoon at Hong Kong, on the 22nd Sept.; crew saved.

MISCELLANEOUS.—At Port Said, Oct. 7, Glacus (str.), from Liverpool, for Singapore, China, &c.; Normanby (str.), from Glasgow for Singapore. The Committee of Lloyds will be glad of any information respecting the Soemling, Kannegieter, which is reported to have sailed from Batavia for Amsterdam on Feb. 23rd, and was spoken April 17th in lat. 33 S., 28 E.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Aug. 19, Glenfinlas (str.); 20, Galley of Lorne (str.); from Liverpool, 21, Hector (str.); from London, &c., Oct. 6, Guinevere, Cawdor Castle (str.), Ulysses (str.), Conqueror.

At HONG KONG and CANTON.—From Hamburg, Aug. 19, Dan.

At SINGAPORE.—From London, Aug. 30, Paris; Sept. 5, Glenartney (str.); Oct. 7, Braemar Castle (str.); from Penarth, Aug. 31, Salatiga; from Cardiff, Sept. 4, Akbar; from Newcastle, 4, Meggie Dixon.

At BATAVIA.—From Liverpool, Aug. 28, Southern Cross; from Texel, 15, Oceaan; 16, Liberaal; 29, Vice Admiraal May; from Bordeaux, 21, Les Bons fils; from Genoa, 25, Nuova Abele; from Holland, 26, Prins Van Orange (str.); from Shields, 15, B.R.H.; from Newcastle, 19, Zuid Holland; from Boston, 18, Annie E. Elliott; from New York, 23, Susan A. Blaisdell; from Monte Video, 19, Antagonist; from Buenos Ayres, 28, County of Berwick.

At PENANG.—From London, Aug. 24, Muriel (str.); 26, Paris (str.); from Liverpool, Sept. 1, Antenor (str.); from Hamburg, Aug. 24, Atalanta (str.).

DEPARTURES.

From SHANGHAI.—For London, Aug. 15, Patroclus (str.); 18, Norham Castle, Kaisow; 20, Lothair.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For London, Aug. 27, Sing Tai; for Southampton, 15, Teheran; for New York, 26, Water Lily; for Buenos Ayres, 22, Crested Wave.

From SINGAPORE.—For London, Aug. 22, Teheran (str.); 30, Patroclus (str.); 31, Tynedale; Sept. 1, H.W.M.; 5, Historian; for Boston, Aug. 25, Belle of Southesk; for New York, Sept. 2, Pleiades.

From BATAVIA.—For Channel, Aug. 23, Equator; for Holland, 21, Jason; 26, Stad Middleburg; for Boston, 16, Lepanto.

From PENANG.—For London, Sept. 1, Verulam.

VESSELS LOADING.

At SHANGHAI.—For London, Borealis, Wylo, Glenroy (str.), Hector (str.), Leucadia; for New York, Killarney (str.), Galley of Lorne (str.), John R. Worcester.

At FOOCHOW.—For London, Undine, Historian (str.), Eliza Shaw.

At HONG KONG and CANTON.—For London, Beautiful Star, Melbrek; for New York, Rifleman, Everhard, Juan F. Pearson, San Juan, Omega.

At SINGAPORE.—For London, Cameo, Alexandra; for Liverpool, Bertie, Aurora Australis; for Hamburg, Esperanza; for Boston, Escort; for New York, St. Bernhard.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates for London are £3 per ton of 40ft. per steamer; £3 to £3 10s. per 50ft. sailing vessels.

At FOOCHOW.—To London the rate for steamers is £3 per 40ft.; sailing vessels, £3 per 50ft.

At HONG KONG AND CANTON.—To London £2 17s. 6d.; and to New York, £2 17s. 6d. per ton of 50ft. and 40ft. respectively.

At BATAVIA.—To Channel £3 10s., to load sugar on the Coast. To United States £3 15s., to load at the Eastward. To Rotterdam, f. 57.50 sugar, f.60 coffee, f.52.50 tobacco, f.105 hides.

At PENANG.—To London, bag sugar, £3 2s. 6d.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Aug. 12 ...	Wijk aan Zee ...	Amsterdam ...	Samarang
„ — ...	Lady Louise ...	Cardiff ...	Shanghai
„ — ...	Mauritius ...	Greenock ...	Batavia
„ 13 ...	Johanne ...	Manila ...	New York
„ — ...	Oceaan ...	Amsterdam ...	Batavia
„ — ...	Alblasserdam ...	— ...	Singapore
„ — ...	B. R. H. ...	Shields ...	Batavia
„ — ...	Cosmopolita ...	Glasgow ...	Ilo Ilo
„ 14 ...	Anna ...	Cardiff ...	Singapore
„ — ...	Ferdinand Brum ...	Do. ...	Do.
„ — ...	Henry S. Sanford ...	Do. ...	Do.
„ — ...	Thermopyla ...	Shanghai ...	London
„ 15 ...	Nicolo Tommasco ...	Singapore ...	Do.
„ — ...	Howden ...	Do. ...	Liverpool
„ — ...	Zuid Holland ...	Shields ...	Batavia
„ 16 ...	Colibrij ...	Cardiff ...	Singapore
„ — ...	Annie E. Elliot ...	Boston ...	Batavia
„ — ...	Warden Law ...	New York ...	Singapore
„ — ...	Sir Harry Parker ...	London ...	Hong Kong
„ — ...	Queen of the South .	Hong Kong ...	New York
„ — ...	Chattanooga ...	New York ...	Nagasaki
„ 17 ...	Les Bons Fils ...	Bordeaux ...	Batavia
„ — ...	Antagonist ...	Montevideo ...	Order
„ — ...	Perthshire ...	Buenos Ayres ...	Do.
„ — ...	Mary Whitridge ...	New York ...	Shanghai
„ — ...	Whitehall ...	Ilo Ilo ...	England
„ 19 ...	Salatiga ...	Cardiff ...	Singapore
„ — ...	Susan A. Blaisdeil ...	New York ...	Batavia
„ — ...	Conqueror ...	Cardiff ...	Order
„ — ...	Helena ...	Ilo Ilo ...	New York
„ 20 ...	Waterloo ...	Amsterdam ...	Samarang
„ 23 ...	Nuova Abelo ...	Genoa ...	Batavia
„ — ...	Orient ...	Rotterdam ...	Singapore
„ 24 ...	Equator ...	Batavia ...	Falmouth
„ — ...	Sea Star ...	Singapore ...	London

THE Tinnevelly pearl fisheries this season have yielded over one lac of rupees. The pearls have been purchased by Chinamen from Hong Kong at high prices.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, and other parts of the Far East will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.

The "London and China Express" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "London and China Telegraph" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, OCT. 12, 1874.

THE HONG KONG BANK MEETING.

The Chairman of the Hong Kong and Shanghai Bank certainly possesses the *suaviter in modo* in an eminent degree. In his address to the shareholders at Hong Kong on August 19, which we published in the *London and China Telegraph* of Oct. 5, he describes in the most agreeable manner all the ugly losses sustained by the bank. These losses came upon the directors from all quarters. The branches at Yokohama, Shanghai, Calcutta, and even London, all contribute their quota of bad debts. Headquarters seems to be spared from mention in the category, but if all accounts are true, the Hong Kong Establishment figures for a considerable sum on the wrong side, owing chiefly to exchange operations, but with Mr. Greig at his side, the Chairman seems to have spared him from any unpleasant remarks on his management of the bank's affairs. But more remarkable than the Chairman's ability to "make things pleasant" is the conduct of the shareholders. No questions asked—everything taken for granted—and no attempt to criticise any of the transactions by which such enormous losses were incurred, leading to no dividend and a heavy wipe off the reserve fund. The shareholders in England, however, are not so well satisfied at the altered condition and appearance of their property, and the loss of dividend is a serious matter to many who hold shares and rely on their dividends as part of their income, to be deprived of which is a serious inconvenience. It would have been more satisfactory if the meeting had discussed the report presented for their approval, which seems to have passed without any challenge whatever. What is to be understood by the vague allusion to the losses made by the London branch? The Chairman is reported to have said, "The most severe loss comes to us from London. Our "manager there had, on his own responsibility and with- "out our knowledge or consent, made some considerable "transactions in bonds and securities outside of English "and Indian Government paper, and the result has been "a heavy loss. We have considered it advisable and best "in your interest to provide fully for this loss, though we "do not accept it on account of the Bank, and in the mean- "time we have asked for explanations."

This implies a grave dereliction of duty on the part of Mr. Vacher, the London Manager, and it is hardly fair to him to make such ambiguous statements. What, for example, are we to understand by "we do not accept it on account of the Bank." Does it imply that the transactions were entered into on Mr. Vacher's private account, and that the Bank look to him to make good the losses? It is to be hoped that Mr. Vacher will himself make some reply to these charges publicly made against him. The supineness of the Hong Kong shareholders in not questioning this matter at the meeting, is to be regretted by all who have the permanent interests of the Bank at heart. The supineness of the Directors in not taking vigorous action in respect to the serious losses incurred is astounding. The most flagrant dereliction and incompetency have been shown to exist in the staff of managers, and yet no one is dismissed or suspended. The Directors simply "ask for explanations," and we presume hesitate to take decided measures until further crushing losses shall have been sustained.

AUSTRALIA *VIA* SINGAPORE.

This line is one of considerable importance, forming not only a new link between the colonies and this country, but connecting as it does the large and closely allied markets of China, the Straits, and Australia, which have hitherto been without regular communication. The Company's fleet now consists of the *Singapore*, the *Somerset*, the *Brisbane*, the *Normanby*, and the *Bowen*, vessels of full power, and especially fitted for tropical countries. The first-class accommodation is all above the main deck, and forward of the engines, thus avoiding the heat and smell. Arrangements have been made, by which passengers from England may book through to Queensland and New South Wales by steamers of the Messageries Maritimes from Marseilles, and by the Glen, Castle, and China lines from London. The advantages which Queensland will derive from this line are very great. This colony, which is one of the most enterprising and prosperous in Australia, has concluded a postal contract with the Company, that has given great satisfaction in Brisbane, London letters being delivered there in fifty-one days. The resources of Queensland are being rapidly developed, and large districts in the north, which a few years ago were uninhabited, are now assuming the proportions of prosperous towns, separated only by gradually shortening distances between Brisbane and Somerset. The mineral productions are attracting considerable attention, rich gold fields are reported in the north, and it is evident that valuable and important results will arise from the connection of such a country with China, Java, and the Straits. The collapse of the line to San Francisco, and the probable abandonment of the occasional service of the Netherlands India Steam Company from Batavia, will leave this Company free to work the field thoroughly. Singapore is the Company's central depot, and the wisdom of this selection is manifest. It is within a few days' reach of Hong Kong, Manila, Java, Siam, &c., while India is close on the other side. Like most new companies dealing with chartered vessels, the Eastern and Australian Company have had difficulties in the first year which are not likely to occur when their own fleet is at work.

The Associated Chambers of Commerce, recently in session at Newcastle-on-Tyne, have been discussing the subject of the Western China route, and, in addition to passing a vote of thanks to Lord Salisbury for his action in the matter of the survey, a vote of thanks has been tendered to Captain Sprye. A similar course has been taken by the Liverpool Chamber of Commerce. The Chambers throughout the kingdom seem fully alive to the importance of the route, and they evidently look with satisfaction upon the prospect of a complete survey. Now that this question has attracted the attention of so eminent a section of the commercial community the Government will doubtless see the necessity of completing the survey at once.

The Right Rev. Bishop Burdon and Mrs. Burdon proceed to Hong Kong by the French mail of 23rd October. Mr. May accompanies the Bishop, to take charge of the school in connection with the College, which has for some time been closed. The Rev. J. H. Sedgwick proceeds to Foochow, and the Rev. H. Evington to Japan, as Missionaries of the Church Missionary Society.

Mr. Henry F. Holt, who resigned his post in the Consular Service last year, has been permitted to re-enter, and proceeds to Shanghai by the P. and O. mail from Southampton on the 22nd inst. Mr. Carroll leaves by the Messageries steamer on the 25th. Mr. Colborne Baber has obtained an extension of leave.

We are glad to inform our readers that the statements which have appeared to the effect that the Emperor of China had refused to receive the Belgian Minister, are incorrect. His Excellency was duly received, and presented his credentials in due form on the 20th August.

The Rev. W. H. Elton, M.A., assistant master in Highgate School, and late curate of Holy Trinity Church, Finchley, has been appointed to the incumbency of Dicoya, Ceylon.

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PRIVATE telegrams from Shanghai report that war has been actually declared between China and Japan, but a REUTER'S telegram from Yokohama states that nothing had transpired there confirmatory of the statement.

WE regret to record the death of Lady KENNEDY, wife of Sir ARTHUR KENNEDY, Governor of Hong Kong.

Correspondence.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

(To the Editor of the *London and China Telegraph.*)

SIR,—No one can read the report of the meeting of the shareholders of the above Corporation, and the speech of the Chairman, Mr. W. H. Forbes, without being very much impressed by the all but total silence on the part of the shareholders which prevailed, although there was so much requiring further explanation. The Chairman, referring to losses incurred, says, "The most severe comes to us from London," and yet no shareholder was tempted, or thought it worth while, to ask what was the amount of loss that had been incurred by the manager, notwithstanding that it is acknowledged by the Chairman that among the heavy losses experienced this is the most severe. But it appears to me that there was another most pertinent question which would occur to any one at the meeting, viz., What measures had been adopted towards the party who had occasioned so severe a loss in unauthorised transactions? It is true that the Chairman says, "We have asked for explanations." Now it appears to me that sufficient explanations had already been afforded to the shareholders to call for vigorous and immediate action. I refer to the words which fell from Mr. Forbes, viz., "The manager there (in London) had, on his own responsibility, and without our knowledge or consent, made some considerable transactions in bonds and securities outside of English and India Government paper, and the result has been a heavy loss."

One more remark, Sir, in conclusion. Mr. Morgan was quite right when he paid a high compliment to Mr. Pyke, and I quite agree with him when he said that Mr. Pyke was the best man on the board. If I am not very much mistaken, that gentleman has been the one to advocate the writing off of these heavy losses; and I doubt very much if, before he joined the board, losses were thus dealt with so soon as they might have been. But the question occurs to me, if the directors have told the worst in the report, why should Mr. Pyke resign his seat at the board, not only long before his contemplated departure from the colony, but, as the report of the meeting reads, in rather a "huffy" tone? To one not behind the scenes the idea may occur that, far as the directors have gone in writing off losses, they have not, in Mr. Pyke's opinion, gone far enough. The report altogether reads strangely to us at home. It has often been said in China, "Only pay a fair dividend and no questions will be asked." Here, however, is a case where not only is no dividend forthcoming, but half the reserved fund is absorbed, no change is announced in regard to the London management, and a highly esteemed director retires unnecessarily, and yet the report of the meeting closes with the following astounding sentence, "*None of the shareholders asked any questions.*" Verily this is carrying confidence in the direction somewhat to an extreme.—I am, &c., W.

London, 8th Oct., 1874.

(To the Editor of the *London and China Telegraph.*)

SIR,—We are now in possession of the full report of the half-yearly meeting of this institution. The telegram previously received as to the nature of the report had prepared us in a measure for what the Chairman termed "misfortunes"; but I imagine that few shareholders, on this side at any rate, anticipated such a string of disasters as has now been submitted to them. As usual with meetings in China, "none of the shareholders asked any questions," and the report and statement of accounts were "carried unanimously." While appreciating the proverbial *esprit de corps* that has been handed down by old China hands to their descendants in these matters, it is almost time to inquire whether this continued feeling of good fellowship is not, in the present instance, a little out of place. I confess I should have been inclined mildly to ask what guarantee, or rather what *hope*, can we have, at any rate under present management, that these "severe and totally unexpected losses" will not recur? Looking at previous reports, which assured the proprietary that the most ample provision had been made for all deficiencies in respect of old liabilities, it cannot but be appalling to men of business to find that the "severe," as distinguished from the "totally unexpected," losses arise from those old wounds which it was fondly hoped were healed, as stated. Is it not probable that they will still continue to drain the Bank's resources, and is it not also not impossible that the "totally unexpected" losses, which are confessedly not done with, may also reappear in the accounts for some time to come? Unless, indeed, some assurance is given that the past system of "tinkering" is discontinued, it can scarcely be otherwise, if one may judge from experience. But the most serious part as it seems to me of the Chairman's speech is the words:—"Gentlemen, you have no need to fear for the future of the Bank." I ask in astonishment "Why?" How is it possible that such a statement was not combated by the shareholders present? Does no one in China see the danger of having, at each branch of importance, managers who have, one and all, so signally failed in judgment? Why was speculation in exchange permitted to be carried on in *Shanghai* to such a huge extent, and why, if allowed, was the policy abandoned just at the very time when, if, as we believe, it had been further pursued, the desperate game that was being played might have resulted in a large "haul." Why are the shareholders saddled with another incubus in Hong Kong, viz., the Indo-Chinese Sugar Company? Have not the inheritance of the sugar refinery and the acquisition of the pier and godown premises convinced the manager there that sound judgment did not warrant the Bank in becoming in any way interested permanently in *this* interesting concern, which those who are not so sanguine as the directors think may be again unpleasantly prominent in the accounts? The present manager in *Yokohama* is, we are told, innocent of the mischief effected *there*; so it is unnecessary to remark on this branch, although I cannot help wondering to whose "calculations" the Bank is indebted for this year's speculations in "metallic currency."

The most astounding revelation, however, is that of the *London* loss incurred. Where, after hearing of *this*, can the shareholders look for safety, and what confidence can they retain in any future soundness or even apparent prosperity? Any new features on the right side of such an account as that before me must necessarily be regarded with interest and even scrutiny. A profit on its own insurances, it might be suggested, ought to have accrued to the Bank from its very commencement; not necessarily on its own underwriting, but in the heavy bonuses on *its own* business reaped by its managers (in addition to their handsome salaries) in virtue of their holding shares in local offices. This point I have heard referred to frequently lately. Considering that no posts are now so well paid in China as those of bank managers, I should, in conclusion, suggest that of all banks the Hong Kong and Shanghai Banking Corporation should ascertain that its managers are men whose services are worth their salary, and if not should replace them. It would be far better to wind the Bank up at once than again present to the public and the proprietors such a comedy of errors as this report to 30th June, 1874. By cool and energetic pruning, and a return to *bona fide* banking business, the Bank may, in time, again be in a healthy position, and one that will command confidence; but until these radical measures are adopted I would wish to warn your readers not to build too much on the Chairman's hope that "a fair, if not a handsome, dividend" is possible, as I fear it would not at any rate be *justifiable*.—I am, &c., &c., F.

London, 8th Oct., 1874.

CHINA AND JAPAN.

(To the Editor of the *London and China Telegraph.*)

SIR,—The immediate prospect of war between China and Japan cannot be regarded without grave apprehension. The direct effects on foreigners and on foreign trade may not be pleasant. Should Japan show the skill and vigour with which some credit her, she may harry the Chinese coast, blockading the ports. Japanese officers are eagerly buying up charts of the River Yangtsze, evidently with some sinister object in view. Should China conquer, as most people anticipate, from the fact of her greater resources, and the recent improvement in her armaments, then a revolution in Japan will be the first result, a revolution almost necessarily including many retrograde measures, and certainly containing few, if any, elements favourable to foreigners. The second result will be a great increase of Chinese bluster; and during the display of such bluster the irreconcilables of China may seize the opportunity for a raid on *all* foreigners, now that they have conquered the *foreign* Japanese. The third result will be a retrograde movement in China. A year ago, at the time of the notorious Audience, Japan led the van, and forced an entrance to the Emperor's presence. And in the opinion of very many the more complete opening of China was to be the effect of the vigorous and rapid advance of her dreaded neighbour, Japan. It was thought that China would yield points to a civilised Japanese which she would never concede to an *outer* barbarian; and that these barbarians might press in holding on to young Japan's coat-tails. But now, with Japan humbled, conquered, convulsed, with her people casting off in disgust foreign coats and hats, and shouting for old days of seclusion and enmity, who is to wake up China, and who is to arrest her darling tendency to stand still or step back?

In truth, the prospect before us is none of the brightest. One ground for hope lies in the bankrupt or at least impoverished state of the Exchequer, both of Japan and China. Some go-between of influence might yet prevent war; but no one speaks, and we await the result with mingled interest and anxiety.

There is a strange assault being made at the present time, especially in the Ningpo district, against both Buddhism and Taoism. In one instance a temple has been turned into a school; and, as the *North China Daily News* informs us, only

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last week the people were forbidden by proclamation from the magistrates to resort to the Taoist temples on the occasion of the birthday of the God of Thunder. This is but the freak of a thorough-going Confucian magistrate, but it is a curious phenomenon; the persecution of native religions and the toleration of Christianity. Meanwhile, headlong, reforming, Japan cannot make up her mind to grant full toleration to Christians. An interesting study surely is presented by these two now rival, and frowning, growling, Empires.—Yours obediently,

Shanghai, August 14, 1874. PROGRESS.

THE JAPANESE NAVY.

A letter in the *Cologne Gazette* from Tokio, dated the 10th of August, gives some interesting information relative to the Japanese navy. The correspondent says that when the expedition to Formosa was being got ready it was found that the American and English ships, which had been bought several years ago, were for the most part either defective or of obsolete construction, and that they were far from being so efficient as was believed. The naval officers, too, are imperfectly trained, and they soon become disconcerted in critical situations where rapid and sagacious action is required. The men are pretty well drilled, the Japanese being extraordinarily skilful in all mechanical work; but they are small and of slender build, and therefore soon get tired. Those who know the heavy guns which the marines have to work will easily understand that much depends in a naval action on the strength and endurance of the gunners. The strong and tough Chinese have a decided advantage over the Japanese in this respect. Indeed, the Chinese would be in no way inferior to the Japanese in a war between the two countries. The ships in the Chinese fleet are partly constructed entirely of iron, partly ironclad wooden vessels; their number, including the steam transports and gunboats, is a little over thirty, and they are all kept in good condition and in constant repair. Japan, on the other hand, has only fifteen ships of war, with a few transports and gunboats, which, however, are in such a rotten state that they could only be used for harbour duty, and could not venture out to sea. Of the two ironclads, one is the *Stonewall*, which served in the American civil war. It is now almost out of date, and would be hardly manageable in the violent south-western monsoons on the Formosan coast. The other, *Rioyokan*, is covered with a 3½-in. plate—useless against the heavy rifled Krupp guns with which the Chinese arm their frigates. Its capacity is 1,300 tons, it has an engine of 280-horse power, and it is armed with two 100-pounder Armstrongs and eight 64-pounder muzzle-loaders; its crew consists of 275 men. The ram *Adsumakan* has an engine of 500-horse power, and is armed with one 300-pounder and two 70-pounders, all muzzle-loaders. The corvette *Nitsinkan*, of 1,000 tons and 250-horse power, is armed with a 7-inch Armstrong and six 60-pounders; its crew consists of 145 men. The *Kagusakan* has a good engine of 300-horse power; it is armed with one 100-pounder, four 50-pounders, and one 20-pounder, and its crew consists of 130 men. The steam corvette *Malacca* (formerly English), of 1,400 tons and 300-horse power, is now called *Tukulakan*, and is being equipped as a training ship. The four gunboats, *Wunyokan*, *Mosikan*, *Ilosholan*, and *Thaborkan*, are armed with from four to six heavy guns each, and have crews of from sixty to seventy men. The harbour training ship *Fusiyamakan*, the transport *Osaca Maru*, and a few others, might also be employed in case of need; but the older gunboats are useless for purposes of war, and could only serve as hospital and store ships. The English officers, mates, and sailors, who are in the pay of Japan as instructors, may train up some capable men here and there, but the correspondent thinks that the Japanese race is, as a whole, not suited for the production of first-rate seamen.

Naval and Military.

The Lapwing, double-screw gunboat, 3 guns, 774 (663) tons, 882 (160) horse power, which was commissioned last week to relieve the Thistle, on the China station, has made a satisfactory trial of her machinery. The following officers have been appointed to the Lapwing:—Commander, Sir William Wiseman, Bart.; Lieutenant, the Hon. Henry N. Shore; Sub-Lieutenants, F. E. Poulter and A. L. Murray (the latter for navigating and pilotage duties; Navigating-Sub-Lieutenant Walter Strugnell; Engineers, Robert Widdicombe and Thomas Jones; Surgeon, John W. Davis, M.D.; Assistant-Paymaster, Horace C. Barnard; Gunner (second class), James Henwood; Assistant-Engineer (second class), William J. Firks.

The following appointments to the China station have been made:—Navigating sub-lieutenant D. A. Richmond, to the Frolic, 4, gun-vessel; Staff-commander S. W. Brown, to the Princess Charlotte, 12, receiving-ship; Boatswain (second class) Joseph Tyler, to the Victor Emanuel.

The following officers, whose last period of service was on the China station, have received appointments as under:—Commander M. Hardy (in the Iron Duke from 1871 to 1873), to the President, drill-ship for the Naval Reserve at the West India Docks; Commander C. C. Rising (in the Midge from 1869 to 1873), to the Vanguard, coastguard ship at Kingstown; Commander S. S. Smith (in the Salamis in 1872), to the Rapid, screw sloop, Mediterranean; Lieutenant J. G. M. Field (in the Thalia from 1872 to 1873), to the Newcastle, detached squadron; Lieutenant J. H. Pelby (in the Zebra from 1872 to 1873), to the Euphrates, Indian troopship; Navigating-sub-lieutenant H. B. Newton (in the Rinaldo from 1873 to 1874), to the Fox, storeship, on particular service; Navigating-sub-lieutenant A. B. Scott (in the Teazer from 1872 to 1874), to the Swiftsure, 14, armour-plated ship, Mediterranean; Mr. George Ball, engineer (in the Opossum from 1872 to 1874), to the Asia, flagship of the Admiral-Superintendent at Portsmouth; Mr. Thomas Cape, engineer (in the Teazer from 1869 to 1873), to the Asia; Mr. John C. Oare, assistant-engineer (in the Adventure from 1871 to 1873), to the Endymion, coastguard ship in the River Humber; Mr. John Ashton, paymaster (in the Rinaldo from 1873 to 1874), to the Sappho, for Australia.

THE "Bessemer" steamer, which has been designed to obviate the inconveniences of the Channel passage by means of a swinging saloon, has been fitted, in addition to the ordinary boats, with two large rafts on the plan patented by Mr. H. Christie, of the P. and O. Company. Each of these rafts is 35ft. long, has 8ft. beam, and is 18in. deep, is constructed of sheet iron ⅛in. thick, and is composed of fifteen watertight compartments. Stanchions with ropes are fixed round the sides on swivels, so as to be available, either side of the raft being upwards. The rafts are rather long in proportion to their width; but it seems the situation in which they are placed would not admit of a greater beam. The rafts rest outside the bulwark on a stand, and are braced close to the ship's side, so that they could be dropped overboard instaneously by means of a trigger arrangement.

Commander Sir William Wiseman, who has commissioned the Lapwing, became an acting sub-lieutenant March 24, 1865, and obtained the rank of lieutenant March, 1867. As lieutenant he was appointed in 1867 to the Danæ, 6, Captain Sir Malcolm Macgregor, Bart., fitting at Portsmouth for the Cape of Good Hope, and commanded afterwards on the North America and West India stations by Captain William Graham. He left the Danæ in April, 1870, and in the following September was appointed to the Lord Warden, 18, Captain Thomas Brandreth, flagship in the Mediterranean of Vice-Admiral Sir Hastings R. Yelverton, K.C.B., from which ship he was advanced to the rank of commander. He served as inspecting officer of the Coast-guard Division at Hastings from October 6, 1873, until appointed to the Lapwing.

Colonel P. S. Lumsden, C.B., C.S.I., A.D.C. to the Queen, Bengal Staff Corps, has been appointed to act as adjutant-general of the army from Sept. 1, the date on which General Johnson resigned the post. Colonel Lumsden has seen considerable service in India. He also accompanied the expedition to China in 1860, and was present at the actions of Sinho and Tangchow, assault and capture of the Taku forts, and advance on Peking (mentioned in despatches, medal with two clasps, and brevet of major).

Brevet-Major H. Grattan, 35th Regiment, has been appointed aide-de-camp to the Hon. Sir A. H. Gordon, K.C.M.G., Governor and Commander-in-Chief at Mauritius. Major Grattan served with the Queen's Royals throughout the campaign of 1860 in North China, including the action of Sinho, capture of Tangchow, actions of the 18th and 21st September, and surrender of Peking (medal with two clasps).

Mr. H. G. Swainson, Lieutenant R.N., who for some years did good service for the Chinese at Foochow Arsenal—his last work having been organising and commanding the training ship Kien Wei—assumed his duties in charge of the Observatory and superintendent of chronometers at Portsmouth dockyard on the 1st inst.

The death of Surgeon-Major H. V. Bindon, M.D., formerly of the 1st battalion of the 25th Regiment, who joined the expeditionary force in the north of China in 1860, served during the operations against the Taeping rebels in the vicinity of Shanghai in 1862, and was present at the capture of Tsinpoo, Tsolin, and Najow, is announced.

Colonel G. F. Mann, C.B., of the Royal Engineers, who served in China during the war of 1857-58 and 1860, commanding the Royal Engineers at the capture of Canton, at the storming of the Taku Forts, and throughout the subsequent operations which ended in the surrender of Peking, has just retired on full pay.

The Admiralty have sanctioned the addition of "Cocoatina" to the medical comforts now supplied to Her Majesty's sea-going ships, in the proportion of ounce for every individual of the complement. Double this quantity will be allowed to ships proceeding to the West Coast of Africa, East India, and China stations.

The Daring, 4, composite sloop, has been commissioned at Chatham by Commander J. G. J. Hanmer, who served in the Pique, on the East India and China station, from May, 1858, till early in 1859, and in the Scout, on the same station, from 1859 till 1864.

Sub-Lieutenant Henry Stanley Clarke has been promoted to the rank of lieutenant, with seniority of 18th July, confirming a commission given by Vice-Admiral Shadwell, Commander-in-Chief in China, in the death vacancy of Lieutenant Charles Gardner.

Captain P. Colomb, of the Audacious, and Vice-Admiral Ryder's flag-captain, has brought under the notice of the Admiralty an improved candle and a new pattern lamp, for the lighting of the lower decks of our men-of-war.

PRINCE LOUIS NAPOLEON has made a public appearance as one of the competitors in a grand assault at arms, given at the Royal Military Academy at Woolwich, and in a fencing match with M. Conneau was the winner.

Lieutenant Edward England Richards, who served in the Imperieuse flagship on the East India and China station in 1859, has just died at Northampton, at the age of forty-two.

The draft of 140 officers and men from the 77th Regiment, for the reinforcement of the 45th Regiment in Ceylon, will be despatched *vid* the Suez Canal in about three weeks.

Lieut. Joseph B. Ridout, of the 80th Regiment, now serving at Hong Kong, has been promoted to a company of the 90th. Lieut. Ridout entered the 80th in 1858.

Sub-Lieutenant Southwell G. T. Bourke (1871) will proceed in the Audacious for disposal on the China station.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CRUM-EWING On the 3rd Oct., at 20, Belhaven-terrace, Glasgow, the wife of H. E Crum-Ewing, jun., of a son.
KARBERG—On the 26th Aug., at Hong Kong, Mrs. Peter Karberg, of a son.
RAMSAY—On the 11th Aug., at Hankow, Mrs. H. F. Ramsay, of a daughter.
SATOW—On the 2nd Oct., at Upper Clapton, the wife of C. M. Satow, of a son.
STEVENSON—On the 9th Aug., at Santa Ana, Manila, the wife of Walter F. Stevenson, of a son.
WISHART—On the 23rd Aug., at Teluk Blangah, the wife of C. Wishart, of a daughter.
WORSLEY—On the 23rd Aug., at Fern Hill, Singapore, the wife of Francis Worsley, of a son.

MARRIAGES.

LLEWELLYN—HAMMACK.—On the 7th Oct., at Highgate, Arthur P. Llewellyn, eldest son of the late Thomas Llewellyn, of Shelton, Staffordshire, to Marie, eldest daughter of the late F. G. Hammack, of Coquimbo, South America.
PITCHER—CAMPBELL.—On the 30th Sept., at St. Giles's, Camberwell, James Pitcher, of the P. and O. Company's Service, to Mary Ann, widow of the late John S. Campbell.
POCOCK—JOHNSTON.—On the 6th Oct., at All Saints, Kensington park, by the Rev. P. A. Macdona, B.A., George Pullin Pocock, A.I.C.E., to Florence Caroline, youngest surviving daughter of the late T. H. Johnston, formerly of China and Bombay.
RIPPINGALL—CHAPMAN.—On the 7th Oct., at the Church of the Holy Trinity, Roehampton, by the Rev. Horace Chapman, M.A., assisted by the Rev. Robert Carrington, M.A., Florance S. T. Rippingall, 6th Dragoon Guards, and Langham, Norfolk, to Caroline Ella, daughter of D. Ward Chapman, and granddaughter of David Barclay Chapman, Roehampton.
ROBERTS—HANBURY.—On the 6th Oct., at All Saints', Finchley-road, St. John's-wood, Frederick James Roberts, of the Middle Temple, barrister-at-law, to Isabella, widow of J. Capel Hanbury.

DEATHS.

ANSON—On the 27th July, in Africa, while attached to Col. Gordon's Expedition, William Staveley Stewart, son of Admiral Anson, beloved by all who knew him, aged 21.
BAKE—On the 3rd Oct., at the residence of his sister, Mrs. John Branscombe, Kingsbridge House, Highbury New-park, Capt. Hugh Bake, of the Imperial Maritimes Customs, China, youngest son of the late Robert Bake, of Delabole, St. Teath, Cornwall, aged 49.
BIRLEY—On the 6th Oct., at Carr Hill, Kirkham, Lancashire, Thomas Langton Birley, aged 63.
BOONE—On the 11th Aug., at Hankow, Susie de Saussure, infant daughter of the Rev. Wm. J. Boone, aged five months.
DUFF—On the 21st Sept., at Mandalay, Burmah, Dr. Charles Murray Duff, Deputy Surgeon-General, Madras Army.
FAULKNER—On the 5th Oct., at The Philippines, near Sevenoaks, Joshua Wilson Faulkner, in his 92nd year.
FOWLIE—On the 7th Oct., at Stonehaven, N.B., John Coutts, only son of J. C. Fowlie, of Fairlawn, Coombe Wood, Surrey, aged 14 months.
KENNEDY—On the 3rd Oct., at Ryde, Georgina Mildred, wife of Sir Arthur Kennedy, C.B., K.C.M.G., Governor of Hong Kong.
KIRCHHOFF—On the 12th Aug, at Shanghai, Mr. and Mrs. Kirchhoff's infan daughter, aged five weeks.
LOVEDAY—On the 1st Oct., at Southampton, Albert Loveday, purser in the P. and O. Company's Service.
PEREIRA—On the 25th Sept., at Lisbon, Manuel, second son of Manuel Pereira, late of Macao, China. Friends please accept this intimation.
QUARRY—On the 30th July, at Peking, from the accidental discharge of a firearm, William Henry Quarry, constable in H.B.M. Legation Escort, Peking, aged 37 years.
WARDEN—On the 16th Aug., at Shanghai, Samuel Warden, native of Deptford, England, aged 43 years.
WATERS—On the 11th Aug., at Shanghai, Daniel W. Waters, aged 35, a native of Salem, Massachusetts.
WHITE—On the 5th Aug., at Ushigome, Tokio, Japan, Alice Kate, wife of W. J. White, aged 20 years.
WILLIAMS—On the 5th Aug., at Foochow, suddenly, of heart disease, Robert Pennington Williams, aged 39 years.

Monetary and Commercial.

Tenders for £500,000 in bills on India were received on the 7th inst. at the Bank of England. The amounts allotted were—To Calcutta, £330,000; Bombay, £163,000; and Madras, £7,000. Tenders on all Presidencies at 1s. 10d. will receive about 9 per cent.; above in full. These results show no change.

The report of the Eastern Extension Australasia and China Telegraph Company (Limited) has been issued. The total earnings for the half-year have amounted to £115,753, against £106,778 2s. 5d. for the corresponding period of last year; the working expenses to £24,404 4s. 3d.; defalcations at Shanghai to £3,182 12s. 7d.; and the repair and maintenance of the cables to £3,099 8s. 1d. Income-tax and interest on debentures have absorbed a further sum of £1,214 16s., leaving a balance of profit for the half-year of £83,851 19s. 1d. One interim dividend of 1½ per cent., amounting to £29,962 10s., has already been distributed, and another of similar amount is now declared, payable on the 15th of October, leaving the sum of £23,926 19s. 1d. to be carried forward to the next half-year. The debenture debt has been reduced by £3,200, leaving a balance of £9,900, which will be paid off as the bonds become due. The company's cables are at present in good order, and working satisfactorily.

The directors of the Globe Telegraph and Trust Company (Limited) have declared the following dividends, payable on the 17th inst., for the quarter ending the 18th inst.: 3s. per share on the Preference shares, and 3s. per share on the Ordinary shares, being in each case at the rate of 6 per cent. per annum.

The report of the Brazilian Submarine Telegraph Company (Limited), to be presented to the meeting on the 14th inst., states that notwithstanding interruptions on the lines south of Pernambuco, the total receipts from the opening of the line on the 23rd of June to the 25th of Sept. amounted to £24,471, showing a profit at the rate of nearly 6 per cent. per annum.

The directors of the Royal Mail Steam-packet Company recommend a distribution of £3 per share, including dividend and bonus, for the half-year ended the 30th of June last, free of income tax. The distribution at the corresponding period of last year was £4 5s. per share.

The directors of the National Bank of India have declared an ad interim dividend for the half-year ended 30th June last, at the rate of 5 per cent. per annum.

The Eastern Telegraph Company's traffic receipts for the month of September amounted to £28,208, against £33,162 for the corresponding period of last year. The traffic receipts of the Eastern Extension Australasia and China Company for the month amounted to £18,163, and to £19,128 for the corresponding period of 1873. The traffic receipts of the Great Northern Company for the month were this year, f.427,121 (£17,085); last year, f.334,781 (£13,390).

It is stated that the Suez Canal Company are giving much trouble to vessels by ignoring the new "Suez Canal Register," as issued by the Board of Trade on the principle recommended by the Constantinople Commission. They insist upon a re-measurement by their own engineers, and compel payment accordingly, thus entailing upon vessels much expense and loss of time.

Messrs. Sillar and Co.'s Tea Circular states that:—

About 150 half-chests of re-dried teas, which had been under water in the Thames, were publicly sold by auction in Mincing-lane on the 29th ultimo. The catalogue declared "The Kiln-dried Teas in this catalogue have been analysed by Wm. Sedgwick Saunders, M.D., Public Analyst for the City of London, and been pronounced fit for sale on this market," and the auctioneer stated that the Customs authorities were prepared to receive duty upon them as upon sound teas. What guarantee is there that they will not be sold in the country as sound teas? The *Gordon Castle* has arrived with a hundred tons of submerged teas on board; 1,400,000 lbs. are reported to have been sold at Lisbon for £500. At a shilling a pound (the price obtained for the above) these would realise no less a sum than £70,000. The temptation to cheat the public is therefore great.

With reference to the above extract, Messrs. W. J. and H. Thompson write as follows:—

"The 100 tons referred to have come in ballast—the lead of the chests intended only to be saved. The sale also to which Mr. Sillar refers was based upon the value of the lead, and there is not any chance of the tea being introduced for consumption. We are able to speak as to this, as a gentleman from our house was employed by the underwriters to inspect the cargo at Lisbon, and he condemned the whole as utterly spoiled."

The bullion per P. and O. steamer *Surat*, from Southampton, Thursday, was—in silver, to Penang, £11,000; to Singapore, £40,000; to Hong Kong, £14,063; to Shanghai, £1,600.

A little more activity in the market for Bar Silver caused a fractional advance of 1-16d. per oz., and the late arrivals of £77,850 from the Pacific, and £81,000 from New York, were placed at 57 11-16d. per oz. standard. The orders have now, however, been executed, and we do not think this price will be maintained. There have been no arrivals of Mexican Dollars.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns present rather more favourable features for the month of September, for, although the total value of our exportations in the month amounted to £21,463,876, against £22,274,225 in the corresponding month in 1873—a decline of £810,349, or 3½ per cent.—the diminution has been one of value rather than of quantity. For the nine months the figures stand—1872, £190,314,662; 1873, £193,675,520; and 1874, £180,940,908. In cotton piece goods, the value of which represents about 22 per cent. of the total exports for the month, the increase in quantity is 15¼ per cent., whereas the value has only increased 6½ per cent.; and alkali, which shows an advance of nearly 24 per cent. in quantity, has declined nearly 2 per cent. in value; but, perhaps, the most striking instance is in coals, which have risen from 1,134,893 tons to 1,399,954 tons or 23⅓ per cent., while the value has fallen from £1,168,441 to £1,114,401, or 4½ per cent. The imports amount to £31,142,994, against $30,203,600 in September, 1873, or an increase of 3 per cent. For the nine months the figures stand—1872, £262,295,678; 1873, £276,174,564; and 1874, £283,481,592. The exports of cotton yarn show an increase in quantity of 18¾ per cent., and in value of 2 per cent.; cotton piece goods an increase of 15 per cent. in quantity and 6¼ per cent. in value; linen yarn a decrease of 1 per cent. in quantity and 12 per cent. in value; linen piece goods a decrease of 12¾ per cent. in quantity and 7 per cent. in value; woollen yarn an increase of 4¾ per cent. in quantity and 7½ per cent. in value; woollen cloths an increase of 22 per cent. in quantity and 25 per cent. in value; worsted stuffs an increase of 6 per cent. in quantity and 5 per cent. in value; iron and steel a decrease of 16 per cent. in quantity and 23 per cent. in value.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 30th Sept. 1872.	1873.	1874.
China and Hong Kong	lbs.	1,387,000 ...	670,600 ...	1,507,100
Japan	,,	1,810,200 ...	435,730 ...	432,800
Straits Settlements ...	,,	271,100 ...	127,170 ...	237,900
Ceylon	,,	3,000 ...	28,000 ...	25,800
		For the Nine Months ended 30th Sept.		
China and Hong Kong	lbs.	7,115,430 ..	8,178,680 ...	10,928,000
Japan	,,	10,712,160 ...	6,017,150 ...	4,398,700
Straits Settlements ...	,,	1,426,610 ...	1,623,930 ...	1,791,960
Ceylon	,,	86,250 ...	161,100 ...	306,100

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COTTON MANUFACTURES.

To		For the Month ended 30th Sept. 1872.	1873.	1874.
China and Hong Kong	yds.	35,332,000	24,304,500	31,300,700
Japan	,,	4,560,800	538,600	1,906,200
Philippine Islands	,,	427,400	166,300	1,132,100
Java	,,	3,881,600	1,069,600	4,808,700
Straits Settlements	,,	7,535,900	7,125,450	8,132,000
Ceylon	,,	1,937,300	4,331,000	2,368,100
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	317,713,100	273,018,700	310,542,240
Japan	,,	21,951,600	15,947,447	15,271,600
Philippine Islands	,,	9,382,060	6,374,940	8,332,840
Java	,,	19,094,800	13,856,350	28,941,300
Straits Settlements	,,	737,24,000	65,357,250	88,336,620
Ceylon	,,	24,130,400	26,882,600	28,262,900

WORSTED STUFFS.

To		For the Month ended 30th Sept. 1872.	1873.	1874.
China and Hong Kong	yds.	1,482,420	790,890	1,598,510
Japan	,,	216,510	26,210	209,230
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	11,825,400	12,573,460	9,848,550
Japan	,,	2,068,290	2,271,820	1,106,080

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th Sept. 1872.	1873.	1874.
China and Hong Kong	yds.	194,680	126,120	83,180
Japan	,,	69,240	98,230	24,620
To		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	1,525,413	1,678,260	699,370
Japan	,,	691,800	846,520	123,340

LEAD TO CHINA AND HONG KONG.

For the month	tons	274	324	80
For the nine months	,,	6,969	2,479	6,667

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	Joint-Stock Banks.		
£10	Agra	All	8 to 8½
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China	All	24½ to 25½
20	City	10	14½ to 14¾
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	545 fr.
Th.200	Deutsche	All	Th.186
£28½	Hong Kong and Shanghai	All	25 to 28
50	Imperial	15	17 to 18
50	London and County	20	64½ to 65½
50	London Joint-Stock	15	49½ to 50½
100	London and Westminster	20	77 to 78
25	Oriental	All	46½ to 47½
50	Union of London	15	47 to 48
	Telegraph Companies.		
10	Eastern Extension Australia and China	All	8½ to 8¾
10	Eastern Telegraph	All	8¾ to 8¾
10	Great Northern	All	10¾ to 11½
25	Indo-European	All	17½ to 18½
10	Mediterranean Extension	All	4 to 4½
13	Telegraph Construction Company	All	30½ to 31
20	India-rub., Gutta-perc., & Teleg. Works	All	21 to 23
8	Reuter's	All	11½ to 12
	Insurance Companies.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 5
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine	2	1 to 1½ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6½	28½ to 29½
25	Ocean Marine	5	4½ to 4¾ pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine	5	4 to 5 pm.
	Tea Companies.		
50	Assam	20	39 to 41
20	British Indian	All	7½ to 8
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3½ to 4
20	Jorehant, Limited	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	Miscellaneous Companies.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	8 to 8½
10	General Credit and Discount	7½	1⅝ to 1⅞ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	1⅝ to 1¼ dis.
25	National Discount	5	10½ to 11½
500fr.	Messageries Maritimes of France	All	587½ fr.
£50	P. and O. Steam	All	56 to 58
50	Do. Do. 1867	10	¼ dis. to ¼ pm.
100	Royal Mail Steam	60	78 to 82
403fr.	Suez Canal	—	421½ fr.
£98	Japan Loan, 9 per cent.	All	103 to 104
92½	Do. 7 per cent.	All	91 to 92

ARTICLES OF IMPORT.

The dulness lately noticeable in the Produce Markets has continued during the past week. Tea, Silk, and Coffee have been steady and fairly active, but business in other articles has been very limited in extent, and prices of several show a declining tendency.

TEA.

The Market has been very fairly supplied during the past week, chiefly with reddish leaf Congous out of new arrivals, and sales have been made to some extent at very steady prices, more particularly in the better kinds; common qualities, both of red and black leaf, have been quiet. The deliveries for the month have been very large, partly for export, but chiefly for home consumption. Green Teas no alteration, only a few showing. Public sales were held on the 1st, 2nd, 5th, and 6th inst., comprising 10,527 packages, 8,272 without reserve. On the 1st, 2,150 boxes Scented Caper sold from 1s. 0½d. to 1s. 2d., being about previous rates. The next day's sale consisted of 2,000 packages of old season's Black-leaf, which were printed with reserve, prices ranging from 11½d. to 1s. 2½d., but finding no buyers, were withdrawn. On the 5th, an invoice of Moyune Greens, ex Priam, obtained fair prices, No. 1 Gunpowder, 3s. to 3s. 0½d.; No. 1 Young Hyson, 2s. 9d. On the 6th, several parcels of Red-leaf of recent import sold from 10¾d. to 1s. 0½d.

Deliveries have been on a most extensive scale, and for the month reach close on 17,000,000 lbs., the total for the nine months of the year now being as follows:—

	1874. lbs.	1873. lbs.
Home Consumption for London from 1st January to 30th September	76,361,101	73,000,000
Exported from do. do.	23,561,570	24,230,000
Sent Coastwise do. do.	26,595,831	26,500,000
Total delivered	126,518,502	123,730,000

SILK.

There continues a good demand for China Silk, and considerable business is daily doing at gradually stiffening rates for Tsatlees, which are now 12s. 6d. to 15s. for ordinary No. 5 to Red Peacock. Taysaams are also about 6d. better during the week. Cantons are in rather more demand at 11s. for No. 4 Tsatlees; Japan Silk unchanged; deliveries are from 1st to 7th inst., China 878, Canton 117, Japan 229; total 1,224 bales.

Coffee.—Ceylon, both Plantation and Native, has continued in active demand during the week, and a further advance of 1s. to 1s. 6d. per cwt. (making 4s. to 4s. 6d. during the past three weeks) has been established. Closing prices are: Plantation—triage and ordinary, 80s. to 100s. 6d.; small to low middling, 103s. to 110s. 6d.; middling to fine middling, 111s. to 116s.; peaberry, 123s. 6d. to 130s. 6d.; Native—small, 79s. 6d. to 85s.; fine ordinary, 87s. to 88s.; bold, 92s. 6d.; peaberry, 105s. to 106s. per cwt. No sales of Singapore or Manila are reported.

Hemp.—Of 1,100 bales Manila offered in public sale 600 bales sold, chiefly since the auction, at previous rates—viz., brown, £28 5s.; barely fair, £32 to £32 10s. per ton.

Japan Wax.—Small transactions effected at 58s. per cwt., showing no change.

Musk.—Business done in Tonquin at 40s. to 45s. 6d.; second pile 16s. to 20s. Yunan, 34s. 6d. to 56s.; ground, 45s. to 45s. 6d. per oz.

Pepper.—The market has been very quiet, and almost all offers have been withdrawn. The small business done establishes no change in quotations.

Rice.—Market inactive but steady; at public sale 5,600 bags Saigon sold at and since the auction, sound at 8s. 6d., damaged 7s. 6d. to 8s. Privately, 1,500 bags Ballam sold at 10s. 6d.; 2,000 bags white Bengal at 12s. 6d.; and several cargoes afloat, one of 1,700 tons Rangoon, at 9s. 6d., ex ship London; one of 1,800 tons Bassein, at 9s. 3d. open charter; three of Rangoon, at 9s. 11½d. to 10s. 1½d., Liverpool quay terms; three of Bassein—two at 9s. 7½d., and one at a price not reported; one of Necransie at 9s. 3d., continental terms, one of 1,100 tons Rangoon, at 9s. 4½d., continental terms; and one of 600 tons Bassein, at 9s. 7½d., open charter.

Sugar.—A less active demand has prevailed, and a slight reduction has occurred in prices. Very little business has been done in East Indian descriptions, the supplies at auction having been all bought in. Privately 4,000 bags Ilo Ilo Manila have been quitted at 19s. 3d. to 19s. per cwt.

Spices.—*Cassia:* Of 330 cases Lignea 30 cases unwashed sold at 60s., and 50 boxes Buds at £6 to £6 2s. 6d.; 140 packages Vera bought in at 28s. and 56s. *Cinnamon:* Of 70 bales Ceylon one-half sold, first sort, 2s. 4d.; second ditto, 2s. to 2s. 1d.; third ditto, 1s. 7d.; fourth, 1s. 5d.; spurious, 4d. to 10d. *Cloves:* No business done. *Mace:* 47 packages sold at 1d. per lb. decline for common, and 1d. per lb. advance for the finer kinds; low and dark Penang, 1s. 8d. to 1s. 10d.; middling to fair, 3s. to 3s. 6d. *Nutmegs:* 140 packages chiefly sold at full prices; Penang, 66 to 63 nuts to the lb., at 4s. 2d. to 4s. 4d.; 74 to 72 ditto, 3s. 9d. to 3s. 10d.; 78 to 77 ditto, 3s. 6d. to 3s. 8d.; 114 to 110 ditto, 3s. 1d.; 118 ditto, 3s.; limed, 2s. 5s. to 2s. 9d.; defective, 1s. to 1s. 6d. Java, defective, 7d. to 9d.

Sago.—No transactions reported.

Tapioca.—100 bags Singapore flake sold, damaged first-class, at 1¾d.; 700 bags pearl chiefly sold at full prices, medium 23s. to 23s. 6d., bullets 21s. to 21s. 6d.; 100 bags flour bought in at 2½d. per lb.

Tin continues quiet. There is a steady demand for consumption, but no disposition to buy but for immediate needs. Quotations are as follows:—Straits on the spot, £91 to £91 10s.; afloat, £90; Banca, £99; Billiton, £94 per ton.

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ARTICLES OF EXPORT.

MANCHESTER GOODS.

The Market has continued to exhibit a firm tone, and a moderate amount of business was transacted at full rates up to the 6th inst., when a further improvement in the demand for the better qualities of both Yarns and Goods manifested itself, producers generally obtaining 1¼d. advance on the lowest point touched, and in many instances are firmly asking 3d. per piece higher; but the latter has not been responded to, and the attitude assumed by sellers has tended to limit business. For the lower descriptions the enquiry continues very slack, and scarcely any improvement in values is noticeable.

QUOTATIONS.

(Free on board in Liverpool.)

Chop.	Width / Weight	39 in. 5 4	39 in. 6 0	39 in. 6 8	39 in. 7 0
Open	Ordinary	5s. 3¾d.	6s. 0 11-16d.	6s. 6¾d.	6s. 9¾d.
Tree	Good Ordinary	5s. 5¼d.	6s. 2 3-16d.	6s. 8¼d.	6s. 11¼d.
Pillar	Low Middling	5s. 6¾d.	6s. 3 11-16d.	6s. 9¾d.	7s. 0¾d.
Leaf	Middling	5s. 8¼d.	6s. 5 3-16d.	7s. 0¾d.	7s. 3¾d.
Pagoda	Good Middling	5s. 9¾d.	6s. 6 11-16d.	7s. 2¼d.	7s. 6¾d.
Stag	Good	6s. 0¾d.	6s. 9 11-16d.	7s. 3¾d.	7s. 8¼d.
Horse & Jockey	Very Good	6s. 2¼d.	7s. 0 11-16d.	7s. 6¾d.	7s. 11¼d.
Hand & Branch	Best	6s. 3¾d.	7s. 2 3-16d.	7s. 9¾d.	8s. 3¾d.

Chop.	Width / Weight	39 in. 7 8	39 in. 8 4	39 in. 9 0	39 in. 9 4
Open	Ordinary	8s. 3¾d.	8s. 0d.	10s. 4¼d.	10s. 8¾d.
Tree	Good Ordinary	8s. 5¼d.	8s. 2¼d.	10s. 8¾d.	10s. 11¾d.
Pillar	Low Middling	8s. 6¾d.	8s. 4d.	11s. 2¾d.	11s. 5¾d.
Leaf	Middling	8s. 8¼d.	8s. 8¾d.	11s. 5¾d.	11s. 8¾d.
Pagoda	Good Middling	8s. 9¾d.	9s. 1d.	11s. 7¼d.	11s. 10¾d.
Stag	Good	9s. 0¾d.	9s. 4d.	11s 8¾d.	11s. 11¾d.
Horse & Jockey	Very Good	9s. 2¼d.	9s. 7d.	11s. 10¾d.	12s. 1¾d.
Hand & Branch	Best	9s. 3¾d.	9s. 10d.	12s. 1d.	12s. 4¾d.

Chop.	Width / Weight	44/45 in. 6 0	44/45 in. 7 0	44/45 in. 8 0	44/45 in. 9 0
Open	Ordinary	—	7s. 2¾d.	8s. 3d.	9s. 4¼d.
Tree	Good Ordinary	6s. 3 11-16d.	7s. 3¾d.	8s. 4d.	9s. 5¾d.
Pillar	Low Middling	6s. 5 3-16d.	7s. 5¼d.	8s. 5¾d.	9s. 7¼d.
Leaf	Middling	6s. 6 11-16d.	7s. 6¾d.	8s. 7d.	9s. 10¼d.
Pagoda	Good Middling	6s. 9 11-16d.	7s. 9¾d.	8s. 10d.	10s. 1¾d.
Stag	Good	6s. 11 3 16d.	8s. 0¾d.	9s. 2¼d.	10s. 2¾d.
Horse & Jockey	Very Good	7s. 2 13-16d.	8s. 3¾d.	9s. 8¼d.	10s. 7¼d.
Hand & Branch	Best	7s. 5 3-16d.	8s. 9¾d.	10s. 1d.	11s. 1¾d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 4¾	—
Maddapollams	8 1¾	—
Long Cloths	8 9	—
White Spot Shirtings	10 7¾	—
,, Brocade	10 9	—
,, Damasks	18 11	—
Cotton Yarn (Water Twist), Nos. 16-24 China ...	0 11¼ to 1	1¼
,, do. Nos. 28-32	1 0 to 1	2¼
,, do. No. 38-42 (mock) ...	1 0¾ to 1	2¾
,, (Mule Twist), No. 40	1 0¾ to 1	3
,, do. No. 30	0 11 to 1	1

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	20,460	17,640	24,710	41,450	6,897	18,836
	,, Shanghai	44,900	46,890	16,580	190,315	27,140	16,300
	,, Japan ...	—	1,560	1,400	112,475	480	12,836
Total		65,360	66,090	42,690	344,240	34,517	47,981
Shipped to the same date last year	To Hg. Kg.	18,100	11,630	11,055	33,580	15,817	19,397
	,, Shanghai	39,480	44,290	14,100	293,017	43,248	30,432
	,, Japan ...	—	600	1,240	136,989	100	84,473
Total		57,580	56,520	26,395	463,586	59,165	134,302
Do. 1872	To Hg. Kg.	14,180	9,820	4,394	26,865	7,836	38,371
	,, Shanghai	45,900	35,340	9,790	257,417	28,774	32,071
	,, Japan ...	1,000	1,960	2,316	115,308	472	128,143
Total		61,080	47,120	16,500	399,590	37,082	198,585
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	,, Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	,, Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,225	10,183	48,156
	,, Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	,, Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972
Shipments of this year arrived out as per latest postal accnts	To Hg. Kg.	16,460	12,260	17,260	30,020	4,199	8,250
	,, Shanghai	24,900	26,060	9,220	107,665	16,871	9,773
	,, Japan ...	—	1,200	1,100	54,190	240	2,500
Total		41,360	39,520	27,580	191,875	21,310	20,523

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 1	Marchesino	Bonta	Rangoon	London
2	Osaka	Lowe	Hong Kong	Do.
Sep.29	Antoinette Ottone	Revello	Rangoon	Brouwershaven
30	Constance	Irvfordsen	Akyab	Flushing
30	Wave	Bugge	Do.	Antwerp
Oct. 2	Montgomeryshire (s.)	Reynolds	Foochow	London
2	Egeria (s.)	Entwisle	Foochow & Singapore	Do.
2	Agostina B.	—	Rangoon	Do.
2	Stefano G.	—	Do.	Liverpool
5	McDougall	Gould	Bassein	Do.
2	D. Malcolmson	Marrow	Do.	Texel
Sep.30	Nahor	Orkenovich	Rangoon	Brouwershaven
Oct. 1	Elisa Mathilde	Sanderson	Do.	Texel
3	Elizabeth Nicholson	Webster	Manila	Falmouth
3	Norge	Olsen	Akyab	Do.
3	Luigi Accame	Baggone	Rangoon	Do.
3	Falcon	Taylor	Do.	Do.
Sep.30	Aurora	Visser	Do.	Bremerhaven
Oct. 1	Marie	Va Kerkhoff	Batavia	Brouwershaven
2	Racine	Jacq	Akyab	Havre
Sep.11	Marmion	Boyd	Hong Kong	San Francisco
	Waltikka	Hartman	Manila	Do.
	Maitland	Reed	Do.	Do.
	Springfield	Dwight	Do.	New York
	Sumatra	Mullin	Do.	Do.
	Wm. Fruing	Pyne	Singapore	Do.
Oct 4	Dorothy	McLean	Osaka	London
4	Claudio	James	Rangoon	Falmouth
4	Gustaf Adolf	Anderson	Akyab	Do.
4	Kishon	Hewett	Batavia	Queenstown
8	Thos. Stephens	Richards	Maulmain	London
3	Antonio Henrica	Caroline	Samarang, for Amtrdm	Off Dover
5	Andrew Reid	Hill	Akyab	Falmouth
5	N. Boynton	Nicholls	Bangkok	Do.
5	Argo	—	Rangoon	Liverpool
5	Brilliant	McDonald	Singapore	Do.
7	Charlotte Ann	Crocker	Do.	London
6	Rollo	Way	Philippines	Do.
5	Ole Bull	Meyer	Rangoon	Helvoet
5	Cornelia	—	Batavia, for Rotterdm	Dungeness
6	Secundotre Fanciulle	Bollo	Rangoon	Falmouth
3	Dolen	Diedriechsen	Akyab	Bordeaux
	Pilgrim	Fowle	Manila	San Francisco
7	Savona	Peschetto	Bassein	Falmouth
5	Cassandra (s.)	Langer	China	Hamburg
8	Rover of the Seas	Petersen	Singapore	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 1	St. Andrews Castle	Malcolm	Singapore	London
Sep.29	Galatea (s.)	—	Do.	Cardiff
29	Mathilde	Daw	Yokohama	Cuxhaven
Oct. 2	Star of the South	Pomroy	Singapore	London
2	Crocus (s.)	Joy	Singapore and China	Do.
2	Ly-ee-Moon (s.)	Stevens	Singapore, China, &c.	Do.
1	Celestial Empire	Rae	Galle	Cardiff
1	Alpi	Sapeli	Singapore	Do.
1	Lady Cecilia	—	Galle	Newcastle
Sep.30	Stanley	—	Singapore	Sunderland
Oct. 2	Bessie H.	McManus	Batavia	Cardiff
Sep.30	Friedrich	Hoier	River Amoor	Cronstadt
Oct. 2	Hadda	Lund	Do.	Do.
Aug29	Mary	Davis	Java	Buenos Ayre
Oct. 7	Miako	Cape	Hong Kong	London
5	Vanguard	Potter	Penang	Penarth
6	Astrida	McGregor	Galle	Liverpool
5	Fluellin	Livingston	Hong Kong	Sunderlan
6	Yrurac Bat (s.)	—	Manila	Liverpool
Aug. 1	Klio	—	Java	Santos

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Oct. —	... Scindia	... London	... Colombo, &c.
—	... Jason	... Java	... Holland

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Montgomeryshire. For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore and Saigon: Gunga. For Singapore, Hong Kong, and Shanghai: Glenlyon. For Penang, Singapore, Hong Kong, and Shanghai: Hankow. For Colombo, &c.: Duke of Sutherland, El Dorado.

Sailing Vessels. — For Yokohama and Hiogo: Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Belted Will. For Hong Kong: Eleanor, Ceylon, Osaka. For Chefoo, Tientsing, and Newchwang: Ousuri. For Foochow: Zoroya. For Penang: Gleam, Glenisla. For Singapore: Kingdom of Saxony. For Colombo: Lion, Seafield.

At Liverpool.—For Yokohama and Hiogo: Spirit of the Age. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Menelaus (str.), Ajax (str.). For Galle: Gloamin, Staffa. For Singapore and Manila: Leon (str.). For Batavia and Sourabaya: Emma and Robert, Hawkhope. For Singapore: Cleopatra. For Sourabaya: Loochoe.

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At Glasgow.—For Singapore, Hong Kong, and Shanghai: Fleurs Castle (str.). For Singapore: Stanfield, Brisbane (str.).
At Greenock.—For Galle: Queen of the Lakes.

SPOKEN.

Blackwall (ship), Singapore to London, Sept. 6, 12 N., 26½W.
Celæno, London to Singapore, Sept. 9, 12 N., 25 W.
Endeavour, Philippines to New York, Aug. 31, 8 N., 46 W.
Urania, Liverpool to Batavia, Sept. 6, 14 N., 26 W.

FREIGHTS AND CHARTERS.

There is a fair amount of tonnage on the berth for Eastern ports, but there is not much business doing. Coal freights are unaltered since our last report.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight, 40s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 65s. meast. To Samarang: 70s. meast. To Sourabaya: 75s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Singapore: £23. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 30s. To Shanghai: 35s. To Singapore: 23s. 6d. to 24s. To Galle: 21s. to 22s. To Batavia: 27s. 6d. To Amoy: 32s. 6d. To Sourabaya: 30s. To Manila: 28s. to 30s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Galle: 18s. To Singapore: 18s.

CASUALTIES.

Falmouth, Oct. 3.—The Oceano (str.), Brown, from Glasgow to Singapore, has put in here with damage to machinery; she, however, sailed again on the 7th for her destination.

Manila.—[Singapore, Oct. 7.]—The Scawfell (barque), hence to Zebu, has been towed into the latter place leaky, having stranded off Bohml (? Bohol); she may proceeed to Hong Kong.

Lisbon, Oct. 8.—The Glamis Castle (str.), from Hong Kong, to London, has arrived here, in tow of the John Bramall (str.), from Rotterdam to Batavia, with damage to keel near sternpost.

Another telegram:—"Glamis Castle (str.), towed in disabled by John Bramall (str.), keel broken between sternposts appears six inches; rudder difficult to move and up engines stopped. 6.30 p.m., Sunday, forty miles North Berlings, tried turn Hand not move; believe best plan get two powerful tugs tow ship London if can get steering gear to act, danger is if after sternpost gives way; bad weather."

Sunderland, Oct. 2.—A telegram from Hong Kong announces that the Malvern foundered in the typhoon; all hands lost.

Advices from St. Helena state that the Nederland and Orange, Phaff, from Saigon to Rotterdam, which put in there, 20th Aug., with damage, discharged about 300 tons cargo to get at the leak; it was then stopped, and some slight repairs were then effected, the discharged cargo was reshipped, and the vessel proceeded 9th Sept. The surveyors reported that, so far as could be seen, the cargo appeared to be in good order; 10th Sept.—The Tennyson, M'Kinlay, from Batavia to Queenstown, which put in there, 4th July, making water, has landed 3,924 baskets of sugar up to the present time. The services of a diver belonging to H.M.S. Barracouta, were obtained 27th Aug., for the purpose of discovering and stopping the leak. The diver examined her and reported a great amount of copper off just abaft the stern post, and many sheets off in other places. A survey was held 28th by two officers and a carpenter of the Barracouta and they recommend the following repairs to be effected, viz., the defective beams to be fished and an iron breasthoop to be introduced in addition to the one broken, the copper to be repaired as far as possible when the vessel is heeled over, the mizenmast to be fished and the caulking when slack to be made good. The surveyors declared that the vessel would then be fit to take two-thirds of her full cargo to England, where she would immediately go into dock.

The Batavia, from Australia to Java, with coal, was wrecked in Torres Straits.

The Crocus (str.), from London to China, &c., has put into Plymouth with machinery damaged.

MISCELLANEOUS.

At Port Said, Oct. 5.—Voorwarts, from Texel, for Batavia; Glenearn, from London, for Singapore, China, &c.

At Mauritius.—Julia Ann, Baker, and sailed, Aug. 21, for Bangkok; Susan E. Voorhis, Fulton, and sailed, 21, for Galle; Peveril of the Peak, Nichols, and sailed, 22, for Colombo; Belle Alliance, Howatt, and sailed, 22, for Sourabaya.

Off Ascension, Aug. 23.—P.C.R.M., from Sumatra, for London; T.K.N.L. (Eastern Chief), from Nagasaki, for London; 24, L.K.D.B. (barque), from Java, for Queenstown; 27, M.D.J.T. (Dorothy), from Japan, for London; Sept. 1, K.G.P.C. (Duke), from Singapore, for London.

At St. Helena, Sept. 5.—Vicenta Bilabaza, from Ilo Ilo, and sailed 7, for Cadiz; 11, Vier Gebroeders V der Zee, from Padang, and sailed for New York; 8, Min, from Singapore, for New York; 10, Ada, from Shanghai, for London.

At Algoa Bay, Aug. 25.—Vanadis, Carlstein, and sailed for Batavia.

LAUNCHES, &c.

A new steamer for the "Nederland" Company line between Holland and Java has been launched on the Clyde by Messrs. John Elder and Company. The vessel is an iron screw steamer of 3,000 tons gross, and of the following dimensions:—Length between perpendiculars, 365ft.; breadth, 37ft.; depth moulded, 27ft. 3in. As she left the ways she was named the Prins Hendrik. The engines, which will be supplied by the same firm, are upon their compound principle, and are 400-horse power nominal, with two cylinders, one 86in. diameter, and the other 50in., and stroke 3ft. 6in. The saloon and state rooms will be finished with the greatest elegance, and fitted up with a view to the comfort of those on board. This is the eighth vessel built by Messrs. Elder and Company for this company, and she has been constructed with remarkable speed, her keel having only been laid on the 31st of January last.

We hear that Messrs. Norris and Joyner purpose despatching a monthly line of steamers to Japan. The Calabar is now on the berth, and will be followed by the Montgomeryshire.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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Seventy already sold—fifty now on the register.
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ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

THE LONDON AND CHINA TELEGRAPH.

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The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

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The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

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J. THOMSON, Chairman.

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RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

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Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C, and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Thibet ...	2,593	400	Oct. 13	Bombay (extra steamer.)
Cathay ...	2,982	450	Oct. 15	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Oct. 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China-Japan, and Australia.
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.
*Khedive...	3,742	600	Nov. 5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	Oct. 12
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glencagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

YOKOHAMA and HIOGO.—The favourite clipper WALTON, A1 10 years, South West India Dock, with quick despatch. The "Ada," A1 17 years, to follow.

ROBERTSON and Co., No. 5, Newman's-court, Cornhill, E.C., London.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Sindh ...	Oct. 25	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr ...	Nov. 8		
Provence ...	Nov. 22		
Tigre ...	Dec. 6		
Amazone ...	Dec. 20		

The Steamers of the 25th Oct., 22nd Nov, and 20th Dec., connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 11th Oct., 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

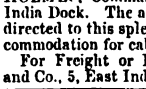
For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Zoroya.....	A1 13 yr.	383	St.Kth	With des

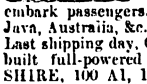
For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.



CASTLE LINE OF STEAM PACKETS FROM LONDON FOR SINGAPORE HONG KONG, AND SHANGHAI.—The magnificent, new, Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A 1, 300-horse power, nominal, W. HOLMES, Commander; will load in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

Steam via the Suez Canal.



TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Falmouth to embark passengers. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day, October 30. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 200-horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, built especially for the China trade has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 16th October; the magnificent new full powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, YOKOHAMA, HIOGO, AND NAGASAKI, with liberty to call at Hong Kong, last shipping day, 15th October; the favourite full-powered screw steamer CALABAR, 20 years in Liverpool book; 1,300 tons gross, 800 nett register; 380-horse power nominal, 1,900 effective; R. W. HUTCHISON, Commander; East India Docks. This magnificent steamer having been built for mail service has unusually spacious and well ventilated accommodation for saloon passengers.

For freight or passage apply to J. and R. GRANT, 1, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glenlyon, s.s. ...	2,119	McGregor, Gow, & Co. ...	Oct. 12
Hankow, s.s.... ...	2,332	Norris & Joyner...	Oct. 16
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	Oct. 15
Calabar, s.s.... ...	1,300	Norris & Joyner...	Oct. 15
LIVERPOOL.			
Menelaus, s.s. ...	1,519	Alfred Holt ...	Oct. 30
Sarpedon, s.s. ...	1,519	„ ...	Oct. 20
Ajax, s.s.	1,540	„ ...	—
GLASGOW.			
Brisbane, s.s. ...	1,500	T. Skinner & Co.	Oct. 17

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 12, 1874.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 581.] LONDON, WEDNESDAY, OCT. 14, 1874. [Price 9d.—Subscription, £3 9s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 14.
JAPAN—Yokohama	July 10	Aug. 20	Aug. 26
Yedo			
Osaka and Hiogo	June 26	„ 16	„ 20
Hakodadi			
Nagasaki	—	—	„ 27
CHINA—Peking	—	—	„ 18
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 20
New-chwang	—	—	„ 13
Hankow	—	—	„ 25
Kiu-kiang	—	—	„ 26
Chin-kiang			
Shanghai	July 10	„ 17	„ 30
Ningpo	—	—	„ 27
Foochow	„ 17	„ 28	„ 30
Formosa	—	—	„ 20
Amoy	—	—	Sept. 2
Swatow	—	—	„ 2
Hong Kong	„ 24	„ 30	„ 5
Canton	—	—	„ 3
Macao	—	—	„ 4
PHILIPPINES—			
Manila	„ 17	„ 23	Aug. 30
COCHIN-CHINA			
Saigon	„ 31	Sept. 1	Sept. 10
SIAM — Bangkok	„ 24	Aug. 27	„ 4
BORNEO—			
Labuan	—	—	Aug. 25
Sarawak	—	—	Sept. 1
JAVA — Batavia	Aug. 7	Sept. 9	„ 10
Samarang	—	—	„ 4
Sourabaya	—	—	„ 6
MALACCA STRAITS—			
Singapore	„ 7	„ 6	„ 12
Penang	„ 7	„ 4	„ 7
CEYLON—			
Galle	„ 28	„ 21	„ 22
Colombo	„ 21	„ 19	„ 20

THE MAILS, &c.

The French mail, with the advices dated as above, was delivered, *via* Marseilles, this morning, five days in advance of its due date. The next inward (P. and O.) mail, bringing advices Yokohama 2nd, Shanghai 6th, Hong Kong 12th, Singapore 20th Sept., which is due, *via* Brindisi, on Monday, the 26th inst., left Galle on its due date, the 1st inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Anadyr*, arrived Oct. 12.—From Yokohama: None. From Shanghai: Mr. Donaldson, Mr. Goldspink, Mr. and Mrs. Blake, Mr. and Mrs. Rudland, Mr. and Mrs. Taylor. From Hong Kong: Messrs. Galdeira, Bouchard, Bordiman, Closmaden, Bormand, Mr. and Mrs. Miranda, Mr. and Mrs. Olano. From Saigon: Mdme. Des Grois. From Batavia: None. From Singapore: Messrs. Alexander, Pessador, Hagedorn, Mr. and Mrs. Volz, Mr., Mrs., and Miss Walsh, Mr. and Mrs. Kuhmil, Mr. and Mrs. Koof, Mr. and Mrs. Bool.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, Oct. 11.—To Yokohama: Mr. Covil, Mr. R. Tome. To Shanghai: Mr. Harwood, Mrs. Seward, Mr. and Mrs. Lynes, Mr. Miller, Mrs. Koberlain, Mrs. Martin, Miss Martin. To Hong Kong: Mr. Ellwell, Mr. Courthial and family, the Danish Ambassador, Mr. Scott, Mr. O. E. Edwards, Mr. Ccurtheat and family. To Galle: Mr. Karslake, Mr. Cross, Mr. Shutter, Mr. F. Mortimer, Mr. Orson. To Batavia: Mesdames J. Delden, Mr. and Mrs. Bayer and daughter.

Per French steamer *Sindâ*, Oct. 25.—To Yokohama: Rev. H. Evington. To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May, Mr. C. Carroll and family. To Shanghai: Mrs. Little, Mr. Leopold Lefebre, seven missionaries, three Sisters of Mercy. To Saigon: Admiral Duperre and suite, Mr. A. Spooner. To Batavia: Mr. and Mrs. Holland and family, Mr. and Mrs. Carp. To Singapore: Mr Gray, Mrs. Alabaster. To Galle: Mr. and Mrs. Vandespar, Miss Eidenberg.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite. To Batavia: Mr. and Mrs. Brevet. To Hong Kong: Mr. A. W. Burn, Mr. E. Pye, Mr. F. Leyburn. To Galle: Mrs. Block, Mr. G. L. Reid.

Per French steamer *Provence*, Nov. 22.—To Galle: Mr. Young, Mr. Ollivam, Mr. Broyer. To Saigon: Mr. Lalanne.

Per P. and O. steamer *Surat*, from Southampton, Oct. 8.—To Ceylon: Mr. and Mrs. Mathew, Mr. and Mrs. Barber and son, Mrs. J. V. Dunlop, Mr. and Miss Aslett. To Galle: Miss Copeland. To Singapore: Lady Sidgreaves, Mrs. G. F. Hose, Mr. McNair, Mr. and Mrs. Skinbrigge. To Hong Kong: Surg. Maj. Moorhead, Mrs. N. B. Dennys.

Per P. and O. steamer *Ceylon*, from Venice, Oct. 16.—To Singapore: Mr. W. F. Heniker.

Per P. and O. steamer *Ceylon*, from Brindisi, Oct. 19.—To Singapore: His Excellency Governor Cairns, C.M.G., Mr. A. P. Maudslay. To Ceylon: Mr. Hedges, Mr. Robinson.

Per P. and O. steamer from Southampton, Oct. 22.—To Ceylon: Mr. A. J. Davids. To Yokohama: J. B. Stevens. To Shanghai: Mrs. Carey. To Singapore: Mr. H. L. S. Davids, Mr. A. G. Brown, Mr. de Winton, Mr. Hull, Mr. Borney.

Per P. and O. steamer from Southampton, Nov. 5.—To Ceylon: Mrs. and Miss Delmege.

Per Nederland Company's steamer *Conrad*, from Nieuwediep, via Southampton and Naples, to Batavia, 10th Oct.—Miss Van Stietz, Miss B. Schukking, Miss Einthoven, Mr. B. A. H. Wolterbeek, Mr. and Mrs. Muller, Mr. Wynschenk, Mr. Heiligers, Mr. L. F. Schneider, Mr. W. M. H. von Schmid, Mr. Schröder, Mr. R. d'Abo, Mr. J. G. van Eck, Mr. O. Netcher, Mr. and Mrs. R. D. W. Koops, Mr. J. L. Wiselius, Mr. J. G. A. Rademaker, Mrs. Vlasblom, Mr. and Mrs. P. J. Bosch, Mrs. J. Byleveld van Lelyveld, Mr. and Mrs. G. L. Rosch, Mr. Pypers, Mr. H. A. Tobias, Mr. G. F. Enger, Miss A. W. Gerth van Wyte, Mr. and Mrs. W. Vincent, Mr. J. G. E. G. de Dieu Steerling, Mr. and Mrs. J. Meyer, Mr. and Mrs. R. de Lanoy, Miss Raaff, Mr. G. A. van Prehn, Mr. J. H. van Andeweg, Mr E. Wehrlin, Mrs. Dirksen, Mr. van der Flier, Mr. Posthuma, Mr. van der Meulen, Mr. F. Helling, Mr. C. Bruyn, Mr. F. A. Bol, Mr. Victor Sibinga, Mr. van der Kemp, Mr. J. P. Swaab, Mrs. A. Philips, Miss Ten Cate, Miss Ten Cate, Mr. Hollingrrns, Mr. H. L. van der Wych, Mr. and Mrs. de Quay, Mr. H. Helder, Mr. J. W. Quurdeeg, Mr. H. J. Rolff, Mr. H. J. Verdam, Mr. and Mrs. T. W. Mondriaan, Mr. and Mrs. A. Th. Raaff, Mr. J. A. van Prehn, Mr. D. H. van Andeweg, Mr. R. Plate, Miss M. L. van der Walle, Mr. J. E. van der Weide, Mr. A. S. van der Heyden, Pz., Mr. Koelwyh, Mr. J. Kopersberg, Mr. B. van Heek, Mr. C. van Hoek, Mr. and Mrs. J. H. Spillenaar, Mr. P. E. J. H. van Dompseler, Mr, I. H. A. Kroll, Mr. T. F. J. van Bommel van Hoten, Mr. L. B. A. J. H. P. S. Lettmann, Miss H. Hibbert, Mr. and Mrs. D. C. A. Westenberg, Mr. S. L. Boersma, Mr. T. L. Beyerman, Mr, C. S. Leenderts, ten subaltern officers, 140 soldiers.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

Our advices from this port—which extend to the 27th August—give the subjoined brief account of the typhoon which occurred on the night of the 20th-21st August, and which appears to have done great damage both afloat and ashore :—

The first indications of the typhoon showed themselves with great suddenness about 8 P.M. on the 20th, the wind and waves rising and the barometer falling till, at about 11.30 P.M., the latter stood at 28.50. It was estimated that the centre of the storm was about twenty miles westward of Nagasaki, sweeping in fact across the mouth of the Bay. The destruction of life and property it is impossible to state even approximately, but it must have been immense. Of 320 Japanese vessels standing in the books of the port authorities as in harbour, only ten are stated to be left, the rest being all sunk or stranded. Up to the time the *Nevada* left, 300 drowned bodies had been recovered, which may give some idea of the number of lives that must have been lost not only in Nagasaki but all along the coast. The Bund wall and landing places of the Foreign Settlement are all destroyed. The Custom-house godowns and many of those of private firms are ruined. The new residence of the Governor, said to have cost $40,000, though seemingly substantially built of wood and stone, has been laid flat. In short, there does not seem to be a building in the native or foreign town that has not been more or less demolished. The coal sheds of the Pacific Mail Steamship Company and the Engineering Works of Messrs. Boyd and Co. have been unroofed, while the British Consulate is a conspicuous desolation : and the Engineering Works of the Government are all but destroyed. The iron clad *Stonewall* was at anchor just inside Menage Point, but dragged her anchors till she got on the rocks, and bumped a hole in her bottom, through which she filled and sank, but in such a place that her upper deck was dry at low water. Prompt measures to rescue her were taken, and it was believed she would be got off shortly. The *Ping On* was driven so far ashore that it was high and dry all round her. So it was with the sailing vessel *Hamburg*. The steamer *Madras* was ashore, but was got off without apparent injury, as did also another steamer (supposed the

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Bertha). The typhoon (or rather a sympathetic storm produced by it) reached Yokohama on the 21st, but no serious damage was done. The oldest native people say that they do not remember seeing or hearing of so severe a storm in Japan. The harbour of Nagasaki presents especially a scene of mournful desolation,—strewed all round with piles of wreck, and the poor despoiled owners creeping sadly along the beach.

The *Peking Sun* contains the following :—From eleven o'clock the gale was so fierce as to render it unparalleled. The *Ping On* went on the rocks at Inasa, a short distance from her lay the *Soobo*, on the rocks also, and in the neighbourhood of Akamoto is the man-of-war *Adsuma-kan* (late *Stonewall*), she having forced a passage through the rocks, and is aground leaking very badly ; a large wave carried the German barque *Hamburg* on to the rocks and left her there ; the *Madras* went ashore, but is not much injured. The *Ping On* has not suffered much beyond the inconvenience of being placed in such an awkward position. All the vessels in the harbour dragged their anchors, and some had to cut their masts. About sixty junks found their way to the bottom or on shore ; it is estimated that 200 Japanese lost their lives ; twenty were rescued from a watery grave by the efforts of the master of the *Ping On*. On shore the casualties were extensive. Bund wall washed away, tea-firing premises and godowns levelled with the ground, Governor's new Kencho one mass of ruins, hundreds of Japanese rendered houseless.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes from this port as follows :—

A dangerous conspiracy amongst Li Hung-chang's soldiery here has just been detected. Rumours of the most alarming character are in circulation amongst the foreign community, and a general feeling of insecurity is everywhere manifest. While there is little doubt that many of the flying rumours are untrustworthy, there is much reason for the apprehension, shared by the most thoughtful, that a crisis may be precipitated at any time. It is probably known to your readers that the district of Tientsin is, and has been, since the visit of Soyesima from Japan, in 1873, the scene of great military activity. It is estimated that ever since that time there has been from 20,000 to 60,000 troops within two days' march of Tientsin. These troops are principally from Honan. They are Li Hung-chang's pets, and constitute the flower of his army. They are consequently strangers in this province, but they are none the less masters of the soil, and they live on the fat of the land. It is not, then, a matter of surprise that these vagabonds, weary of inactivity, corrupted idleness and lust, and restrained by no power but their own will, should engage in any game, however desperate. The leader of the present revolt, it is supposed, is General Whang, one of the Viceroy's late officers, and it is reported that a large number of the soldiers at Ma Ch'ang, on the Grand Canal, have joined his standard. There are a great number of ex-military officers at Ma Ch'ang, who are at present out of employment, and it is said that they will be able to bring a great body of southern soldiers to the rebels, as soon as the signal for revolt is given. There is serious disaffection also amongst the troops at the large military Camp at Hsin-ch'eng, on the south bank of the Peiho, sixteen miles above Taku, and several hundred of the men have deserted the camp. So great has been the consternation amongst the commandants of the forts at Taku in consequence thereof, that every preparation has been made for an assault upon their works by the rebels, which is daily and hourly expected.

The conspirators have an organisation, which indicates that their work has been in progress for some time. It is said their designs were first disclosed by the contents of an intercepted letter from one of the leaders at Ma Ch'ang to another at Hsin Ch'eng. It was the intention of the insurgents, according to this letter, to march upon Tientsin simultaneously from both these camps, on Aug. 19, capture and hold the place, and put all the foreigners to death. The letter giving the above information was intercepted, and the facts were immediately sent to Li Hung-chang, who issued prompt orders for the apprehension of a number of suspected parties. It was the expectation of the leaders that, as soon as the rebel standard should be hoisted over the walls of Tientsin, the whole body of Li Hung-chang's southern soldiery would join them, as they are known to be exceedingly hostile to foreigners. The Viceroy's detectives were soon upon the scent of their game, and on the day following the receipt of this extraordinary disclosure, seven of the ringleaders were arrested at an obscure Chinese inn near the western suburbs of the city ; and on the day following that six more were brought in irons from the camp of Hsin Ch'eng, escorted by a strong body of soldiers from the Viceroy's guard. The leader of the revolt, General Whang, made good his escape, and is still at large. The badge adopted by these rebels is a white turban, and their standard is a white flag, bearing the inscription, "New Peace." Quite a number of these flags have been captured.

The men who are under arrest are being secretly tried by a Military Commission. So far, only one of them has been forced to confess. He says the object of the attack was to plunder Tientsin and to kill all the foreigners. It is claimed by the Chinese that this movement is not political ; that it is organised by bad characters, and that loot is their object. Of this time will be the safest judge. There is a singular fact in connection with this, viz., that the local officials, one and all, profess entire ignorance of what is going on. The gunboats *Curlew*, *Hornet*, and *Sobo* are here ; and I believe that the English, American, and French Consuls have each asked for reinforcements.

A sad accident occurred on the 15th August. A young Russian gentleman, Mr. F. N. Bogdanoff, nephew of Mr. N. A. Nefedieff, in whose mercantile house he was employed, fell into the river from one of the piers on the bund. He was standing on a gang-plank left by some departing steamer in such a position that it rested on another plank, insecurely, and instead of bearing the young man's weight, tilted him into the river. His companions immediately made efforts to help him out by poles reached to him, but he went down at once, and his body was not recovered until life was extinct.

An Imperial Decree conceding an audience to the Belgian Minister appears in the Peking *Gazette* of the 16th August.

SHANGHAI.

The present mail brings advices from this port to the 30th August ; no later mail from London had been received since the P. and O. mail of the 10th July, which arrived out on the 17th August. The following summary of news is from the *North China Herald* :—

Local interest centres on the result of the negotiations between China and Japan, still proceeding at Peking. Both the Chinese newspapers of the 24th August contained a statement, coming from a Chinese official source we understand, that the negotiations had resulted in an arrangement which would not compromise the dignity of either nation. Upon inquiry at the Japanese Consulate, however, we were obligingly informed that the Peking despatches received the previous day made no mention of such a result, and that the statement referred to is believed to be a mistake. On the other hand, a rumour has been current that the negotiations had been broken off, but neither have we been able to trace this to any reliable source. The Chinese are uneasy as to the result, particularly those engaged in the Coast trade, who are apprehensive that not only would war disorganise trade, but that their cargoes would run great risk of seizure by the enemy's navy. China is actively pursuing her military preparations by the purchase and shipment of arms and munitions, the engagement of drill instructors, and the movement of troops to the south. The Japanese frigate *Rio-jio-kan* left Woosung on the 22nd August for Tientsin, having on board H.E. Okubo, the Japanese plenipotentiary, and suite.

The China Merchant Company's steamer *Haiching* left for Chinkiang on Aug. 23 to embark troops for the Formosan rendezvous. She carried with her forty-three cases of Chassepot rifles, for distribution among the troops. The *Haiching* arrived in port again on Aug. 26, orders having been issued for her return to Shanghai without embarking the troops, or even landing the arms and ammunition she had on board. It was reported that there were a large number of troops in the neighbourhood of Chinkiang, but so much discontent was manifested among them, on account of arrears of pay and squeezing by the mandarins and subordinate officers, that they could not be induced to march to the point of embarkation. Another cause assigned for their refusal to embark is said to be that they objected to ship in a steamer which was to run all alone the gauntlet of the Japanese cruisers ; they were quite willing to go if several steamers sailed in company. The Chinese brave is probably impressed with the notion that the Japanese are even now off the coast, ready to pounce on him and give him the benefit of the humane treatment of prisoners which the Chinese understand so well. Three French drill instructors went up by the *Haiching* to Chinkiang, returning again with her when she failed in her mission. They have been engaged to drill troops at Taiwan, but their agreements will cease should war be declared.

Foreigners have been interested in the movement of a small fleet of mandarin creek junks or gunboats, which has taken up a position near Pootung point. They are here as part of the retinue of the Futai or provincial governor, who is at present on a visit to Shanghai, with the object, it is understood, of concerting measures with the local authorities for the defence of the port. Forts at Woosung have been resolved on, and the taking of other steps of the same kind will probably depend upon the result of a reference recently made to the Consular Body, as to the possibility of giving Shanghai the status of a neutral port in the event of a war.

Among the craft at Chefoo are a large fleet of new-looking men-of-war junks. Krupp has an agent there whose duty it is to teach the Chinese the drill applicable to his guns. It is believed the instructor has got on very well with his pupils, and he is said to have 120 officers, presumably of the lower grades, under his tuition.

The Foochow-built gunboat *Ching-yuen* arrived on the 25th

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Aug. She is a vessel of 300 tons burthen, 100-horse power, seven guns (rifled), and has a well trained crew of 100 men. Next day she went alongside the China Navigation Company's Wharf, to take on board seven Vavasseur rifled guns, and 2,000 shot and shell, for Foochow.

Judgment in the case of alleged collision between the steamer *Manchu* and a Chinese junk, in the river Yangtsze, on the morning of the 12th of December last, has been delivered by Mr. Seward, U.S. Consul-General. The plaintiffs were Chen-kee-tuk, the master and owner of the junk, some other Chinese merchants, and the widow and mother of two of the crew who were said to have been drowned. The defendants were the owners of the *Manchu* and her former master, the late Captain Spedding. The case, owing to causes of compulsory adjournment, has been before the Court since the 5th May, and its termination was marked by a most elaborate judgment. The conflicting character of the testimony given, coupled with the positive manner in which the Chinese witnesses on behalf of the junk told, and maintained, an apparently impossible story, rendered it necessary to analyse and decide on every statement made in the case. The plaintiff's testimony was to the effect that the junk was of large carrying capacity, and that it was run into and sunk by the *Manchu* while sailing up the river. This was denied by the defendants, whose case was that they did not collide with a junk, but that at about the time and place mentioned by the plaintiffs the *Manchu* did come in collision with a small single masted open Chinese boat, which, however, received so little damage that on her sail halliards being released from entanglement with the bowsprit of the *Manchu* she sailed away seemingly none the worse, her crew, in answer to enquiries from the steamer, saying they did not need any assistance. After a careful examination of the evidence on both sides, the Court dismissed the libel, as it was phrased, and ordered the plaintiffs to pay costs. Appended to the judgment are some valuable suggestions as to the necessity of promulgating among native navigators rules for the avoidance of collisions, especially in rivers. The Court gives "expression to the reflection that these disasters will continue to occur, and that sentiments of vexation on the part of foreign navigators, and perhaps of hostility on the part of the natives, will continue to be engendered until the native authorities take the question of promulgating the collision rules warmly in hand; and until this is done, and every Chinese navigator is made to understand the rules, their absence, and the uncertainty how far the provisions of the rules are natural and ought to be enforced as the dictates of common sense, will embarrass the Courts into which these collision cases come."

The steamer *Taku* brings intelligence that endeavours to discover whether the wreck now lying on the Boat Rocks, to the southward of the Lammocks, is that of the missing barque *Scotland*, have been resumed, and that, after repeated visits, divers had brought to the surface a wheel and bell, which were at once recognised as those belonging to the ill-fated vessel. The divers reported the hull to be six inches thick with barnacles.

Later news, per *Lotus*, from Swatow and Amoy, modifies the report contained in the extract from a letter, published in last week's *Herald*, announcing the wreck of the barque *Caroline Hutchins*, as regards that portion which says all hands were lost. It is true that the vessel was driven ashore, but only the captain's wife had to leave it, which she did with the assistance of Mr. Trannock, examiner of Customs, while the crew remained by the ship with the object of saving the cargo. A Japanese gunboat rendered assistance in endeavouring to get the barque afloat, but these efforts were unavailing, and the wreck was subsequently sold for $300.

The committee of the Shanghai Library have circulated an appeal to the residents, in accordance with the resolutions passed at the special meeting of subscribers held on the 10th August. We hope it will be successful in saving the library collection from being broken up, and a valuable and, for Shanghai, venerable institution from dying out. Resuscitation at some future time may be more difficult than reinvigoration at present. The appeal has already, we hear, been productive of encouraging results.

We have received the minutes of meetings of the French Municipal Council of 16th July and 13th Aug. The former record business chiefly of a formal nature. Proposals from the Works' Committee relative to various roads, bridges, the cemetery, and the Municipal nursery garden were adopted; and a plan showing changes in the width and course of certain roads, it was resolved to submit to a commission of eight proprietors or their representatives, who had signified their concurrence, in order to obtain advice on the projected changes and decide the value of ground connected with them. Payment of the Council's contribution of Tls. 1,000 to the expenses of the Shanghai Fire Department was sanctioned. The meeting of 13th Aug. was called specially to consider the question of wharves built in front of the bund by Messrs. Butterfield and Swire, and the application of Messrs. Nachtrieb, Leroy, and Co. to place a pontoon there. The object of the meeting was so far met by the knowledge which each Councillor had acquired from the record on these matters; and it was decided to defer discussion until the report on the line of the bund generally, called for by the Consular body, had been sent in by the authorities of the port, and submitted to the Council. Inasmuch as this line is yet under consideration, and modifications may be introduced, the Council decided to appoint Capt. Roberts to look after the interests of the French concession. A sum of Tls. 50 was subscribed to the fund on behalf of the marine of H.M.S. *Cadmus*, injured at the fire in the east quarter.

The Synod of China in connection with the Presbyterian Church in America has just closed its sessions at Chefoo. The Synod has in connection with it 27 missionaries, 13 ordained native preachers, and 24 additional native licentiates and candidates for the ministry, a church membership of 1,093 adults, and 700 children in the mission schools. During the past year the native church contributed upwards of $1,000 to benevolent objects. A very important step was taken by the Synod to secure at an early day a Commentary on the entire New Testament. This will supply a long-felt want.

Another Chinaman, charged with stealing flowers from the Public Gardens, has been taken before the Mixed Court and, as both bamboo and cangue have failed to stop depredations of this kind, Chen touched the offender on a more tender point, and sentenced him to two days' imprisonment.

General Le Gendre left Shanghai on the 29th Aug. for Peking. *On dit* that as soon as the General's recent arrest was telegraphed to Washington his release was promptly ordered, thence, by the same agency.

The ships *Duke of Abercorn* and *St. Aubyn* have been detained nine days at Woosung, for want of water to cross the Bar.

We take the following items of intelligence from the *Shanghai Budget*:—

We learn on what we take to be good authority that two old and tried employés of the Foreign Customs' Service of China have been engaged, on the suggestion of M. Giquel, at handsome salaries, to proceed to the Pescadores to drill into as much efficiency as circumstances permit the raw material of soldiers that is being rapidly massed there. There must be something very indeterminate or very elastic in international law, when it can be so modified or adapted by national statute that while some men are deprived of their personal liberty on the *mere suspicion* of giving advice—whether for the prosecution of war or the bringing about of peace,—others who openly assist in warlike operations are allowed to earn both increased honour and emolument by so doing.

We have information purporting to be authentic that two veritable iron-clads have been purchased in France for the Chinese Government at a cost of £220,000 each, which an authority on such matters assures us is a price sufficient to secure armour plates seven inch thick. So far, nothing could be more likely, for it is well-known that fully two months ago at least the Chinese became convinced that all efforts against the Japanese would be useless without this formidable class of vessels, and extraordinary measures were devised to secure the necessary funds. But when it is added that the newly-purchased ships are already on their way to China, our faith begins to call a halt. *Nous verrons!*

A man named Hansen, some time a Municipal constable, and latterly a seaman of the U.S.S. *Monocacy*, has been tried at the U.S. Consulate-general for cutting and wounding Sergeant Bird, of the Municipal Police, when endeavouring to arrest him on a charge of desertion, in the French Concession, and being found guilty, was sentenced to one year's imprisonment.

We observe that after some months of raising and grading the foreshore of the Hongkew Bund in front of the Austrian Consulate, the foundations for the new United States Consulate-General to be erected on that site are being energetically piled, so that building operations will probably commence forthwith. The first piles of the new bridge, to cross the Soochow Creek at the end of the Honan Road, have been driven.

A scheme is in circulation for the amalgamation of all the foreign pilots off Shanghai, whether working separately or in the present sectional companies, into one general association, to be called, as of old, "The Shanghai Pilot Company," but to be governed and managed entirely by the pilots themselves.

The Chinese gunboat *Tinkin* (side wheel) arrived in harbour on the 28th Aug., from Woosung, to await the Taoutai's orders. She carries nine large brass rifled guns, also two brass bow guns. She has a complement of 120 men, all told, on board.

(FROM A CORRESPONDENT.)

SHANGHAI, AUGUST 29, 1874.

Matters here seem to have come to a dead lock, as far as the Chinese are concerned. They have sent a few hundred (so called) soldiers from Chinkiang to Formosa in the Chinese merchant steamers, one of which returned here a few days ago from Chinkiang, where she had gone to embark troops, but the troops declined to go, and are stated to be in a mutinous condition, clamouring for arrears of pay. The crews of the frigate and gunboats here have nearly all deserted, the frigate having, it is said, only three people on board—viz., the captain, the cook, and a boy. The remainder have made themselves scarce. A horse boy who had been on board came back to his master here yesterday, and said he did not like fight pidgin, but much preferred the lot of a groom.

It appears from intelligence just received, that another "Tientsin Massacre" has been imminent, and only escaped by a hair's breadth. The large Chinese army kept near Tientsin by

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Li Hung Chang, the Viceroy, has become an element of danger to the Chinese and foreigners. It appears they have rebelled against the Government, and intended to attack Tientsin and kill all the foreigners, and also take the Taku Forts. Some of them have been arrested, but what the end will be no one can tell. The Japanese are preparing for war, buying steamers, sending troops to reinforce their army at Formosa, and negotiating at Peking at the same time. The Chinese are buying arms of all kinds, hiring drill instructors, but their soldiers and sailors are deserting by wholesale.

The arrest of Gen. Le Gendre at Amoy seems to have been a mistake, or at least premature, as there is, as yet, no war between the Japanese and Chinese. It is the general desire of foreigners that the Chinese should get thrashed, as, if they were successful against the Japanese, the lives of foreigners would not be safe, as they would certainly commit some outrage. This Tientsin affair confirms this view. The disaster to the *Stonewall* at Nagasaki is unfortunate for the Japanese at this juncture, but it is to be hoped she may be raised. Teamen here are hoping that the port of Shanghai may be blockaded by the Japs, as the price of tea in England would go up at once. They consider a three months' blockade would be a most satisfactory proceeding, but I hardly think the Japanese have force enough to cause a blockade to be respected by foreign Powers. The Chinese blockade of Hong Kong in time of peace is an anomaly that would hardly have been borne in the time of Cromwell or Elizabeth, but Gladstone and Co. had little of the public spirit that Englishmen ought to have when the honour of their country is at stake. Fancy a French Custom House in London and French cruisers at Ramsgate to seize and confiscate French vessels for entering or leaving the Port of London, and you have an exact counterpart of the state of affairs at Hong Kong for the last two years. The Chinese cruisers have been in English waters only a quarter of a mile from Hong Kong island, and no Chinese port within eighty miles on the north or 290 miles on the south, viz. Canton and Foochow. To save trouble the Chinese have established a regular Custom House in Hong Kong to issue port clearances, and have also begun to arrest Chinese subjects in Hong Kong, and send them to Canton for punishment. Surely our present Government cannot be so pusillanimous as to submit to this any longer, and lower the prestige of England, not only in the eyes of the Chinese, but foreigners of other nationalities. It is reported that the Taoutai of Shanghai waited on Mr. Medhurst, English Consul, a few days ago, to ask if he would defend the city in case of a rising of the rebels, of which the Chinese authorities seem apprehensive. He, of course, declined, but informed him that the Chinese Government would be held responsible for any damage to foreign property. The real danger seems to be from their own soldiers, who are a regular "rabble rout." The Japanese state positively that the Chinese disclaimed *in writing* all sovereignty over the parts of Formosa inhabited by the independent tribes. The Chinese have played this game so often with the English, who always swallowed the baits like gobemouches, but the Japanese took them at their word. It shows the necessity of exacting redress from the Chinese when outrages are perpetrated. The Chinese are now fully alive to their mistake, and are making desperate efforts to repair the blunders, but their military preparations are an utter failure. The Chinese authorities have applied to the foreign consuls to make Shanghai a neutral port in case of war. They have been reading the translation of "Vatel on the Law of Nations." I fancy that Shanghai ought to be a neutral port, so that the Japanese should stay outside Woosung and not come up the river and burn the arsenal, and capture the city, of which they are in dread. As I write the Chinese merchant fleet is entering the harbour, on its return from Formosa, where they took troops from Chinkiang. From all that has yet transpired, it would appear that the Chinese army has no stomach for fighting. War material is being shipped here for Foochow in large quantities, but of such a heterogeneous composition that it can be of little use. Guns of one kind and ammunition of another.

HONG KONG.

Our advices by the present mail extend to the 5th September; the P. and O. mail from London July 24 was received on the 30th August. The following items of news are from the *Hong Kong Daily Press*:—

We learn that a man who was captured at Canton as one of those concerned in the recent piracy on board the *Spark* made a confession of the facts connected with the affair prior to his death, which took place some time after his capture. He had been seriously wounded in an encounter which had taken place between the junk which he belonged to and another which was to have taken part in the proceedings, but was not up to time, and he had also received some wounds in a desperate attempt which he made to prevent himself from being taken. From these injuries he died shortly after he had made his statement. From his account it appears that it was intended that some seventy men should join in the affair—thirty among the passengers and forty upon a large junk—the one which missed the rendezvous and was employed in addition to the smaller one which took the pirates off after the affair was over. These men were got together by a species of head pirates who, on the information of one who had been in the habit of travelling on board the *Spark*, promised each to provide so many men. The large junk with forty men on board was unable to come up in consequence of the *Kin-Shan* being delayed in passing the *Spark* by the tide, and consequently took no active part; but it seems that after the piracy was over they came up with the small junk and demanded a share of the plunder; but this being refused on the ground that they had done nothing, a fight ensued, in which several men on both sides were seriously wounded. This disagreement among the robbers may possibly have the effect of aiding in the capture of those immediately concerned, and the confession of the man taken at Canton will probably also be of assistance in their capture. We hear that the authorities at Canton are most anxious to punish the pirates, and there is no doubt that the utmost exertions will be made for their capture.—By the *Elk* we learn that three more pirates had been captured at Canton. At the Police Court on the 3rd Sept. Wong Chan Ying, apprehended at Wanchi; Wong Asin, apprehended at West Point; Kwok Chi Ping, alias Kwok Ting On, Chan Yip Cheong, Chan Foo Kam, Chan Kam Cheung, and Wong Choi Hong, apprehended at Aberdeen, were charged with piracy and murder. After some evidence had been taken the accused were remanded until the 8th Sept.

A very severe squall visited the colony at 1 A.M. on the 4th Sept., causing consternation on the water, particularly amongst the sampans and cargo boats, who were not prepared for any such thing. Several capsized, and it is reported that five or six Chinese are missing. The squall came down Happy Valley with tremendous force, and the heavens appeared as if on fire, flashes and sheets of lightning darting about in all directions. Some very heavy peals of thunder brought down torrents of rain, and the squall swept along Wanchi Bay with terrific force, causing vessels in its course to swerve at their moorings very heavily. The iron roof on the new pier came to grief completely, injuring most of the pillars which supported it. In other parts of the town damage to venetians and windows formed the principal items. The squall lasted only an hour.

Thirteen gamblers have been arrested by Inspector Cradock and a party of police in a house in Jose East-street, Tank lane. The gamblers consisted of five Portuguese females, three Portuguese males, three Chinese females, and two Chinese males. They were brought before Mr. May, the police magistrate, and convicted. The first and second defendants were fined $200 each, or six months' imprisonment; the eleventh defendant, a singing woman, was discharged, and the other two China women, twelfth and thirteenth defendants, were fined $25 each, or two months' imprisonment. The rest of the Portuguese defendants were fined $50 each, or three months' imprisonment, except the third defendant, who was recognised as having acted as manager on one occasion, and she was fined $100, or four months' imprisonment.

The Spanish steamer *Formosa* reports that on entering the Lyee-moon pass a junk bore under her stern and seized the patent log, and refused to give it up until firearms were presented at them.

We are informed, by good authority, that the Provincial Government of Foochow contemplates again employing foreigners for service afloat. The present discipline of the men and condition of the vessels is represented to be most ineffective.

The P. and O. Co.'s steamer *Massilia* is, we believe, likely to become the property of the Japanese Government.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 12th September; the P. and O. mail from London, 7th August, was received on the 6th Sept. The following summary of news is from the *Straits Times*:—

An interesting cricket match, between eleven of the Army, Navy, and Civil Services, and eleven of the Singapore Cricket Club, which was commenced three weeks ago on the cricket-ground on the Esplanade, has been concluded, resulting in a victory for the Singapore Cricket Club, by only two wickets. The termination of the game was witnessed with much interest, as up to the finish the Services played with the utmost determination, and it was only by the last effort on the part of the Club that the game was won. The band of the 10th Regiment enlivened the play on the last day of the match, and the field was honoured by the presence of many fair spectators.

A bundle of bank notes which has been found by the Inspector-General of Police proved to belong to the Nacodah of a native vessel from the Gulf of Siam, who had received them from a rice shopkeeper in Hill-street in payment for a cargo of paddy, and dropped them out of his pocket before leaving the shop. The notes were picked up by a coolie, but another who saw him do this claimed a half share, and while they were disputing a third person, the master of the shop came up, and he also claimed a

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share. The result was that one of the parties, being dissatisfied with the proposed distribution of the spoil, reported the matter to the police, who recovered all the notes, and locked up the three disputants on a charge of criminal misappropriation.

A fire has occurred at Siglap, in which an unfortunate Chinaman lost his life. The building was an attap hut, in which two Chinamen lived, one sleeping in the body of the hut and the other in a small projecting shed attached. The inmate of the larger room was awakened by the fire just in time to escape, but the other's escape was cut off, and he was burned to death. The origin of the fire is unknown.

Captain Walshe, Magistrate of Police, goes home by the present mail steamer on six months' leave of absence. Mr. C. B. Waller will act as Police Magistrate in his stead.

The tragedy recently enacted in Canton river on board the steamer *Spark* should not be allowed to pass as an idle tale that is told, signifying nothing. It is pregnant with warning, quite as much to the merchants, owners, and captains of the Straits as to those of Hong Kong or all China, for we have steamers and sailing vessels, often crowded with Chinese passengers, coming and going to and from our ports, China, and Australia, on board which the same scene may any day take place, with equal, if not more, facility and fatality. There is no one, who knows anything of these steamers or passenger ships, but must be well aware that the precautions against any possible *emeutes* on board of them are lax in the extreme, and may be said to be inducements to mutiny, a premium on piracy and murder. There is generally a battery of half-a-dozen old firearms, unloaded but well-oiled, with powder and bullets carefully laid up nobody knows where when wanted, and there may also be a similar number of cutlasses, also well-oiled, but blunt as colters, and these constitute the weapons of defence of a handful of Europeans, taken by surprise and scattered all over the vessel, against one to eight hundred merciless ignorant coolies, led by determined ruffians, who know well that they must succeed and be thorough in their bloody work, or either be drowned or hanged. There is every probability that the emigration of Chinese coolies to Queensland and Port Darwin by the Eastern and Australian Mail Company and other steamers will be on a large scale. The E. and A. Company's boats have already taken considerable numbers to Queensland and brought many back. Are their boats, for example, sufficiently or even decently provided with arms, and are there regulations in force on board to put down any sudden flood of mutiny that may take place when least looked for? We fear not, and we trust the Company will be wise in time and insist upon the most stringent discipline being established on board all their boats, especially any carrying bullion or valuable cargo of a portable nature with a large number of Chinese coolies, in order to meet and quell any attempt such as that which was so fatally successful on board the *Spark*.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—During the fortnight business, both in Yarns and Grey Shirtings, had continued quiet, and rates for the lower qualities, although without quotable change, were decidedly weaker. T-Cloths had been in good demand, stocks being nil; and Velvets had continued to be asked for at the advance previously established. In Mousselines de Laine there had been a fair business, at higher rates; whilst as regards other descriptions of Fancy Goods, although no actual demand had existed, new parcels had been freely taken upon speculation. The inquiry for Blankets had continued. Stocks of manufactured Iron were still large, but suitable sizes of Bar Iron were saleable. Small Nail Rods showed little improvement, but rather better rates could be obtained for assorted sizes.

SHANGHAI.—Extreme dulness had prevailed in the market during the week, and, owing to unfavourable advices from the northern ports, prices of many articles showed a tendency to decline.

HONG KONG and SINGAPORE.—Import markets quiet, without change.

MANILA.—There had been no improvement to report in the market for Plain Staples, and values in most cases remained unaltered. Coloured Goods continued extremely dull.

SAIGON.—There had been very little doing in imports.

EXPORTS.

TEA.

YOKOHAMA.—The market had not been so active, owing, mainly, to the higher figures to which prices had advanced, as compared with home values. Settlements were estimated at about 6,500 piculs; and, altogether, prices had been well supported. The bulk of the business had been in medium to fine grades, which had realised $34 to $42. The unsold stock was not large, and desirable grades were firmly held. From this port the P.M. steamer Great Republic on the 14th Aug. carried—151,407 lbs. for New York,—229,060 lbs. for San Francisco,—77,520 lbs. for Boston, &c.; the s.s. Vancouver on the 18th, took—143,796 lbs. for New York,—240,189 lbs. for San Francisco,—77,723 lbs. for Chicago, &c.; and on the 23rd the P.M. steamer Colima left with 283,512 lbs. for New York,—and 163,445 lbs. for San Francisco. Export from 1st May to date 6,300,226 lbs., against 3,245,907 lbs. to corresponding date last season.

SHANGHAI.—Black: There had been a considerable business at about last mail's rates. Arrivals had been on a very small scale, and there was little but common Tea offering. Settlements, 23,573 chests, at Tls. 17 for common Hohows and Shontam, to Tls. 36 for a small lot of fine Ningchows in boxes. Stock, 23,500 chests. Green: Common Teas had been taken freely at former rates for all good chops. Pingsueys were not much wanted, and here and there teamen had been found willing to sell at a decline. Quotations had been irregular, according to the market for which the Teas had been purchased. Settlements—Fychow and Moyune, 30,132 half-chests at Tls. 31½ to 43½ Pingsuey, 4,065 half-chests, at Tls. 19 to 46. Shanghai packed 1,488 half-chests at Tls. 25 to 32. Stock, 45,000 half-chests. Export to date to Great Britain (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	49,790,353 lbs.	against	44,454,359 lbs.
Green	2,404,306 „	„	4,490,311 „
	52,194,659		48,944,670

FOOCHOW.—During the early part of the week a very quiet tone prevailed with trifling settlements; towards the close, however, the Teamen had shown more disposition to meet the views of the buyers, and the market closed with a fair business doing. Congou: Settlements 9,750 chests at Tls. 5½ to 23. Holders had shown no disposition to submit to any concession on last mail's prices, and were more particularly firm for flavoury to medium kinds; arrivals 25,100 chests. Souchong: Settlements 850 chests at Tls. 14½ to 30½; quotations unchanged; arrivals 1,200 chests. Oolong: No settlements reported; arrivals 3,300 half-chests. Scented Teas: Settlements 6,000 boxes at Tls. 19 to 21, being about previous rates; arrivals 6,800 boxes. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounted to 31,654,742 lbs., against 29,260,373 lbs. last year; to America, 154,936 lbs., against nil.; to the Colonies, 7,806,894 lbs., against 8,633,337 lbs.

SILK.

YOKOHAMA.—Soon after issue of last report prices became decidedly weaker, when a more active demand took place, which checked the lowering tendency and imparted a firmer tone to the market: under these circumstances no alteration was reported in quotations for general classes. A few bales of new Kakida Oshus of "best" quality had been purchased at $570 per picul. Settlements, from July to date, 950 bales, against corresponding period—season 1873-4, 2,200; stock, 500 bales new Silk.

SHANGHAI.—During the week a large business had been transacted, fully 3,000 bales having found buyers, increasing the total settlements from 1st June to date to 29,500 bales, against 22,900 bales at same date in 1873. The large business transacted had strengthened the market, and in some cases a slight advance in prices had been paid. Arrivals continued very limited, and the unsold stock was estimated at 13,000 to 14,000 bales.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Aug. 28, 1874	49629759	31803545	358993	10380393	92173690	15749
From June 1, 1873, to Aug. 28, 1873	47916693	25232140	—	8324584	81373417	17825

Shipments since last report, and included in above total:—

Aug. 8	per Teheran (str.)	From Shanghai, &c.	...	746,645	639
— 14	... Patroclus (str.)	... Do.	...	1,710,711	50
— 15	... Siudh (str.)	... Do.	...	336,443	857
— 15	... Norham Castle	... Shanghai	...	1,010,045	
— 15	... Kaisow	... Do.	...	1,138,185	

TO THE CONTINENT.

		Bales.
From June 1, 1874, to Aug. 28, 1874	3913833	10523
Do. do. 1873, to Aug. 28, 1873	4909437	5551

Shipments since last report, and included in above total:—

Aug. 15	per Teheran (str.)	From Shanghai, &c.	...	—	939
— 22	... Sindh (str.)	... Canton	...	47,880	1,801

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Aug. 28, 1874	9685899	1046
Do. do. 1873, to Aug. 28, 1873	4043605	1445

Shipments since last report, and included in above total:—

July 10	per Colorada (str.)	From Yokohama	...	317,087	
— 15	... Thessalian (str.)	... Canton	...	—	10
— 21	... Pleiades	... Yokohama	...	319,426	
— 23	... Bengal (str.)	... Shanghai	...	856,663	
— 27	... S. G. Reed	... Yokohama	...	505,941	
Aug. 3	... Japan (str.)	... Do.	...	287,740	23
— 11	... Golden Age (str.)	... Shanghai	...	111,004	36
— 13	... John Rennie	... Yokohama	...	103,328	
— 15	... Colima (str.)	... Hong Kong	...	35,893	60
— 21	... Patroclus (str.)	... Do.	...	77,392	

TO AUSTRALIA.

From June 1, 1874, to Aug. 28, 1874	8,026,263
Do. do. 1873, to Aug. 28, 1873	8,673,500

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TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,80[illegible]	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
June 6 ...	Ada	Hankow ...	988,129
„ 16 ...	Cutty Sark	„ ...	1,270,651
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 17 ...	Sir Lancelot	„ ...	1,149,957
„ 17 ...	Thermopylae	„ ...	1,315,825
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale ...	„ ...	930,783
„ 6 ..	Glamis Castle (str.) ...	„ ...	2,340,580
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ..	Norham Castle	„ ...	1,010,045
„ 22 ...	Lothair	„ ...	1,300,000
„ 22 ...	Leucadia	„ ...	1,400,000
Sept. 1 ...	Wylo	„ ...	1,300,000
„ 6 ...	Mirzapore (str.)	„ ...	2,000,000
„ — ...	Bokhara (str.)	„ ...	900,000
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
Sept. 1 ...	Historian (str.)	„ ...	2,000,000
„ — ...	Glengyle (str.	„ ...	1,700,000
July 3 ...	Deerhound	Canton ...	657,684
Aug. 1 ...	Golden Spur	„ ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 29 ...	Pekin (str.)	„ ...	1,000,000

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2½d.	4s. 2¾d.	4s. 2½d.
Shanghai „	5s. 9½d.	5s. 9½d. to 5s. 9¾d.	5s. 9¾d. to 5s. 9¾d.
Canton „ ...	4s. 2d.	4s. 2¼d.	4s. 2⅛d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2d.	4s. 2¼d.	4s. 2⅛d.
Manila „	4s. 0d.	4s. 0½d. to 4s. 0¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305½	221½
„ Hong Kong	27⅜ to 27½ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	„ 73.2.5	⅜ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 8 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $31 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, 94 per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2d., at Batavia F.11.75, at Manila 4s. 0½d., at Singapore 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	144 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	88 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	70 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$525 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	6 ...	
Union S.N. Company	100 ...	100 ...	65 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	655 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,750	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.83 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	130½ ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.117 ...	12 p.c.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From New York, Aug. 18, New Republic.

At Shanghai.—From London, &c., Oct. —, Lucerne, Miako, Alexandria, Farningham.

At Hong Kong and Canton.—From London, Sept. 3, Charles Albert (str.); from Glasgow, Somerset (str.).

At Manila.—From Liverpool, Aug. 20, Buenaventura (str.).

At Saigon.—From Newcastle, Aug. 18, Aristide; 21, Gem; from Marseilles, 7, C. J.

At Singapore.—From Cardiff, Sept. 10, Mabbit.

DEPARTURES.

From Shanghai.—For London, Aug. 28, Glenroy (str.); 26, Leucadia.

From Manila.—For London, Aug. 26, Annie; 2[illegible], Verena; 21, Tim Whiffler; for New York, 17, Dover Castle; 22, Mutlah; for Sandy Hook, f.o., 9, Calcutta.

From Saigon.—For Buenos Ayres, Sept. 3, Commerçant.

From Singapore.—For London, Sept. 12, Lord of the Isles (str.).

LATEST TELEGRAMS.

CHINA AND JAPAN.

Shanghai, Oct. 10.—The report published by a London newspaper that war had been declared between China and Japan is not true. On the contrary, the prolonged negotiations between Okubo and the Tsung-Li Yamen tend to show that a peaceful solution will result. The negotiations are kept very secret, even to the foreign Legations.

THE STRAITS SETTLEMENTS.

Singapore, Oct. 10.—The Legislative Council have unanimously approved the native policy inaugurated by Sir Andrew Clarke. The Council, in authorising the necessary expenditure, also passed a guarantee for the proposed telegraph line through the native States.

KASHGAR AND CHINA.

(Times' Telegram.)

Berlin, Oct. 13.—Yakoob, the Ameer of Kashgar, is as active as ever. While supporting the rebels in Khokand and preparing to extend his dominion in a western direction by the annexation of that principality, he about four months ago despatched a considerable force east, intending to follow up his previous victory over the Chinese by a decisive blow. His troops march in two columns, the one proceeding along the southern slopes of the Thian Shan towards Khami, the other keeping north, and making for Barkul. The Chinese had two armies in the country—a small force surrounded by Dungan rebels at Kur Kara Su, about 200 miles east of Russian Kuldja, and a larger one at Suchau, in the province of Hansi, 300 miles south-east from the Khami Barkul region on the eastern spurs of the Gelesni ridge. News of a collision is shortly expected. The natives, who have hitherto acted as Russian commercial agents in the smaller towns of Kashgar and Bokhara, are being gradually superseded by officials sent from Tashkend.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Collins—On the 19th July, at Kandy, Ceylon, the wife of the Rev. R. Collins C.M.S., of a daughter.

Miller—On the 27th Aug., at Shanghai, Mrs. Rowley Miller, of a son.

Northmore—On the 3rd Sept., at Colombo, Ceylon, the wife of John Northmore, of Cleve House, Devon, of a son.

Pond—On the 25th Aug., at Shanghai, the wife of J. A. Pond, of a daughter.

MEDICAL REPORTS FROM CHINA.

The *Customs Gazette* for the half-year ending 30th September, 1873, contains the medical reports forwarded by the surgeons to the Customs at the Treaty Ports in China.

Peking.—Dr. Dudgeon reports:—"During the past six months there was nothing of special interest to note regarding the health of Peking. When I add some little fever and fever and ague among one or two foreigners, I have mentioned all that is worth reporting in relation to climate. The native population have not suffered from epidemic, the most common affection being ague."

Amoy.—The Drs. Manson report:—"During the last six months the health of natives and foreigners was unusually good. No serious case of climatic disease occurred among the foreign residents, and beyond a very limited epidemic of dysentery during August and September the health of the native population was equally satisfactory."

Hankow.—Dr. A. G. Reid reports:—"Insolation is of rare occurrence among foreigners at this port. Among the native labouring classes who go through severe physical exertion it is also uncommon." Two instances are reported, however, wher neither of the men had been exposed to the direct rays of the sun.

Tientsin.—Dr. J. Fraser says:—"Notwithstanding a very hot and rainy season, together with a fresh inundation of the surrounding country, the health of the foreign community and shipping has been very good."

Shanghai.—Dr. A. Jameson reports:—"The past six months have witnessed little change, if any, in the sanitary condition of the settlements. There has been no improvement in the water supply, which is still drawn from the river and the creeks.

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During the half-year there were forty-eight deaths, of which forty-two were males, and six were females. The health of the Customs' staff was good."

TAKOU (FORMOSA).—Dr. Rennie reports:—"During the six months under observation there was one death among the European community. An extremely delicate child died, after three days' illness, from acute dysentery and intermittent fever. Excellent health prevailed among the rest of the community."

CANTON.—Dr. F. Wong reports:—"The past summer was remarkable for the most terrible thunderstorm that has occurred for many years. The rainfall of this summer has been excessive, and the weather has been cool. The general health of both foreigners and Chinese has been exceptionally good." Accompanying Dr. Wong's report is a "Memorandum on Leprosy."

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY.

The half-yearly general meeting of this company was held at the City Terminus Hotel yesterday—Mr. John Pender, M.P., in the chair. The report presented was summarised in our last issue.

The Chairman, in moving the adoption of the report, said that he was sorry he could not congratulate the shareholders upon the cables being in perfect working order. That section between Saigon and Hong Kong was not at work, but in two or three days they hoped to receive intelligence of the fault having been repaired, and the company being again in telegraphic communication with China. The cause of the interruption was attributable to the typhoons which had passed over Hong Kong, doing considerable damage; but the fault in the cable was believed to be close to Hong Kong, in which case, as he had previously stated, it would no doubt be speedily repaired, as the ship for that purpose, he hoped, was now on the ground. Unfortunately they had been unable to work with the Great Northern Company, an interruption having occurred in that company's cable between Hong Kong and Amoy and between Amoy and Shanghai, so that they could not communicate with Hong Kong by that route. Since the last meeting they had had two interruptions, one lasting for a few hours and one for a few days—the latter having been caused by some Chinamen picking up the cable and selling it in the open market. This was probably done through ignorance, but as the offenders were now suffering punishment for the offence future pilfering on the part of the Chinamen would no doubt be prevented. In other respects the affairs of the company have been going on satisfactorily. The income had been £9,000 more compared with the corresponding period of last year, whilst the expenses compared with the same period were £900 less. The directors found, however, with the greater experience gained in respect to submarine telegraphy, that careful supervision and some expense were necessary for the maintenance of the cables. As by experience they could easily find out the position of any fault, they hoped by experience to find out the best means of preventing them. The debenture debt was being reduced, and it was hoped in a short time that it would be got rid of altogether. A question which had been agitating the shareholders was that of amalgamation, but so far as he had been able to judge of the circulars which had been issued he hoped the shareholders would not allow themselves to be carried away by *ex parte* statements. The directors had been in favour of amalgamation, but there was a limit even to amalgamation. When companies were working in a particular groove, amalgamation might be beneficial, but if it were extended to systems which would not work well with each other, much difficulty might arise, and then an amalgamation would do more harm than good. Then, as regards the expenses, he believed that were the amalgamation to take place, it would to a very small degree lessen the expense of management. A few of the shareholders were anxious that an amalgamation should take place with the Globe, but it must be remembered that the Globe had been established on the principle of a trust company. If it were decided that this company should be amalgamated with the Globe, that company would not be in a position to take this. They would have to judge whether the excess of any one interest would not so overbalance another interest as to seriously interfere with the Globe dividends. The question of making a fresh issue was now under the consideration of the Globe Company; and in the event of that issue being made, it would be made upon such principles as would maintain the safety of the Globe. Those desirous of joining the Globe would have little difficulty in doing so even at the present moment. If any shareholder wished to put his interest into the Globe, he believed, if he would present to the Globe so many shares in one company and so many in another, so as to maintain the proper equilibrium of the Globe, that company would be prepared to deal with him. It would be impossible for them to force themselves upon the Globe, and the board had always been most careful in not lending themselves to forward any exchange business of any kind. With regard to the defalcation which had taken place at Shanghai, he said that the board had done everything possible to prevent anything of the kind; still the distance rendered it impossible effectually to check such things altogether. The resolution for the adoption of the report was seconded, and after a few congratulatory remarks from a shareholder, was adopted unanimously.

A Shareholder then moved, "That, in the opinion of this meeting, it is desirable that the Eastern Extension Telegraph Company should be amalgamated with the Globe Telegraph and Trust Company, and that the directors be requested to take immediate steps to carry out that object."—The resolution not having been seconded, the Rev. Lord Hawke spoke in favour of an amalgamation with the Eastern Company, and moved "That the directors be requested to confer with the board of the Eastern Company with a view to an early amalgamation between the two companies."—The resolution, however, was, after a brief discussion, withdrawn.—The proceedings then terminated with the usual votes of thanks to the Chairman and the directors.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, OCT. 7.

It has pleased his Majesty to release the Lieut.-General Van Swieten from his military duties, and to restore to him again his pension, which ceased when he started for Atchin. His mission is therefore at an end. But, alas, up to this moment there is no question at all of a treaty of peace with Atchin. The natives are not subdued; our authority has not been acknowledged by the Atchinese. The "grey-haired" general has not done what it was thought and hoped he would do. The first expedition was a failure, and the second was not more successful. We must now wait for the issue of the third, which, by the way, the thick and thin supporters of the re-pensioned general maintain is by no means necessary. It is not quite clear why they talk such nonsense; perhaps they fear that should it be successful the bad tactics of General Van Swieten may be demonstrated thereby. But whilst it is advocated that a third expedition is quite superfluous, higher bounties are being paid to recruits for the East India army; men-of-war are being equipped for our East India squadron; fresh troops are being sent out, and artillery has been ordered from Batavia to Atchin. What does all this signify if no third expedition is necessary? In your last issue you printed the news that a dinner had been given by the newly-appointed Minister of the Colonial Department to the commanders of the army and the navy of the second expedition. The *Kurhaus* at Scheveningen was most splendidly decorated for the occasion. About fifty persons were invited by Mr. Van Goltstein, and amongst them were the Prince of Orange, Prince Alexander, the Ministers, Messrs. Van de Putte, Gericke, Van Bosse, &c. I do not think it is of any use to reproduce the several toasts; *ce ne sont que des mots*, only words.

The result of the elections at Tiel and Leeuwarden has been adverse to the new Cabinet, Messrs. Van Rappard and De Roo Van Alderwerelt having been elected. The first-named is most certainly a Conservative, but with an anti-revolutionary bias, so that he perhaps will help to remove the stumbling-block (the Instruction question) out of the way of the Ministry. The latter is the well-known Radical, who contributed so largely to the bringing of the Liberal party into bad repute. The result of the election at Hoorn, where Mr. Fransen Van de Putte was brought forward by the Liberals, is looked for with some interest. It may be that he will be beaten by the Conservative candidate, Mr. C. Bloem, a business-man, well-known in that district.

The Conservative press is anything but satisfied with the Cabinet, and they fear especially that the Radical friends of Mr. Van Goltstein will lead him on a bad road. One paper is most astonished that this Minister had the courage to appoint Mr. Elout as a functionary in his department, which even Mr. Van de Putte declined to do. He is, the paper says, a promoter of the radical Atchin policy. But there are still more important reasons for distrusting Mr. Van Goltstein. At the banquet alluded to above he glorified in a toast "the victories in Atchin;" and ventured to say that the state of our East India colonies is satisfactory. The *Dagblad* is convinced that Mr. Van Goltstein is not the right man in the right place.

The business of the Second Chamber has not been important. Some Bills have been laid before the members, but they are scarcely worthy of notice. As reporters in the sections upon the East India Budget are appointed Messrs. Van Loon, Nierstrasz, C. Van Nispen, Mackay, and Gevers Deynoot. The *Vaderland* says that in the sections many objections have been made by the Liberals that the favourable balances are still absorbed on behalf of the mother country. I may, however, state that Mr. Van der Heim has better intentions. With his next budget he will propose such measures as to enable us to manage without the contribution from Java.

The managers of the Dutch India Railway Company intend to propose at the general meeting of shareholders, to be held here on the 27th inst., to issue the prospectus of a loan of 6,000,000 guilders. One-third of this sum will be applied to the purchase of material and the building of termini. The plan seems to be a most complicated financial operation, but I must add that this opinion is only based on a very short and rather incomprehensible notice which has gone the round of the papers.

I am happy to state that the lawsuit Angelbeck *versus* the Government has at last been brought to an end. This gentleman sued for an indemnification upon his being prematurely released from his duties. The Supreme Court has admitted his claims.

I regret to record the death of the ex-East India functionary, Mr. A. C. Oudemans. He was chiefly known by his literary labours, and in the last years of his life he undertook the important task of compiling a dictionary of the Dutch language in the early and middle ages.

On the 3rd of October the third jubilee of the raising of the siege of Leyden (1574) was celebrated in the presence of his Majesty, who attended divine service. The fete was unfortunately not favoured by fine weather.

In my last letter I gave you some particulars about the plan of the Minister for the construction of railways in Java. The *Handelsblad* adds that the State will forthwith construct the line Malang-Passaroean-Sourabaya (East Java), the cost of which is estimated at ten millions, whilst it is to be finished within three years. At the same time preliminary works will be executed for the Bandong line (West Java), in order to provide means of communication between Bandong and Buitenzorg, in the Preanger Regencies.

Mr. J. F. van Gennep, at Dordrecht, has been elected president of the Society for the Welfare of the Javanese, in the place of the late Dr. Bosch.

The transactions in our market for Colonial produce have not been of much importance since my last letter. Prices are well maintained, and the public auctions have gone off satisfactorily.

THE Messageries Maritimes steamer Anadyr, with the present inward mails, arrived at Marseilles on the 12th inst. at 3 A.M. She brings 148 passengers and a general cargo, including 678 bales of silk, 20,820 packages of tea, and 1,159 of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Euphrate, due in London on or about the 27th inst.

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JAMES WEST, PUBLISHER,

2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, OCT. 14, 1874.

THE EXTINCTION OF SLAVERY IN SIAM.

In the short compass of a single article we can do but meagre justice to a question so complicated as this. Slaves in Siam may be roughly divided into three classes. First, there is the serfdom common to many of the inhabitants of Siam, especially among those whose fathers were originally captives taken in war. Under this system thousands of the people are enrolled as dependents either of one of the Kings or some great noble, and have to render three months' personal service annually, or, failing that, to pay a fixed pecuniary composition. Secondly, there are those who have voluntarily sold themselves into slavery. And finally, there are those who are slaves by the accident of birth. In the 31st chapter of Mrs. Leonowen's work, "The Romance of Siamese Hareem Life," we are told that the present King of Siam abolished slavery on the 1st of January, 1872. The words of the proclamation issued for carrying that project into effect are quoted, and a few lines further on we find it stated that on the date referred to men and women "found themselves absolutely free." It is therefore impossible to doubt that some important modifications of the Siamese slave system were introduced during the early part of 1872; and we conjecture that it was the serfdom or three months' annual service which was abolished. But that domestic slavery in its various forms must still exist in the country is clear from the announcement published in the *Siam Weekly Advertiser* of the 6th of August last. From that we learn that on July 22nd the King proposed to the Council the consideration of a plan to terminate slavery as it now exists in Siam. Heretofore husbands could sell their wives, parents their children. When parents were both slaves the children born to them in that state were also slaves. The old laws placed a valuation on born slaves from the day of their birth till they were one hundred years old. On the payment of this legal sum the slave could always secure his redemption. Under that system slavery would be a condition all through life, unless the legal sum could be paid down. Advantage was taken of these laws by the parties selling to obtain from others more than the legal sum, thus accumulating upon their vic tims amounts that it was absolutely impossible for them to pay, so that they could never hope to recover their personal freedom. The fact is, that in a country such as Siam, where slavery from the dawn of its history has been an ingrained social institution, the mere *brutum fulmen* of a Royal Proclamation can never eradicate the evil. The *ipse dixit* of a King, however despotic, has no real power to revolutionise in a breath the established relations of employer and workman, master and servant, debtor and creditor; or to overturn a wide-spread system of voluntary contract, by which, in consideration of a pecuniary advance, a man binds himself to reside in his befriender's house, and yield him stipulated personal service. Long-established customs, though they may be mischievous in their results, cannot be so easily got rid of. Can a legal prohibition stop opium smoking if, from inveterate habit, people choose to indulge in the practice? Assuredly it cannot; but the laws may succeed for all that in suppressing opium dens, in preventing the cultivation of the poppy, and in putting restrictive duties on the importation of the drug. It is, then, on such indirect and slowly operating processes as these that Siam must rely for the gradual extinction of slavery. Obviously the evil is a great one, for, as in all other nations where slave labour exists, so also among the Siamese, the hired labour of free men is very bad, very dear, and in some important branches—such, for example, as cutting grass and clearing away rank vegetation—difficult, nay, almost impossible to obtain. It is, in fact, the dearness and scarcity of her labour market that retards the progress of Siam. Labour for pay is scorned by the poorer classes, and relegated to the slaves. The country is not over-peopled. There is abundance of rice, fish, and vegetables for all, and hence, with a low standard of comfort, the people refuse to work. This being so, the capital necessary for the development of industry is not tempted into the country. Trade languishes, and when—as in the case of the Indo-Chinese sugar mill—a real effort is made, it results in hopeless failure, because imported labour is too costly to admit of success. Hitherto the Siamese rulers have been blind to their own interests, and instead of doing what they can to cheapen their own labour market, they have made it dearer. Thus, with the really large revenues derived from their import and export duties since foreign trade was introduced, they have been building temples, which, while from their nature they yield no return for the capital sunk upon them, yet render the Government competitors with private capitalists for such labour as is to be had, and thus raise the rate of wages for all.

Assuming, then, that the Government either has abolished, or can immediately abolish, the serfdom first referred to, paying compensation to the nobles who hold such serfs whenever justice requires it, what further steps can they take, to be successful, so as to get rid of slavery in its other forms? Indirect means, as we have said, must be adopted. One of the leading causes of slavery in Siam arises from the laws of debtor and creditor, and the profligate habits of the people. Thus a man either by gambling, drinking, or opium-smoking will get himself hopelessly into debt, obtain an advance at interest to discharge his liabilities, and end by finding himself and his family enslaved. Now in England a promise made without consideration is not legally recoverable, and hence gambling debts cannot be enforced. Let the same rule be introduced into Siam, and one great fountain-head of self-incurred servitude will have been immediately dried up.

Again, in this country we have "The Tippling Act," which obliges publicans to exact ready-money payments for the liquor they retail by the glass, and renders it difficult for a half-intoxicated man to run up a ruinous bill. Some regulation of this kind might be applied in Siam to the spirit shops and opium dealers; and generally the laws of debtor and creditor might be judiciously and carefully reformed, and some bankruptcy system introduced, such a system as while it repressed fraud and recklessness among debtors might yet check rich people from lending sums to the hopelessly insolvent who have nothing but their personal security to offer. The present law in Siam is that so soon as the interest on a loan (which is very high) has accumulated till it equals the principal nothing further can be charged, and hence the creditor at once seizes the debtor's person and family, and reduces them to domestic servitude. This usury law ought to be abolished. So long as a debt remains unpaid common sense requires that the interest should run on; but there can be no objection to a man if he cannot pay the yearly interest agreeing with his creditor to render him annually a certain number of days' service, paying in labour, in fact, instead of coin. Unsecured loans in civilised countries are covered by life insurance; and perhaps a Government life insurance might turn out very profitable to the Siamese treasury. If a debtor will neither work nor pay interest he might be imprisoned; but masters ought no longer to be allowed to beat their slaves. So far the proceedings to be adopted are tolerably simple, but a difficulty arises as to runaway debtors, slaves as we should call them. This is a misfortune which overtakes creditors in every nation, and which can never be wholly checked; but in Siam the present system, by which slaves are very much at their master's mercy, and often harshly treated and put in irons, makes them bolt much more frequently than they would do under milder and juster laws. Debtors, too, would be less apt to abscond if the police system were effective, and communication so easy

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between one province and another as to render re-capture and punishment nearly certain to ensue. This reflection suggests another desirable step. Let the Siamese exterminate all the dacoits who infest their jungles; for these dacoits are mostly nothing more than runaway slaves, who are driven to robbery for a livelihood. If there were no thieves men would not disappear into the jungles, and in the towns they would be re-caught. Husbands ought no longer to be allowed to sell their wives into slavery. True they pay money for them on marriage, a custom which has prevailed among nearly all nations in a certain stage of civilisation, but when a man buys a wife he gets something in return for his money. The children of slaves, again, are born in slavery. This usage prevails because when a debtor dies he leaves nothing except his children to cover his liability. But the principle that children are born responsible for their parents' debts ought to be at once put an end to. Unsecured claims should either lapse entirely on the decease of the insolvent slave, or else be covered, as we have said, by life assurance. Children brought from China and purchased and reared by Siamese should become free on attaining manhood; and, lastly, where a slave is allowed by his master to take service with a foreigner at a high rate of wages on condition of paying his master the interest on his debt and half the surplus of his wages all such contracts should be void at law. A creditor is entitled to interest for his money, and repayment of his capital if he can obtain it, but the importance of encouraging industry and readiness to labour among the lower classes is so great —especially in a kingdom like Siam—that every working man should be protected in the enjoyment of the money which by his own exertions he has secured for himself.

THE HONG KONG BLOCKADE QUESTION.

"THE trade of Hong Kong is its real vitality; there is "no territory, and without trade it is nothing; those who "have lost heavily by the blockade can realise the truth "of this fact." These are almost the very words which fell from the mouth of one of the speakers at the meeting of the Hong Kong Chamber of Commerce, held on the 3rd of August, and they sum up as concisely as possible the very serious grievance, of which the colonists are loud in their complaints. For some years past certain Chinese cruisers have been in the habit of watching for junks leaving or going to Hong Kong, and what their object was it would be pure waste of time to discuss. Matters at last got to such a pitch that trade was completely paralysed, for Hong Kong was certainly no longer a free port, except in name; even fishing and vegetable boats were overhauled. "A Commission was in consequence appointed, which "made inquiries, examined witnesses, and sent in a report "to the Government at the latter end of April." A member of the Chamber of Commerce had, at the invitation of the Governor, been delegated to the Commission, and on this ground, and apparently on this ground alone, the Chamber thought itself entitled to a copy of the report. We are, however, of opinion that the Chamber of Commerce was wrong to expect the Governor to furnish it with a copy of the report in question, for the Commission of Inquiry was a Government one, and as such its report had to be forwarded home; the fact of a merchant being a member of the Commission did not alter its character. The Governor declined to comply with the request of the Chamber, but expressed his readiness to forward to the Colonial-office any representation or memorial on the blockade question. A memorial was accordingly drawn up, and at the last meeting of the Chamber of Commerce its "general principle" was agreed to. This memorial consists of eleven clauses, and may be briefly summarised as follows:—The Hoppo of Canton,—a mere farmer of the revenues of that port,—causes junks trading with Hong Kong to be watched and "squeezed," on the pretext that certain regulations of his have not been complied with! Sometimes they are even taken up to Canton and confiscated. The said Hoppo illegally requires that all junks should be "reported at *Custom-house at Canton*, "pay such duties as he may choose to impose, and obtain "a clearance *before leaving the port of Hong Kong.*" If this statement be capable of proof, and we presume that it is, we are not surprised at these proceedings being called *high-handed*; the term is too mild, for, in point of fact, they amount to piracy, if the Hong Kong junks are bound on a legitimate voyage. This regulation as to clearances, &c., "has had the most injurious effect on the trade of the colony," and a certain branch of the junk trade has entirely ceased. But it seems that the Hoppo is not the only enemy of the Hong Kong junk trade, for there are many other cruisers belonging to the collector of the *lekin* (war-tax), and the farmer of the salt-tax; "all these vessels prey indiscriminately on the junks trading with the colony;" what wonder then that the local trade of Hong Kong is so crippled! Again, these armed cruisers are all under the supervision of a steam gun-boat, the *Peng Chao Hai*, which claims the rights of a man-of-war to enter and leave Hong Kong harbour without reporting herself, or obtaining a clearance. Further, the Hoppo employs British subjects in his cruisers, which is considered a violation of the Foreign Enlistment Act. The memorialists understand that junks trading (say) to Formosa and Hainan "have practically to pay double duty, as the authorities of "those ports . . . . ignore the payments to the Can- "ton authorities," and the unfortunate junk owner's chances of obtaining restitution through any source whatever are remarkably slight. As an instance in point the case of the *Kum Hop Sing* is quoted, but this does not appear a very happy illustration, for the vessel admittedly left Formosa without the "Grand Chop," and, therefore, her papers were not in order, although the junk owner asserts that they were such as he had been trading with for years. In connection with this matter the memorialists regret to state that H.M.'s Consul at Canton seems to accept the statements of the Customs authorities at that port "as true, and to throw discredit on assertions made against them." The memorialists next go at length into their grievance against H.E. the GOVERNOR for withholding from them a copy of the report of the Commission of Inquiry. They lay stress on "the statements by Chinese merchants set forth in this Memorial" as being "in substance correct," and in conclusion they urge upon Lord CARNARVON "that these proceed- "ings of the Hoppo and the authorities of Canton are in "contravention of the Treaty of Peace and Friendship "entered into by the respective Governments of Great "Britain and China, and as the latter Government has ceded "the Island of Hong Kong to the former, it is an unlawful "proceeding to blockade all its approaches and thus render "the proclamation of Her MAJESTY'S Government—[pre- "viously alluded to]—completely nugatory."

We trust that the Colonial-office will give immediate attention to this Memorial, and as the late Attorney-General of Hong Kong, Sir JULIAN PAUNCEFOTE, is now an Under-Secretary in the department, he will be able to afford Lord CARNARVON any assistance in arriving at a correct appreciation of the great and unjust injury inflicted on the colony by this system of Chinese revenue cruisers intercepting trading craft.

CEYLON PAST AND PRESENT.

(FROM A CORRESPONDENT.)

"Change, change the mournful story
Of all that's gone before;
The wrecks of perished glory
Bestrewing every shore.
The shattered tower and palace
That frown o'er every glen,
In broken language tell us
Of the fleeting power of men."

Who that reading the above beautiful lines and knowing the antecedents of this once great and powerful kingdom can fail to mark their applicability? Ceylon two thousand years ago was a rich, powerful, and flourishing country, with a population which recent writers, assisted by ancient records, assert was variously estimated at from five to ten millions, and this large population the country grew food enough to sustain. The remains of old tanks, built round with a solidity and completeness rarely surpassed, attest the fact that such extensive reservoirs, scattered all over the country, were made and maintained by the populace to store up water for irrigating their fields which were to grow their food. Successive Kings watched over these with an assiduity which showed they had the welfare of the inhabitants at heart, and although these great works were erected by Rajacaria (or forced labour), it was only forcing the people to feed themselves and live. Pagodas, dagobas and the ruins of ancient palaces also attest a degree of power and splendour rarely to be met with in an Eastern kingdom. So skilled were the artisans

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that Kings in the Indian Peninsular frequently sent over to the King of Kandy to borrow from him masons and builders to teach their people the kind of work at which those of Ceylon were so expert. Some of their buildings were of the most gorgeous character. At Arvuradhapura—the City of the Ninety Kings—the ruins of the once far-famed Brazen Palace may still be seen; its pillars standing to the number of some hundreds (monoliths), in the midst of dense jungle. Where that royal city stood, covering an area of sixteen miles square, is now a dense forest, and a few dagobas, more or less in ruins, are all that mark its ancient splendour. Intestine wars and foreign wars, followed by devastation and pestilence, were the causes that led to such rapid and complete decay. Men were taken from their fields and their families to fight their kings' battles; their fields were neglected; their tanks went to ruin; their population was decimated; and when war had ceased pestilence took up the deadly *rôle* and carried off its victims in such numbers that those remaining fled the pestilential spot, where population was once densest and food most abundant; but when Government got into a settled state it was found that a population of probably ten millions had dwindled down to one and three-quarter millions! Such was its state when some twenty years ago Sir Emerson Tennant wrote his history of Ceylon. Its clever handicraftsmen had forgot their cunning—its people once hardy and bold had become feeble and effeminate—and artisans had to be brought from other countries to teach them what they once so well knew before. The advent of the Portuguese to some extent brought back civilisation, and they introduced the Roman Catholic religion. The Dutch followed, and introduced many improvements in lakes, canals, and commerce. But it was only since the occupancy of the island by the British that a real hearty progressive impulse has been given to agriculture and commerce. During their period, which in the maritime provinces dates back only seventy years, and sixty in the Kandyan country, the island has been opened up by roads which now form a network all over it. Trade, which on their arrival consisted of the monopoly of the cinnamon gardens (since abolished)—the salt duty, also a monopoly—and a pearl fishery occasionally, has been developed in the growing of coffee, cocoanuts, cinnamon, tobacco, and more recently tea and cinchona, till our export trade has risen to the value of about 5,000,000 pounds sterling, and our import trade is about the same, or ten millions in all per annum. We import about 4½ million bushels of rice to feed the population, including about half a million tamils imported from India to work the coffee plantations. The native population at the census taken three years ago had increased to about 2½ millions. The coffee, our staple, had increased to one million hundred weights, and Ceylon had grown to be the third largest coffee-producing country in the world. But this is only the beginning of its future. Six years ago our railway from Colombo to Kandy was opened. Its continuation to Gampola, twelve miles further, was opened for traffic two years ago, and its extension to Nawalapitiya will be opened in another month. Nor is this all, a project is now before Government, and is being urged upon them by the planters, for continuing the railway northward to Matale and southward to Uva, including about a hundred miles of new line. Plans and estimates of the portion from Nawalapitiya to Uva have been made, estimates of probable traffic have been got, and a commission has gone into the question in all its details; the result of which is that it has been proved that there are no insuperable engineering difficulties in the way, that it goes through a healthy country, past numerous coffee estates, through jungle land that is likely to be speedily cultivated as tea and cinchona plantations, and that there is at present a traffic that will pay. This, therefore, may be considered a project to be undertaken in the near future. Another grand project has been decided upon, and, in fact, is commenced—the Colombo harbour, to be formed by a breakwater, enclosing a sufficient body of water to float comfortably all the ships that come to the East. By its erection ships, and especially steamers, will be able to load and discharge cargo at all times, without waiting till the sea go down, or the wind lull, or daylight arrive. Vessels of all sorts Eastward bound will touch here to water, coal, or repair, and besides benefiting Ceylon, it will be one of the greatest boons that has ever been offered to the trade of the East. Then we have the telegraph—not only from Colombo to Kandy and Galle—but from Kandy to Nuwara Eliya and Kandy to Trincomalie, flashing our messages over the principal portions of the island, and associated with that of India, sending messages all over the world. In the days of Sir Edward Barnes, the most energetic and successful Governor before our day, the Colombo and Kandy cartroad was undertaken, a great work in its day, having to be cut through almost impenetrable jungle; but it is astonishing how much can be done by the strong will of a determined man. Such was Sir Edward Barnes, and the work does him lasting honour. Still, were Sir Edward now allowed a peep into the world, and were he to come to Ceylon to review the scene of his former labours, and could see its roadstead which in his time might have had four ships in a year, with its forty large vessels riding at anchor at one time, steamers arriving and departing almost daily, with its ramification of roads, railways, and telegraphs, methinks he would hold up his hands and exclaim, "this is not the Ceylon that I left forty years ago."

THE STRANDING OF THE "GORDON CASTLE"

An inquiry was held last week at Greenwich Police-court, before Mr. Patteson, the Magistrate, and Captains Hight and White, R.N., Nautical Assessors, respecting the stranding of the steamer *Gordon Castle*, Capt. Ritchie, from China, on the Burlings, on the West Coast of Portugal, on the morning of the 27th of July. Mr. Lancel Hamel attended for the Board of Trade; Mr. C. J. Cottingham, instructed by Mr. Lambert, for the Captain; and Mr. T. Cooper for the Owners. Mr. Hamel, in opening the proceedings, said the *Gordon Castle* left Woosung on the 11th of June with several passengers and a cargo of tea, valued at £200,000. She proceeded safely on the voyage, bound to London, and passed through the Straits of Gibraltar on the 25th July. Nothing particular occurred till shortly after 2 A.M. of the 27th, when she went full speed on the Burlings. The master, who was below at the time, immediately came on deck, and apparently did all he could to save ship and life. He ordered the boats to be launched, and the passengers were landed, and some portion of the cargo, on the Burlings till 2.30 P.M., when the tide made and the ship floated. The master and crew then proceeded with her for Lisbon, although the forehold was at the time full of water; but when off Cascaes Bay she had become in so dangerous a condition, the forepart of her deck being level with the water, that the only thing left with a view of keeping her from sinking was to run her ashore, which was done at about 8.30 P.M. on the same day (the 27th). By 2 A.M. of the following day the ship was entirely under water. The master, however, remained by her, and, with assistance obtained from the shore, succeeded in getting her afloat and taking her into Lisbon, where she underwent some temporary repairs, and was eventually brought safely to London.

Richard Killingly Greenwood, chief officer on board the *Gordon Castle*, stated that he was relieved at midnight on the 26th July by the second officer, to whom he gave the course as N. 14 degs. E. by the steering compass, and N. 30 E. by the standard compass, with instructions to call the captain should the Burling Light be seen, or the weather become thick. Witness continued: While below and asleep I was awoke by the ship striking at 2.15 A.M. I at once went on the bridge and saw the second officer. The captain came from below at the same time that I did. The weather was then thick. I only saw the rock ahead of the ship. I asked the second officer what he was doing. He said, "Going astern with the engines." I went forward and found the ship's stem crushed in against the rock. I called out to the captain not to go astern with the engines. The tide was then about half ebb. The captain ordered a boat to be got out. The ship then heeled over heavily to starboard. The passengers were put into the boat, and shortly after the crew, finding it impossible to remain on board, also took to the boats, and remained alongside. At daylight the captain ordered the crew to return on board. We then broke the tea out of the square of the forehatch, and afterwards landed it on the rock. The forepeak was full of water, and the tea was broken out in order to secure the lower hatches, so that the water should not rise between decks when the tide flowed. About half-past two P.M. of the same day, when the tide flowed, the ship floated off. There was then some water in the main hold, and the lower forehold and forepeak were full. When she floated off the crew were on board. Steam was got up as fast as possible, the captain stating his intention to be to take the ship to Lisbon. She was rounding Cascaes Bay, or nearing it, about half-past seven that evening, and, it being evident that she was settling down, the water then being over the fore part of the forecastle deck, which was flush, the captain determined upon beaching her in Cascaes Bay, and she was run aground about 8.20 that evening. As the tide flowed the water rose above the mainhold. The captain did everything that was possible to save the ship. The passengers were landed on the rock with the ship's papers, and were taken off next day by a passing steamer. I heard no objection made by the crew to take the vessel from the Burlings to Lisbon. In my opinion the ship struck the rocks in consequence of the thickness of the fog and the Burlings Light not being visible.—James Smith Wallace said: I was quartermaster on board the *Gordon Castle*. I came up on deck at midnight. I found the weather thick over head, thick to starboard, and, I should say, hazy to port. I relieved the wheel at twelve o'clock, and received the course from the man I relieved N. by E., and that course I steered by the steering compass, till about ten minutes past two, when I was relieved by Charles Dove, quartermaster. The weather changed from twelve o'clock nearly every ten minutes, sometimes clear, sometimes thick to port, and large drops of rain at intervals. The weather continued like this on and off until I left the wheel. When I came on deck after changing my coat, I heard the second mate's voice ordering the helm to be put hard-a-starboard. I got half way up the ladder to the wheel when she struck, and the concussion threw me back on the deck. I got up and looked ahead and saw a dark haze, which I took to be the hull of a ship. I could see no lights. The first order I heard after she struck was to clear away the boats; I think it was the captain's voice. In my opinion, after the casualty the captain did everything in his power to save life and property. I attribute the circumstance of the Burling Light not being seen to the thick weather.—Charles Dove said: I was quartermaster on board the steamer. At two o'clock I went to the wheel, relieving Wallace, who gave me the course N. by E. I continued that course until she struck. Just before she struck I saw something before me, dark, and the second mate called "hard a-starboard!" and ran to the telegraph, and then to the wheel to assist in putting it to starboard, and instantly she struck. I saw no light at any time after I took the wheel. She struck before she had time to answer her helm.—William M'Gilroy said: I was third mate on board the *Gordon Castle*. The second mate was on the bridge at 12 o'clock, it being his watch. Just before the vessel struck I heard the second mate give the order "Hard a-starboard" to the man at the wheel. There was an A.B. on look-out on the bridge during the whole of the watch, and he was there when she struck. The weather was thickish and foggy. It was very foggy at one time, and then it would lift. When the second mate called out "Hard a-starboard," the captain

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came on the bridge and called out "Clear away the boats." That was done, and in five or ten minutes afterwards a starboard boat was in the water. The boats went out easily. Everybody ultimately left in them except the captain, who remained by the ship. The second mate and myself occupied the same cabin. I never saw him the worse for drink, or at any time to have taken drink in excess. I never saw him negligent or careless about his duty.—Thomas Weir said: I was chief engineer on board the *Gordon Castle*. Between half-past one and two o'clock on the morning of the 27th July I was going from my room along the deck to the engine-room. Did not notice the weather at that time. I found everything going well in the engine-room. At two o'clock I went on deck from the engine-room. I saw the second officer on the bridge. I remained about fifteen minutes on deck; the night was very dark. At 2.15 A.M. I went from the bridge to the main deck, looked over the starboard side, and saw land appear suddenly on the bow. I turned and ran to the engine-room, but the ship struck before I got there. When I got into the engine-room the engines were going full speed a-head. As I was going down the stairs the telegraph bell rang, giving the order "Full speed astern." That order was obeyed in one or two turns. The telegraph then rang again, conveying the order "Full speed a-head." We kept the engines going a-head till we left the ship, in consequence of an order being given to take to the boats. There was no water in the engine-room when we left. I know that the vessel was damaged, I saw that her bows were knocked away to between eighteen or nineteen feet water-mark. She had six water-tight compartments, and a collision bulkhead. I saw the captain on the bridge after she had struck, giving orders. He remained by the ship when the boats went off. He was promoted from second officer to first officer, and from first officer to captain. I formed the very highest opinion of him. After we took the ship round to Cascaes Bay the fore-hold was full of water, and had been so since the casualty. The vessel was ultimately towed into Lisbon and temporarily repaired. The rent in the bow was filled up with cement, and the vessel eventually was brought to London. The bow of the ship was stove in for seventeen frames, sloping from twenty-one feet water-mark to the keel. The plates were slightly bent on the starboard side.

A statement by the second-mate, W. M. M'Leod, was read. It was to the effect that at 1 A.M. (July 27) I called the third mate on the bridge, and told him I wanted him to remain on the bridge and keep a bright look-out; also gave him the course (N. 30 E.) by standard compass. As I had orders to call the captain at that time, I went to the captain's cabin and called him, and he asked me if I could see the north star, and I answered "No." There were no stars visible. I then went straight on the bridge, and about 1.10 A.M. the captain came up and remained there with me, as near as I could judge, till 1.30 A.M. When the captain came on the bridge he asked me if I had seen any lights, and I answered "No." He then said, "We must be within range of the lights; keep a sharp look-out and let her go on a little longer." At the time the captain was on deck the weather was dark, with occasional passing fog banks, and all the time thick overhead, but appeared clear on the horizon. The water was smooth. About 2.15 A.M. I saw something suspicious ahead and slightly on the starboard bow, which I at first sighting took to be a ship standing to the N.E. on the port tack, the wind at the time from the N.W., and light. I at once ordered the helm hard a-starboard, to pass under the stern of what I took to be a ship, and stopped and reversed the engines. Before the engines had any effect as regards stopping the speed of the ship, she struck on a rock, no light being in sight at the time, and none having been seen from the time I took charge of the deck. At the time the ship struck we appeared to be steaming at the rate of ten knots an hour. After the ship had gone ashore on the rock, when the chief officer came on the bridge, after having been forward and saw as far as practicable the damage done, the captain made use of the expression, "Where are we? we must be on the main." The chief officer at once said, "No; we are on the Burlings." The captain said, "No, we can't be;" and the chief officer said again, "We are." After the ship was beached at Cascaes the engines were kept going a-head till the time we left the ship, about one o'clock on the 28th of July; and after all hands were in the boats they were still moving, and continued so till the fires were put out. The statement of Mr. Alexander Ritchie, master of the *Gordon Castle*, was also read:—"When we left Woosung on the 11th June, with a full cargo of tea, we had on board a crew of thirty-eight hands all told and one passenger. We subsequently took up four other passengers at Singapore. The passengers were two men, one lady, and two children. The ship was well found in every respect, and both the hull and the engines were in good order. We carried three mates and four engineers. At one A.M., on the 27th of July the second mate called me. I looked at my chart, and then went to the bridge. The second mate and a man on the look-out were there. I said to the second mate I thought we ought to be getting within the range of the Burlings Light. I told him to keep a good look-out. I left the bridge a few minutes past one to consult my chart and to give a little more distance, as the wind had moderated since I was on deck at eleven. I marked my position on the chart and gave the ship twenty-one miles from 10.50 P.M., when off Cape Roca. That would leave me about sixteen miles from the Burlings. I calculated the course I was steering would have taken me from four or five miles to the west of the Burlings. I sat down in my room on the deck with my clothes on, waiting for the second mate to inform me as soon as he had made the Burlings Light. I would never have left the bridge at one A.M. but for the purpose of altering my position on the chart through the wind having fallen. At about 2.15 A.M. I heard a crash. I immediately ran on to the bridge. I found the second mate there. The engines had then just started, going full speed astern. I saw a rock ahead, and immediately reversed them to full speed ahead. The first mate came on the bridge two or three minutes afterwards. My reason for going full speed ahead was to keep the rock in the hole and to prevent the ship from backing off and going down in deep water. I then ordered the boats out. They were promptly got out. I put the passengers and then the crew into the boats and stayed on deck myself, and then went forward and had a look at the extent of the damage. I found the bows smashed in from the twenty-foot mark to as low as I could see. I had the pumps sounded, and the carpenter reported five feet of water in the mainhold, and the forehold full. The bows were resting on the rocks. I then determined to secure the fore 'tween deck hatch before the tide rose if possible, and for that purpose broke out about 100 chests of tea, which were landed on the rocks. I landed the passengers and the ship's papers on the Burlings, and at 2 P.M. I started for Lisbon in hopes of reaching there. The water came over the forecastle deck, and had to be baled out. The water kept gaining on us, so much so that when abreast of Cascaes Bay I found the ship would not run any longer, and the fore part of the forecastle deck was level with the water, and the propeller nearly altogether out of the water. There was then fourteen feet six inches in the mainhold, and the forehold was full. I therefore determined to beach her, which I did at Cascaes. Some pumps were sent out from Liverpool, and we succeeded in pumping her out, and she was towed into Lisbon and again beached, and repaired by filling up the hole in the bows with bags of cement. The cargo was discharged and sold by auction. On the 21st Sept. I left Lisbon with my first engineer and a mate sent out to me by the underwriters, and an entirely fresh crew. On previous voyages the ship had always been steered the same course from Cape Roca to Cape Finnisterre as I gave." Mr. Cottingham addressed the Court at some length on behalf of Captain Ritchie.

The Court gave the following decision:—"After having carefully weighed the evidence, as well as the statements of the master and second mate, and the explanation offered by the master's advocate, the Court can only come to the conclusion that Mr. Ritchie is in default for not using proper caution in navigating the ship under his command. Assuming the ship's position at 10. 50 P.M. to have been six mile true west of Cape Roca, a run of 2½ hours, or a true north course, would place the ship well within the range of the lights both on Cape Carvoeiro and the Burlings. When the master went on deck, shortly after 1 A.M., the state of the weather being such that he could see no lights, it was his bounden duty to have remained on deck until well assured that the vessel was past the Burlings, or, if he intended to go below, to have put the ship on a safe and certain course that would have kept her clear of danger. Instead of this being done her course was only altered one quarter of a point to the northward of a course that the master must have known could not take him more than four or five miles outside the rock on which she struck, and during the whole of this time the ship was kept at full speed. The Court cannot accept the master's plea in extenuation 'that he was not called after one o'clock by the second mate, who had the watch, when the weather became thick and foggy,' as the evidence does not show that there was any material change in the general character of the weather from the time the master went below, about 1.30 A.M., until immediately before she stranded, at about 2.20 A.M. The Court have not overlooked the praiseworthy conduct and exertions of the master subsequent to the casualty, and have given due weight to the very high testimonials produced by him, yet they regret that they feel it their duty to suspend his certificate for twelve months from this date. The Court returns the second mate his certificate."

CHINESE PIRATES.—THE "SPARK" OUTRAGE.

(DAILY NEWS.)

The piratical outrage on the Canton river, of which we have just received the detailed accounts, appears to have been one of the most audacious enterprises reported even of Chinese piracy for many years. Perhaps the term piracy may suggest at the outset an entirely erroneous idea to some of our readers. This was no story after the fashion of Cooper or of Byron. Nor does it bring to mind any of the enterprises of Algerine rovers, or even of the less romantic desperadoes of more modern times in the Eastern Archipelago. It bears a closer resemblance to the sort of feat which our own times have occasionally witnessed when a railway train in some disturbed Spanish district, or in one of the Western territories of the American Union, is suddenly stopped, boarded, if we may use such an expression, and robbed by some gang of marauders who have accomplices among the passengers. We need hardly tell our readers that piracy in some shape or other has long been as familiar a crime through most of the Chinese seas and rivers as brigandage in Mexico or Calabria, or as wrecking was said to be in older days along our Cornish coasts. Of late years the Canton river pirates had limited their operations almost altogether to the junks of their compatriots. It is hinted, or more than hinted, by European journals in China, that even at Hong Kong our authorities have not troubled themselves much about the pursuits and the exploits of the robber colonies, as long as their emissaries confined their expeditions to the plunder of Chinese vessels. We do not venture to say that there is any truth in this allegation, or that anything which could have been done to put down the practice of piracy was left undone by the authorities at Hong Kong. But it is certain that for weeks before the recent tragedy the cases of attack upon native vessels in the Canton river were following each other with an audacious briskness which recalled the memory of the worst of the bad old days, and at last the climax came in the cool, daring, and successful crimes which were perpetrated on board the unfortunate *Spark*.

The first thought, perhaps, that will occur to any one is, that the captain and officers of the vessel seem to have been as ill-provided with the means of defending themselves as if they were steaming along the Thames or the Rhine. There is, indeed, good reason to believe that there must have been accomplices of the pirates among the passengers, but the great majority of the latter were treated by the pirates as their prey, and robbed and ill-used, and these might surely have counted for something in the way of assistance if the captain and crew had been in a position to make any promising defence. The pirates were about twenty, and are said to have been, for the most part, armed only with knives. Captain Brady and Mr. Mundy, with four or five of the crew, would, if properly armed, have had very little difficulty in dealing with

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a murderous rabble of that kind. Four Europeans, provided with good revolvers, might be safely trusted, when fighting for their lives, to have held their own against the twenty pirates. In the Border fights with Indians in the Western regions of the United States, the odds between civilised man and savage are constantly far greater against the civilised man; yet his weapons and his courage have prevailed. It would seem as if there must be some truth in the statements made by correspondents of the *China Mail* and other journals, that the *Spark* could not have been properly armed. It is possible that fancied security or contempt of danger may have led her owners and officers to look with too complete an indifference to the chance of an attack by the pests of the Canton river. There do not as yet seem any very confident hopes of the apprehension of the pirates, although the English, Portuguese, and Chinese authorities are making strenuous efforts for their recovery. There would necessarily, even if they were captured, be considerable difficulty as to their identification. Mr. Mundy, should he recover, might indeed be able to identify those with whom he was immediately engaged; but it is not likely that he could speak with any certainty as to all or nearly all the pirates. The native passengers were probably in far too great a fright to be able to give any evidence to which a civilised court of law would attach much importance, and of course either at Hong Kong or Macao the procedure of a civilised court of law would have to be observed even in the trial of pirates. The Chinese Government doubtless, if it succeeded in capturing any cluster of persons supposed to be the criminals, would not hesitate about giving them that kind of justice which used to be described once as a short shrift and a long rope. But that sort of proceeding would not answer any useful purpose. Many suggestions are offered about the destruction of certain villages which are reputed to be the lairs of pirate hordes, but there is rather too much of panic and passion in such proposals to meet with the sympathy of reasonable men. Meanwhile the work of plunder and murder has been wrought, and the perpetrators are as yet in safe possession of their spoil.

(DAILY TELEGRAPH.)

Without hoping that the wretches who wrought such deeds on board the *Spark* will ever be convicted of this particular piece of iniquity, it is clear that means must at once be taken to grapple with the evil. If James I. was justified in giving his consent to the expenditure of £3,000 for the apprehension of Algerine wrong-doers, we have a far greater interest in doing away with Chinese and Malayan pirates. All along the coast-line from Java to Peking, all round the coast of Malacca and Borneo, these sea-wolves have their hiding places and their homes. Vast hoards of ill-gotten booty lie concealed in the caves or nests built upon wooden piles, with which the water-line is covered; and here the hardy villains rejoice at the impunity with which they pillage and murder. No halo of romance surrounds their cowardly deeds; their thirst for blood and treasure, their barbarities and their treacheries have long since stamped them as unfit to exist. Dangerous to the unwary and unprepared, they may be easily exterminated if only energetic measures are employed. The chase and the capture would be synonymous; and the bursting shell and rifle-bullet would speedily overcome the knife and the gingall; while a rich booty would doubtless reward the captain and crew who, searching the infested coasts, might discover the lair and hunt out the thieving fraternity. No pangs of conscience could ever assail the commander who annihilated such pests of humanity, and no fear of remonstrance from mistaken philanthropists need be entertained. Beyond this, too, the duty of the English Government is clear. The Chinese war junks may be very excellent vessels of their kind, and to the Mongolian mind may possibly convey a sense of marvellour power; but, when English lives and English commerce are at stake, we cannot trifle or leave the business in their hands. Let the Chinese send war junks if they please. They propose to do so, and it is no business of ours to prevent them. But a few swift gunboats, ready to launch the pinnace and cutter, and drive out the pirates from their dens, will effect more than all the Chinese and Japanese navies combined, and in a very short time will make piracy so poor and unremunerative a trade, as well as an exceedingly risky one, that intelligent and even unprincipled Malayans and Chinese will betake themselves to more peaceful and less dangerous rogueries. Scenes such as that acted on board the *Spark* ought not to be repeated, and Englishmen, who bear the burden of an expensive navy, have a right to demand that ships in sufficient numbers and of suitable condition be employed without loss of time in ridding the Indian Ocean of the curse which now afflicts it. At a moment when we are attempting to defend the slaves of Central Africa from the greed of Zanzibar traders, we must not overlook the interests of a vast section of our maritime commerce. Chinese pirates, at any rate, must be extirpated from the seas they infest.

THE ATCHIN WAR.

(MORNING POST.)

The operations of the Dutch force in Atchin appear to have been more active during the last two months than at any time since the main body of the army was removed to Batavia in April last. Although information has been received by telegram up to the 2nd inst. there has not been any detailed intelligence of later date than that which has just come to hand *vid* Penang, and which gives an account of the position of affairs as recently as the 16th August. From these accounts it is evident that the Dutch are extending their hold on the country. In the early part of July they advanced their position considerably to the eastward after some hard struggling, and on the west they have made some little progress beyond the point at which they first landed. The health, too, of the army is better, and on the whole they seem really to possess now a better prospect of ultimate success than they have hitherto enjoyed. But though they may believe that they now see the beginning of the end, the end itself is yet a long way off. The circumstances by which they are surrounded are unfavourable; disease, though less prevalent, is still actively engaged on the side of the Atchinese, and, albeit that cholera and dysentery are disappearing, there is still that subtle enemy —low fever—in the field which overthrows the strongest in a very short time. Thus the invading force is always below its proper strength, and much time is wasted in forced inactivity. True, the victims of disease are replaced by fresh men continually, but even then the army is inadequate to the task assigned to it. Everything, too, connected with the struggle shows that the race against whom they are fighting are almost indomitable; like the people of this country, they seem not to know when they are beaten. Look at the affair at Campong Surian —where men impaled themselves on the bayonets of the attacking party rather than surrender, and refused to receive quarter, even endeavouring to provoke their assailants to cruelty rather than accept mercy at their hands. In a tactical point of view their fighting is not to be despised; they take advantage of every opportunity to harass their enemies, actually climbing trees in order to pick off the soldiers within the forts, and their rapidity in throwing up earthworks is remarkable. Those who have followed the course of this war in Sumatra will remember how in the early part of the year at Mashagat the Dutch fell into a trap similar to that laid for them on the 26th of July last, and by which they were again deluded. These things are evidences of the resources, pertinacity, and perseverance of the Atchinese in maintaining the defence of their country, and it is pitiable to think that, after all, their energy will not secure to them the possession of their own land in independence. The time when the termination of the struggle will arrive is probably still distant, and it would be indeed well if the further expenditure of blood and money that must take place before it shall come could be obviated. The Dutch have now lost a valuable friend by the death of the Junku of Marahsa, which will perhaps be a very disadvantageous event for their own cause; report, too, says, we know not whether truly or not, that their commander is wounded. Taking these matters into consideration, and looking at the costs in men and treasure which further operations will involve, it would seem that the present juncture is one when the Netherlands Government might be peculiarly ready to listen to mediatorial overtures. There is not a shadow of doubt that the wisest course they could pursue would be to retire from this war, which has already cost them so dear, and those who, from being close to the scene of strife, have, perhaps, better facilities than ourselves for judging the temper of the combatants and the prospects of the strife, do not hesitate to express the opinion that intervention would be welcome to both parties, and that, if they could do so with honour, the Dutch would gladly abandon their designs upon Atchin.

THE SINGAPORE GAS COMPANY.

The report of the directors of the Singapore Gas Company for the half-year ending 30th June, to be presented to the shareholders at the meeting on the 27th inst., is as follows :—

The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report from their engineer and manager, Mr. E. J. Wells. The balance sheet to 30th June, 1874, and appended to this report, shows the financial position of the Company. The directors have written off for depreciation of works and plant, and off the expenses of first establishment, as per balance sheet, at the rate of one per cent. per annum for the present half-year, and one half per cent. per annum for the half-year ending December 31st, 1870, making one per cent. for that half-year. The profit for the half-year after writing off these sums amounts to £1,865 13s. 4d., which together with £62 4s. 2d., the unappropriated profit of the preceding half-year, makes the available balance £1,927 17s. 6d.; out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income tax, on the amounts paid up on the Preference and Original capital, the balance of £77 4s. 9d. to be carried forward to the profit of the succeeding half-year. The dividend to be payable on November 20th.

The following are extracts from the report of Mr. Wells, Engineer and Manager :—

In the gas rental there has been a steady increase, if we compare the working with the previous half-year; the increase on the private gas rental (not including illuminations) has been $469.41. Coke sales have not been so good as last half-year. Tar and other products have improved, so that upon the whole the sales of residual products have been satisfactory. Rates of exchange have been seriously adverse to the Company for a long time past, and still continue so. Heavy losses are shown in this half-year's accounts, both on remittances and on the payments for coals. During the half-year the only addition here to Capital account has been the proportionate allowance for new services laid. Beyond the ordinary wear and tear expenses, no outlay has been incurred in the general works department. All the plant and machinery are in a state of efficiency, and the buildings are in good repair; No. 1 gas holder shows no signs of decay, and No. 2 is working satisfactorily. The present process of purification still remains satisfactory, and is working well. Throughout the half-year the full standard of illuminating power has been maintained, and the gas kept free from impurities. The loss or deficiency on the half-year has been 12¼ per cent. The arrears are slightly in excess of last half-year, but upon the whole the collection of the rental, &c., has been satisfactory, as $32,206.71 has been collected and paid to-bank.

At the end of May 113 tons of Bengal coal was received. Its working with Australian coal was satisfactory; if we can obtain low rates of freight we could draw a portion of our supplies from this source; the price of Bengal coal is rupees 10·8, free on board, or equal to 21s. per ton. A small sample of other coals from the Straits has been sent to me for testing, and it is stated that there is a large quantity from where it was taken. This was tried in actual working, the results were quite satisfactory. I have engaged to take 150 to 200 tons as soon as it can be brought to Singapore. The Japan and Formosa coals are very highly spoken of, but up to the present time I have had no opportunity of trying them. I have no doubt that the Sarawak coal will soon be in the market. As to whether it will be to the advantage of the Company to use all Australian coal remains to be proved.

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PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, OCT. 3.

Since my last nothing of importance has occurred with regard to our internal policy. In the provinces of the north some Carlists have been a little troublesome, but the Portuguese troops have received orders to prevent their entrance or communication with our territory. It is known that in Portugal there are many persons in connection with the Carlists, and money, material, and persons have been sent to the partisans of Don Carlos. Some time ago some materials of war and military uniforms were discovered in Valença, province of Meinho, together with documents proving the purchase of guns in Lisbon. It was evident by the same documents that important personages in Portugal were implicated in managing those preparations. All the circumstances of the case have been reported to the Government. The Liberals urge the necessity of taking immediate action against those who favour the Carlists, but the Government do not seem to think that there is any danger. The Miguelite party is weak, and they are not likely to give much trouble, unless the Carlist cause seems more in the ascendant than it is at present.

The Lisbon and Oporto papers are still discussing the subject of German interference in Spanish matters. It is supposed that Germany intends to protect the Government of Serrano, and afterwards place a monarch on the throne. The monarch, they say, is the King of Portugal, who will be King of the two Kingdoms. It is generally believed that Don Luiz I. would not accept the Crown, and that the people of the two countries would refuse any imposition of the kind. The opposition parties have circulated the idea that the Government wish his Majesty to accept the proposals of Germany, and that consequently in a short time we shall be involved in a continental difficulty. This of course is not so; his Majesty is not likely to attach himself to any such policy.

The day before yesterday 6,000 men, consisting of artillery, cavalry, and infantry, went to exercise a few miles from the town. The forces were divided into two divisions; one marched from Luz, and the other from Ameireoira, to the spot chosen. The exercise lasted six hours. The Royal family, all the Ministers, and about 20,000 persons were present.

The Government have undertaken a great work of improvement in Lisbon. The work consists of a new embankment on the north margin of the Tagus, to the extent of one league. The company agree to form docks, a railway between the arsenal and Belem, and build warehouses. The principal founder is the Prince Adam Wirzniereki, resident in Paris. As soon as these works shall have been completed Lisbon will possess the most splendid boulevard in the world.

On the 18th of last month there was a diplomatic dinner party in the house of the *Chargé d'Affaires* of Brazil, Mr. Macedo. There were present the Minister of Foreign Affairs, the Minister of Finances, the German Minister, Mr. Caelho d'Almeida, Minister of Portugal in Vienna, and many other notable persons belonging to the Diplomatic Corps.

Mr. Robert Inness, partner of the old established house of Medlicott and Co., and the oldest English resident in Lisbon, died on the 24th of last month.

The 28th was the eleventh birthday of the Royal Prince, Don Carlos, son of the King. As the Royal family is in the fortress of Cascaes for the bathing season, their Majesties received the congratulations there.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8 to 8½
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	24½ to 25½
20	City	10	14½ to 14¾
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	545 fr.
Th.200	Deutsche	All	Th.186
£28½	Hong Kong and Shanghai	All	26 to 28
50	Imperial	15	17 to 18
50	London and County	20	64 to 65
50	London Joint-Stock	15	49½ to 50½
100	London and Westminster	20	77½ to 78½
25	Oriental	All	46 to 47
50	Union of London	15	47 to 48
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	8½ to 8¾
10	Eastern Telegraph	All	8½ to 8¾
10	Great Northern	All	10¾ to 11¼
25	Indo-European	All	17½ to 18½
10	Mediterranean Extension	All	4 to 4½
12	Telegraph Construction Company ...	All	30 to 30½
20	India-rub., Gutta-perc., & Teleg. Works	All	21 to 23
8	Reuter's	All	11½ to 12
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4½ to 5
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	1 to 1½ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6½	28½ to 29½
25	Ocean Marine	5	4¼ to 4¾ pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	5	5½ to 4½ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	39 to 41
20	British Indian	All	7½ to 8
20	Darjeeling	All	16 to 18
10	Eastern Assam	All	3½ to 4
20	Jorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	12 to 13
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13½ to 14½
20	Do.	10	4½ to 4 dis.
20	Do.	5	3 to 2½ dis.
50	Colonial	20	13 to 11 dis.
5	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount	7½	1½ to 1⅝ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	1⅜ to 1½ dis.
25	National Discount	5	10¾ to 11½
500fr.	Messageries Maritimes of France ...	All	587½ fr.
£50	P. and O. Steam	All	56 to 58
50	Do. Do. 1867	10	¼ dis. to ¼ pm.
100	Royal Mail Steam...	60	79 to 82
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£98	Japan Loan, 9 per cent.	All	102 to 104
92½	Do. 7 per cent....	All	93 to 95

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

JAPAN.

Agent for the *London and China Express.*

KEATING'S COUGH LOZENGES.

The best and safest remedy for COUGHS, ASTHMA COLDS, HOARSENESS, CONSUMPTION (Incipient) ACCUMULATION OF PHLEGM. These Lozenges contain no opium nor any deleterious drug, therefore the most delicate can take them with perfect confidence. No remedy is so speedy and certain in its beneficial effects.

Sold in Bottles of various sizes.

KEATING'S BON BONS OR WORM TABLETS,

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children.

Sold in Bottles of various sizes by all Chemists and Druggists.

CAUTION.—☞ The public are requested to observe that all the above preparations bear the Trade Mark as herein shown.

THOMAS KEATING,
London,
EXPORT CHEMIST AND DRUGGIST.
Indents for pure Drugs and Chemicals carefully executed.

TRADE MARK.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel. Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale.

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VIOLET, PARIS.

VIOLET, PARIS.

VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

PARIS, 225, RUE ST. DENIS (FORMERLY 317).

NOTICE.

VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Ess. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the skin

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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PRIZE MEDALS, 1851. **BURROUGHES & WATTS,** PRIZE MEDALS, 1862.

OLE CONTRACTORS TO HER MAJESTY'S WAR DEPARTMENT AND ADMIRALTY.

Manufacturers of Oil Lamps, Gas Fittings, Settees, Lounges, Seats of all descriptions, and fittings for a Billiard Room.

Billiard Tables, all sizes, from 4ft. to 12ft.; Cloths for Tables, 12 × 6, from £4 10s.

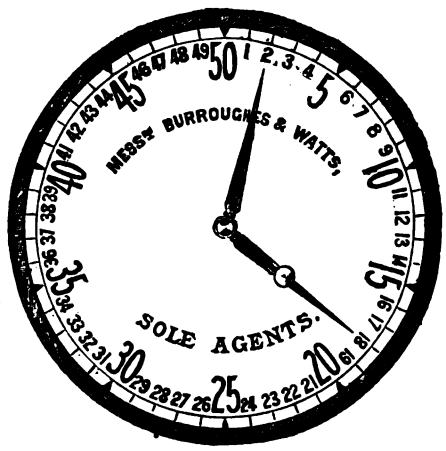
Cook (Champion) made the largest break on a B. & W. Table (936).

200 Tables on View.

500 in process of Manufacture.

Timber for 2,000 in Stock.

Sole Agents for the Patent Electric Marker, to mark the game from any cushion without moving from the table; the most convenient and best marker in the world, price £10 10s.



Cook (Champion) and Bennett (ex-Champion) use B. and W. Tables for their Matches and in their Rooms (twenty always in play).

—o—

Solid Mahogany full-sized Billiard Tables, complete with all fittings for Billiards, Pool, and Pyramids, from £105; all charges paid, including insurance and freight, to Bombay, Madras, Calcutta, China, Yokohama, &c.

19, SOHO SQUARE, LONDON, W.C.

SPECIAL NOTICE.—SUEZ CANAL.—Under contract with H.M. Government.—The PENINSULAR AND ORIENTAL COMPANY'S weekly steamers now proceed through the SUEZ CANAL with H.M. mails to Bombay and Calcutta alternately.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
Cathay ...	2,982	450	Oct.	15	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Oct.	22	Mediterranean, Aden, Ceylon, Madras, Cal, cutta, Straits, China-Japan, and Australia.
Malwa ...	2,933	450	Oct.	29	Mediterranean, Aden, Bombay.
*Khedive...	3,742	600	Nov.	5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Tanjore...	2,245	400	Nov.	12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov.	19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov.	26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Sindh ...	Oct. 25	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr ...	Nov. 8		
Provence ...	Nov. 22		
Tigre ...	Dec. 6		
Amazone ...	Dec. 20		

The Steamers of the 25th Oct., 22nd Nov, and 20th Dec., connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. Fletcher and Co., Liverpool; or to Smith and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

***** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.**

THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. Schol, Amsterdam; or to the Agents for England, J. N. Sears and Co., 17, Fenchurch-street, London.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	Oct.
Glengyle	100 A1	1,676	200	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGregor, Gow, and Co., No. 1, East India-avenue, London.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Belted Will	A1 14 yr.	812	S.W.I.	With des
Foochow.....	Zoroya.....	A1 13 yr.	383	St.Kth	With des

For Freight or Passage apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON FOR SINGAPORE, HONG KONG, AND SHANGHAI.—The magnificent, new, Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A 1, 300-horse power, nominal, W. HOLMES, Commander; will load in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for cabin passengers.

For Freight or Passage apply to Thomas Skinner and Co., 5, East India-avenue, Leadenhall-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Falmouth to embark passengers. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day, October 30. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 200-horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, built especially for the China trade, has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the owners, D. J. Jenkins and Co., 17, Lime-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

YOKOHAMA and HIOGO.—The favourite clipper WALTON, A1 10 years, South West India Dock, with quick despatch. The "Ada," A1 17 years, to follow. Robertson and Co., No. 5, Newman's-court, Cornhill, E.C., London.

THE CHINA LINE OF STEAMERS via SUEZ CANAL, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 16th October; the magnificent new full-powered screw steamer HANKOW, 100 A1, 2,332 tons register, 450-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This splendid steamer, built especially for the China trade by Messrs. C. Mitchell and Co., Walker-on-Tyne, is expected to prove herself the fastest steamship in the trade. Has elegant accommodation for first-class passengers, replete with every comfort. Will carry a surgeon and stewardess if necessary.

For Freight or Passage apply to the Owners, Watts, Milburn, and Co., 85, Gracechurch-street; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, YOKOHAMA, HIOGO, AND NAGASAKI, with liberty to call at Hong Kong, last shipping day, 15th October; the favourite full-powered screw steamer CALABAR, 20 years in Liverpool book; 1,300 tons gross, 800 nett register; 380-horse power nominal, 1,900 effective; R. W. HUTCHISON, Commander; East India Docks. This magnificent steamer having been built for mail service has unusually spacious and well ventilated accommodation for saloon passengers.

For freight or passage apply to J. and R. Grant, 1, Leadenhall-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Eleanor	A1 13 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glenroy, s.s. ...	2,121	McGregor, Gow, & Co.	Oct.
Hankow, s.s.... ...	2,332	Norris & Joyner...	Oct. 17
Calabar, s.s.... ...	1,300	Norris & Joyner...	Oct. 15
Montgomeryshire, s.s.	1,750	Norris & Joyner...	Nov.
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 10
LIVERPOOL.			
Menelaus, s.s. ...	1,519	Alfred Holt ...	Oct. 20
Sarpedon, s.s. ...	1,519	„ ...	Oct. 20
Ajax, s.s.	1,540	„ ...	—
GLASGOW.			
Brisbane, s.s. ...	1,500	T. Skinner & Co.	Oct. 17

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Macgaggart, Tidman, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, Oct. 14, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 582.] LONDON, MONDAY, OCT. 26, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 26.
JAPAN—Yokohama	July 24	Sept. 7	Sept. 12*
Yedo			
Osaka and Hiogo	„ 10	„ 1	„ 9*
Hakodadi			
Nagasaki	—	—	„ 5*
CHINA—Peking	—	—	Aug. 26
Tien-tsin	—	—	„ 30
Chefoo	—	—	„ 30
New-chwang	—	—	„ 20
Hankow	„ 10	Aug. 22	Sept. 1
Kiu-kiang	—	—	„ 2
Chin-kiang			
Shanghai	„ 24	Sept. 3	„ 6
Ningpo	—	—	„ 4
Foochow	„ 24	„ 2	„ 6
Formosa	—	—	Aug. 31
Amoy	—	—	Sept. 7
Swatow	—	—	„ 8
Hong Kong	„ 31	„ 7	„ 12
Canton	—	—	„ 10
Macao	—	—	„ 11
PHILIPPINES—Manila	„ 17	Aug. 23	„ 2
COCHIN-CHINA—Saigon	„ 31	Sept. 1	„ 10
SIAM — Bangkok	„ 31	„ 9	„ 12
BORNEO — Labuan	—	—	„ 9
Sarawak	—	—	„ 15
JAVA — Batavia	Aug. 7	„ 9	„ 14
Samarang	—	—	„ 8
Sourabaya	-	—	„ 10
MALACCA STRAITS—Singapore	„ 21	„ 19	„ 19
Penang	„ 21	„ 17	„ 21
CEYLON—Galle	Sept. 4	„ 24	Oct. 1
Colombo	„ 4	„ 26	Sept. 29

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. and Pacific mails, with the advices dated as above, were delivered, *via* Brindisi and *via* San Francisco respectively, this morning, their due date. The next inward (French) mail, bringing advices Yokohama 9th, Shanghai 13th, Hong Kong 19th, Singapore 28th Sept., which is due, *via* Marseilles, on Monday next, the 2nd proximo, left Galle on its due date, the 6th inst.

The Saigon-Hong Kong section of the Eastern Extension Telegraph Company's cables, and the Great Northern Company's cables between Amoy and Hong Kong and between Amoy and Shanghai, which were lately interrupted, have been repaired.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Oct. 22.—To Venice.—From Hong Kong: Mr. S. Fell. From Galle: Mr. Dickson, Mr. Shrine.

To Southampton.—From Hong Kong: Mr. J. Smith. From Yokohama: Mr. E. George, Dr. Wilson, Mr. E. Doboyer. From Hong Kong: Captain Lindhall, Mr. Bull, Mr. E. Clegg, Mr. Eumor, Mr. J. Barks, Mr. D. MacCullen, Mr. W. Mason, Mr. W. Searle, Mrs. Leonard, Mrs. O. S. Bull. From Singapore: Mr. G. Newton, Mrs. Ismonger, Mr. W. Dresdale, Mr. G. Masson, Mr. S. Seeley, Mr. J. Bell, Mr. J. Seamur, Mr. J. Jackson, Mr. W. Carpenter, Mr. B. Doran, Mr. Parkenhurst.

PASSENGERS OUTWARD.

Per French steamer *Sindh*, Oct. 25.—To Yokohama: Rev. H. Evington, Mr. Bateman, Mr. Sano. To Hong Kong: Bishop of Victoria and Mrs. Burdon, Rev. G. H. Sedgwick, Mr. May, Mr. C. Carroll and family, Mr. Sprecht, Governor of Macao and suite. To Shanghai: Mr. Cleave, Mr. Duval, Mrs. Little, Mr. Leopold Lefebre, seven Missionaries, three Sisters of Mercy. To Saigon: Admiral Duperre and suite, Mr. A. Spooner, Mr. De Beaumont. To Batavia: Mr. A. Erni, Mr. and Mrs. Holland and family, Mr. and Mrs. Carp, Mr. Hoert, Mr. Ducrt. To Singapore: Mr. Gray, Mrs. Alabaster, Mr. Perez, Mr. Du Courthal. To Galle: Mr. and Mrs. Vandespar, Miss Eidenberg.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite. To Shanghai: Mr. Gruerry, five Sisters of Mercy, Mr. J. Ure, Mr. Bray, Mr. C. Thorne. To Batavia: Mr. and Mrs. Brevet, Mr. Schreiner, Mr. W. W. Cook, Mr. Rose. To Hong Kong: Mr. A. W. Burn, Mr. E. Pye, Mr. F. Leyburn, Mr. C. Petersen. To Galle: Mrs. Block, Mr. G. L. Reid.

Per French steamer *Provence*, Nov. 22.—To Yokohama: Mr. Pateman. To Galle: Mr. Journy, Mr. Ollivam, Mr. Broyer. To Batavia: Mr. M. Breyer. To Saigon: Mr. Lalanne.

Per P. and O. steamer *Peshawur*, from Southampton, Oct. 22.—To Ceylon: Mr. Hull, Mr. A. G. Brown, Mr. de Winton, Mr. Borney, Mr. A. J. Davids. To Yokohama: J. B. Stevens. To Shanghai: Mrs. Carey. To Singapore: Mr. H. V. S. Davids, Miss A. Whitford.

Per P. and O. steamer *Simla*, from Brindisi, Oct. 26.—To Singapore: His Excellency Governor Cairns, C.M.G., Mr. A. P. Maudsley.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 2.—To Ceylon: Mr. G. B. Leechman.

Per P. and O. steamer from Southampton, Nov. 5.—To Ceylon: Mr. A. Wise.

Per P. and O. steamer *Sumatra*, from Venice, Nov. 13.—To Singapore: Mr. and Mrs. C. P. Rowland.

Per P. and O. steamer *Sumatra* from Brindisi, Nov. 16.—To Ceylon: Mrs. and Miss Delmege.

Per steamer *Hankow*, from London, 23rd Oct.—For Penang: Mr. F. Herzberg. For Singapore: Mr. W. Lowson, Mr. Fortescue L. Gueritz. For Hong Kong: Mr. Arthur Travers, Mr. W. Barney. For Shanghai: Miss Elizabeth Carnin, Mr. James Ball, Mr. Percy Young, Mr. Paul Sphon.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 2nd Sept.; and by the Pacific mail we have ten days later news, viz., to the 12th Sept.; the French mail from London, 17th July, arrived out on the 1st Sept., and the following P. and O. mail of 24th July was received on the 7th Sept. The following summary of news is from the *Japan Mail*:—

The attitude of the Chinese in respect of the Formosa question naturally continues to be the great subject of discussion and speculation. It is generally believed that telegrams were received by the Government on the 1st Sept., announcing that the negotiations which Yanigawara was conducting at Peking had been broken off. Okubo, the Envoy Extraordinary, would have arrived on the 27th Aug., and sufficient time has elapsed for him to have reported by telegraph the result of his own interviews with the Chinese Minister for Foreign Affairs. Indeed, rumours are afloat that he has telegraphed regarding the extremely difficult phase the negotiations have assumed. But on all these points nothing is known for certain—all is mere vague rumour, and any pretence to pronounce with certainty what is actually the state of the negotiations must be received with entire suspicion.

Meanwhile the Government is displaying abundant activity in preparing for war. A call has been made upon all men between twenty and thirty years of age to hold themselves in readiness for service, nor is any want of alacrity shown in responding to it. It is said that the Satsuma clan alone has offered 18,000 men whom it is prepared to equip and maintain, and the warlike spirit of the nation certainly presents a great contrast—as far as reports may be trusted—to the attitude of the Chinese, who, though certainly excited, display great unwillingness to enlist, and desert in hundreds after having enrolled. It may be fairly expected that the large figures which have been used in regard to the number of troops the Chinese can move and command against the Japanese represent a great sham—a mere paper army—though there is a great deal said about them. China is undoubtedly greatly irritated by the action of the Japanese on the Formosa coast, and is anxious not only to prove the unjustifiable nature of this action, but also her power to dislodge and chastise the Japanese for what she considers their contumacy. War is regarded as inevitable by the foreigners in both countries, and it is difficult to understand how it can possibly be avoided. Yet one great fact must be borne in mind; China does not want to go to war—she is not a warlike nation; and Japan, though perhaps determined not to retire from the position she has assumed without an acknowledgment

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from China that she was justified in her course of action, and a promise that the Formosan coast shall be rendered safe for the future, can only enter upon war at the expense of the movement the nation has for some years been making in the direction of Western civilisation, and a draft upon her resources which must prove a heavy burden to her. It is needless to say that the prospect of war is regarded with great misgiving by the large number of foreigners in Japanese employ. To the majority it must involve the destruction of their present means of livelihood, and —what they cannot but regard with regret—the gradual falling into ruin of much of the work they have built up.

It has been reported that the cash balance of the Government has been much reduced by the expenditure on steamers and military stores necessitated by the preparations which are being made for war; but this is not so. The cash balance stands at 25,000,000 of yen, as in the budget last issued.

The Government has made a raid upon foreigners travelling for health or pleasure in the interior who have not furnished themselves with passports. Many have been threatened with being turned back, and have only escaped by the promise to get the requisite document by return of post, or by a given time. It may be remarked, however, that the orders from Yedo have been somewhat capriciously carried out—as is natural enough under these circumstances—and the demands made on some have been relaxed as regards others. In view of the fact that many of the residents have always been in the habit of visiting the favourite picturesque places in the vicinity of Yedo every year at this time, and have done so in most cases with the full knowledge and tacit consent of the authorities, it is somewhat hard that a rule compelling them to exhibit their passes should be made without fair previous notice that all travellers would be required to do so after a certain date. Of course it is for foreigners to comply fully with the terms of the regulations, and we recommend no one to start on his summer or autumn tour without his pass. But those who are now in the country, and who left previously to the issue of the late notification, should be treated with some indulgence, and time should be given them to communicate with their own authorities in order to get their passes. It must be remembered that there is no question here of stopping political incendiaries, or dangerous characters. The people now in the interior are, in ninety-nine cases out of a hundred, men bent on pleasure or in pursuit of health, vigorous but orderly young pedestrians, in some cases pursuing botanical, mineralogical or other scientific researches, or burning to conquer Fusiyama. To send such tourists back without fair notice, after having permitted them to roam unfettered during the past few years—a courtesy all of us are quite willing to acknowledge—is to entrap them into unintentional disobedience.

While the English naval officers under Capt. Douglass were testing some Krupp guns at Ishikwajima, one of the guns burst under the fourth round, without, however, injuring any of those who were carrying on the testing. The circumstances were these; the gun, one of Krupp's 70-pounders, had been fired three times with a 12lb. charge of powder and a 70lb. projectile. At the fourth round, 15lb. of powder and a 70lb. projectile were used; but the strain was too great, and the gun burst in almost every direction. One piece of metal weighing about five cwt. was carried 120 yards to the left, cutting away four piles and dislodging a number of stones each weighing about five cwt. lining the banks of the adjacent canal. The breech-piece was blown up into the air to a great height, and fell about sixty yards to the rear of the gun. No cause can be directly assigned for the accident.

The murderer of Mr. Haber has been found guilty, and sentenced to death. His sentence has been referred to Tokio for ratification, as is usual in all capital cases, before being carried into execution. The culprit, on being interrogated, expressed sorrow at his act being likely to cause trouble to the Government, but did not regret having killed a foreigner. He was securely bound when on his trial, and had to kneel down in Court. At times there was some levity in his manner, but he mostly hung down his head while the trial proceeded.

A petition has been sent in to the Consuls requesting them to call the attention of the local Japanese authorities to the distracting noise made by the coolies employed in dragging loads through the streets, with a view to its suppression. How this noise has been permitted to irritate the residents of the settlement so long, without any serious effort on their part to abolish it, we can only conceive on one hypothesis, viz., that there are some who really enjoy it.

We learn that the Messageries Maritimes Company has resolved upon erecting a monument at Iruma, in memory of those who lost their lives by the shipwreck of the *Nil* in the month of March last. Monsieur Verny, Director of the Yokoska Arsenal, has undertaken to superintend its erection.

A painful case of suicide has taken place at the International Hotel. Mr. R. M. Bevill, formerly purser of the P. M. steamship *Oregonian*, was discovered by the attendant in his room wounded and covered with blood, and in an expiring state. Before medical assistance could be obtained the unfortunate gentleman had breathed his last. On examining the body some thirty-seven wounds were discovered, inflicted apparently by a pocket-knife, and a bottle of morphia half emptied, and a loaded pistol which were found near him, attested the determination to commit suicide.

The first telegraphic cable to connect Awomori in this island with the island of Yezo was laid on the 4th September. An accident prevented the laying of the second cable, but a further attempt is projected.

A return of the persons engaged in the preparation of salted provisions, &c., in the various sea-ports has been called for by the Government.

The Circus troupe of Signor Chiarini has been performing in Yokohama for the past fortnight with very fair success.

Numerous robberies are reported in Yokohama, and the negligence of the police is severely censured.

The subjoined items of intelligence are from the *Japan Herald*:—

It is with much regret that we have learnt that Mr. L. Haber, the Acting German Consul at Hakodate, has just been murdered by a samurai of the Akita Han, who surrendered immediately after the commission of the crime. It will be known to most of our readers that the unfortunate victim just assassinated established himself in business here as a general merchant, and that subsequently he transferred his business to Hakodate. It appears that on the 8th September there arrived at Hakodate a yakunin, about twenty-two years of age, from Akita, who was frequently seen at the tea-houses, and who was said to have been on his way to Yedo to finish his education. It seems that this man had, while staying at Hakodate, a dream wherein he saw one of the Kamis who prophecied evil to the Emperor through foreigners. The fanatical youth thought it his duty to avenge the wrongs the Kami had pointed out to him in his dream; but as he did not know where to find foreigners to sacrifice, he went to a temple to ask the gods to point out to him the right victim. It unfortunately happened that when the assassin had finished his prayer, poor Mr. Haber walked by quickly. The Japanese, to make quite sure of his victim being a foreigner, asked two women who were standing near if the man he saw was such, and on their replying in the affirmative, he tried to attract Mr. Haber's attention by throwing his umbrella at him, but the latter, without noticing it, passed quickly on. The Japanese then, without further waiting, drew his sword and made a cut. His victim took the alarm, and fled through a house and a garden, and whilst climbing over a hedge was overtaken by his pursuer, who with his sword hacked him literally into pieces. When the murderous work was done, the assassin, under threats of taking their lives, ordered some Japanese to throw water on the corpse of his victim; then the murderer went to a tea-house, and there recounted his achievement with great complacency, after which he surrendered himself to the authorities. The deceased gentleman has thus fallen a victim to the sword of a semi-lunatic or fanatic, and the case affords one more melancholy example of the great facilities which the carrying of such murderous weapons as Japanese swords afford to the crazy or evil-disposed to wreak their malevolent intentions. The Government should prohibit swords being worn.

The difficulty between China and Japan, relative to Formosa, still drags its slow length along, nothing definite having yet transpired respecting the state of the negotiations. It has been reported here that the efforts of Yanagiwara had failed to bring the matters in dispute to a satisfactory conclusion, and everything now turns, therefore, on the success which may attend the exertions of Okubo. Meanwhile, both nations are arming, and in Japan the conscription has been put in force amongst the lower classes of the population. China has, it is reported, negotiated a loan of some millions of taels for the purchase of warlike material, and is using every energy to fill up the ranks of her army and navy. Reports have reached here respecting the cowardice of the Chinese troops, the large quantity of desertions, &c., now taking place; but these require to be received with some caution, as it is shrewdly suspected that some of the foreign emissaries of the Japanese Government who are now in China on various missions have been at the bottom of these rumours, and that they have an interest in exaggerating these matters. In the meantime both sides are despatching reinforcements to the scene of action. The Japanese troops in Formosa are said to be suffering much from the intense heat, and to have many men sick.

The meeting of the famous deliberative assembly, which has been magnified by some into a parliament, has been postponed *sine die*. The ostensible cause is that the various officials of whom it is composed (for it is to be exclusively official) will be required in their own departments, in the event of there being any disturbances caused by the expected war.

The Japanese Government, in view of the steady drain on its finances caused by its warlike preparations, has issued a notification enjoining the strictest economy in the various *ken*.

The remaining balance due in respect of the Shimonoseki indemnity has been paid to the various Governments interested. The United States, having receded from their former position, have now received their share of the money.

A third telegraph wire will be shortly completed through

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from Tokio to Nagasaki, by means of which it is anticipated that the frequent vexatious breaks of communication which have taken place will be in a great measure obviated.

The case of Cocking and Singleton *v.* Rickett, which was decided in favour of defendant, has been reversed on appeal to Shanghai.

NAGASAKI.

(FROM A CORRESPONDENT, VIA SAN FRANCISCO.)

NAGASAKI, SEPT. 5.

The settlement is now a vast display of specimens of the wretched slop-work of the native builders, and the most annoying reminiscence the property-holding residents have in viewing their wrecked habitations is, that they have paid high and extreme prices for them to the native contractors, who appear to yearly get from bad to worse; if there is any criterion in the oldest buildings in numerous instances having stood the tempest best. The natives, I hear, have attempted to delude foreigners into the belief that the quantity of cargo destroyed is so great as to have affected its value considerably; but this, like all Japanese rumours, must be received with more than ordinary caution, or even be dismissed as next to worthless. Growing crops, perhaps, may have been destroyed, but those who know the resisting capabilities of the godowns owned by Japanese are not likely to believe that much stored cargo has suffered. A change for the better in the weather took place on the 1st inst., and almost every house-top has its contingent of plasterers on it, busy at work; at least one advantage will be to have a site formed of newly-plastered roofs. From observations made it will take nealry twelve months to get things back to their original state perhaps even longer still, for the Japanese appear to be taking no steps to even clear up this settlement or to render the jetties available for use in the dark. The work of getting off the stranded vessels had progressed considerably previous to the despatch of my last letter, and since then the iron-clad *Azuma kan* has been pumped dry and floated off. The work of getting her off was performed by a foreigner, and it does not say much for the capabilities of the Japanese when they get into a mess. The officers, or perhaps some of them, may be excluded from this unenviable category, but the lower and ignorant classes, who form the seafaring and boating population, have the character of being utterly helpless. I have no doubt that the majority of the junks lost here were driven on shore after their cables parted, and no other result could have been expected, as they never use such things as chains to their anchors, but make shift with twisted rushes or twisted cord, to serve instead. It is cheap, or thought to be so, and the dearly bought experience of last month is not likely to effect any change in their ways of providing tackle.

The Formosan question continues the all-absorbing topic amongst the natives here, and, judging from appearances, the Japanese have no intention of retiring from the position they have taken. The Chinese residents here are uneasy, and are far from confident that matters will take a peaceful turn, but the matter is enveloped in mystery, and so contrary are the reports, that very little reliable information can be gathered beyond what is observable in the active preparations to be seen here daily in the shipping off stores, &c., to steamers bound for Formosa. Whatever may have been the primary object of the expedition, it is very satisfactory to know that some of the most turbulent spirits in the Japanese army have gone with it, and few persons care about their returning to this place unless they return with most of their rowdy spirit taken out of them. While here a few months ago the townspeople had quite enough of their overbearing conduct, and were brutally treated by some of them. Of general news there is not much to give. The U.S. *Ashuelot*, paddle-wheel steamer, left on the 3rd instant for Tientsin; and the U.S. corvette *Kearsage* yesterday for Vladiwostok; both, it is said, have scientific parties on board, for the purpose of observing the transit of Venus. The men-of-war in port are rather numerous, comprising the American flag-ship *Hartford;* French ironclad flag-ship *Montcalm*, and corvette *D'Estres;* H.B.M. gunboats *Dwarf* and *Sivinger;* Russian *Japanese;* Japanese ironclad *Adzuma Kan*, and corvette, or rather paddle-wheel despatch boat, *Kassuga-kan.*

Exchange on London is nominally quoted 4s. 3d. to 4s. 3¼d. for six months, sight drafts. Gold Yens 102½ to 103 per 100 Mexican Dollars. Freights to London direct quite nominal, and no vessel on the berth.

CHINA.

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SHANGHAI.

The present mail brings advices from this port to the 6th Sept.; the French mail from London July 17 was received on the 30th August, and the following P. and O. mail of the 24th July, arrived out on the 3rd Sept. The following summary of news is from the *North China Herald:*—

There is not much "war" news of any value, and very little generally of a local nature to be recorded. The C.N. Co.'s steamer *Glengyle*, which arrived on the 2nd Sept. from the river ports, brought, as a first instalment of a large shipment of heavy guns which is being made, from Nankin to Tientsin, four sixty-eight and seven thirty-two-pounders, with the necessary carriages, to work on pivot platforms, and about thirty tons of shot, besides other ammunition, all the production of the Nanking Arsenal. It is noteworthy that this is the first shipment of cargo ever taken by a foreign merchant steamer from this non-treaty port; and no little difficulty was experienced in embarking such heavy material, from the want of appliances. It is reported at Hankow that two or three thousand native troops had gone down from there in boats, to embark at Chinkiang for Formosa.—The heavy guns and ammunition have since been forwarded per C.M.S.N. Co.'s steamer *Fusing*, and their ultimate destination is, we believe, the fortifications at the mouth of the Peiho. The guns must be taken on to Tientsin, as there is no landing acommodation at Taku.

The Futai is actively engaged in carrying out the object of his visit, by seeing to the defence of the port. In company with a retinue he has visited Woosung, and prospected the situation, with a view to its fortification, according to plans which have been under preparation for some time. The Chinese officials generally, however, seem to put faith in the report started about a week ago, that an understanding had been arrived at in Peking regarding the Formosan difficulty, and we hear that they are relaxing the haste of their preparations for a contest.

Fresh rumours of a somewhat alarming nature as to the incipient rebellion in the North were current in the Settlement on Wednesday, and appear to have been heard of also at Chefoo. Careful inquiry, however, leads us to believe that it is only a variation of the original story, filtered through Chinese channels. Letters from Tientsin to the time the *Sin Nanzing* left state that everything was perfectly quiet, that no apprehensions of disturbance were entertained, and that the prompt and severe measures taken by Li in arresting and executing several of the ringleaders in the mutiny seemed to have effectually stamped it out.

The *Yungching*, one of the three steamers of the China Merchants' fleet engaged in the Chinese Government transport service, arrived from Keelung on the 2nd Sept. She brought a cargo of coal for Government use, which she proceeded to Keelung to take in, after landing her 600 troops at Takow, the destination of the whole force, which numbered about 2,500 men. The *Yungching* was the first to arrive at the rendezvous, Ponghou, in the Pescadore Islands, and is the first back on the return voyage. She passed the *Leeyuen* and *Aden* on 1st Sept., both these being bound to Chinkiang for more troops. The fleet, numbering seven vessels, arrived at Ponghou on Aug. 23rd, within eight hours of each other. After it had been moored in Ponghou harbour, the Japanese corvette *Nitsin* (which left Shanghai on the 28th of July) hove in sight, and anchored at the entrance of the harbour; and when the fleet received orders, on the 25th, to get up steam and proceed to Takow, the *Nitsin* also put to sea. Shortly after the arrival of the fleet at Takow, which occurred on the same day, the *Nitsin* again made her appearance, and cast anchor alongside the transports. After two of the gunboats had disembarked their complement of the contingent, they again got under way and put to sea, and were soon after followed by the *Nitsin*, which it is supposed proceeded to Langkiao. The *Yungching* has again left for Chinkiang, to embark more troops and stores for Formosa.

The S. S. N. Company's steamer *Kiangse* arrived from Nagasaki on the 2nd September, having left there on the 30th August. She will, we understand, resume her place on the Shanghai and Ningpo line. For the past two and a half months the *Kiangse* traded between Kobe and Yokohama, in connection with the new Trans-Pacific line of steamers. The *Kiangse* reports that when she left Nagasaki the *Stonewall* was afloat, with slight damage, as also the steamer *Ping On* and the barque *Hamburg*. The *Madras*, which we previously reported as having been towed off by the *Nanzing*, made a trip to some of the neighbouring islands, and was nearing Nagasaki harbour on her return, with 700 troops on board for Formosa, as the *Kiangse* was leaving.

The minutes of a meeting of the committee appointed to take steps to establish the Chinese Polytechnic Institution and Reading-room form a progress report of peculiar interest. The influential constitution of the committee, and the earnestness and tact with which its individual members have gone to work, augur well for the success of the project; while the evidently sympathetic reception met with from the native community is, we feel sure, especially due to the enlightened co-operation of the Chinese gentlemen on the committee. Funds have been collected which the committee think sufficient, taken in connection with other considerations, to warrant them in at once starting the institution.

Mr. Thomas Fawcett arrived on the 2nd Sept., a prisoner, in the *Glengyle*, from Nagasaki, and was at once delivered over to H.M.'s sheriff, pending his transmission to Chefoo, which will probably be effected towards the end of the week. It seems natural and right that he should be called to a strict account for the manslaughter in which he is reported to have been concerned on the Shantung Promontory, but it seems hard that he should be dragged all the way from Japan back to the scene of the accident, after having been practically declared free of crimi-

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nality by the Consul ; and it is sincerely to be hoped that, whilst the machinery of justice is being so actively put in motion to secure redress on our side, some one is taking the trouble to see that the Chinese officials at Chefoo are doing their duty in arresting all the parties concerned in the mob attack upon the lighthouse artificers, and calling them to account for committing the breach of the peace which gave rise to the unfortunate accident—as we believe it to be—through which life on the Chinese side was sacrificed. It is curious to observe the frantic demand of a life for a life penalty at all hazards which has characterised the conduct of the Chefoo mandarins in this instance, as it similarly did that of the Taoutai and Chehsien of Shanghai in the Ford case, and to contrast therewith the cold-blooded hesitation and atrocious duplicity with which our cry for justice was met, when innocent blood was foully and of set purpose shed in the streets of Tientsin. The persistent energy of the Taoutai of Chefoo, which expended itself in the shaking of H.M.'s Consul, when he found his wished-for victim likely to escape such justice as he desired to inflict, might be copied by some of our officials with advantage, when cases of real wrong call for adjustment and are treated by the Chinese with the neglect or evasion in which they are such wonderful adepts where the foreigner unluckily happens to be on the right side.

At the Police-court, William Mackenzie, chief steward of the steamer *Glenfinlas*, was brought before Mr. Myburgh, sitting as police magistrate, charged by Captain H. G. Wilcox with refusal of duty under peculiar circumstances. It appeared from the complainant's statement that certain stores, which would cost £20 to replace here, were missing, and could not be accounted for by the defendant, and he was also said to be lazy and incompetent, and complainant disrated him to the position and pay of A.B., but he was not to go aloft, and only to be employed on deck in such work as scrubbing and cleaning. The defendant refused to do the work assigned him on deck, and for so refusing was brought before the Court. The defendant alleged that the captain had taken a dislike to him at the commencement of the voyage, and had ever since treated him in a harsh and contemptuous manner. He produced certificates as to his character and competency as steward, extending over a long period, and said he had been chief steward for ten years. With respect to the missing stores, he said they were kept in lockers, the fastenings of which were broken, and anybody could get to them, but the stores missing could be replaced in Glasgow for £2. The magistrate held that the defendant was justified in refusing to do deck work ; as he had shipped as chief steward, he could not be compelled to do a common seaman's duty. The case was therefore dismissed.

A despatch from the U. S. Consul at Swatow to the Consul-General here, confirms the statement we gave recently that the wreck on the Boat Rocks proves to be that of the American barque *Scotland*, Captain Glidden, lost in the gale of 23rd March last. Mr. Hammond, the Commissioner of Customs, who took a great deal of trouble to identify the wreck, on behalf of those interested in the vessel, as well as in the interests of navigation on the coast, obtained the services of professional divers from Shanghai. On 15th August the divers succeeded in making a thorough inspection of the wreck. They found that the bulwarks had been washed away, and with them the name board, while owing to a peculiarly heavy ground swell they were unable to go under the vessel's counters to see her name. Had they been able to reach the place, however, it is unlikely they could have made it out, the hull being completely covered with barnacles. They secured the wheel, which was identified by the captain of the *Lunalilo*, now in Swatow, who had formerly commanded the *Scotland*, and who recognised it from some particular work on it. This appears to remove all doubt as to the identity of the wreck, which by the way is now so completely broken up as to be no longer dangerous to navigation. One of the divers reached the cabin, and found that everything had been washed away. Nothing has ever been heard of the crew.

It will be remembered that on the night of the 24th Aug. a Mr. Russell was seriously assaulted by a number of men in the Honan-road, and six balls of opium taken from him. Owing, we believe, to the representations of Senor J. J. de Emperanza, the Spanish Consul (one of whose nationals Mr. Russell claims to be), the case is so far settled that the opium has been given up. The men concerned in the assault, who are supposed to have belonged to the Lekin Guild, will be dealt with by the Mixed Court.

An able seaman of the steamer *Glenfinlas*, named Geddes, has met with a serious accident. He and another man were told to lash a spare screw blade to the ship's side under the forecastle, the blade being at the time on its side and held in position by a tackle. The men passed two or three turns of the lashing round it, and then let go the tackle, when the blade slipped a little, owing to the lashing not being well passed, and caught Geddes's leg. He lay in this position for some time until straps could be passed under the blade, which was then lifted by means of a whip. The unfortunate man's leg was found to be fractured. He was removed to the General Hospital, and it is thought will have to undergo amputation of the limb.

The French barque *Union* has grounded on the Blockhouse Spit, and the exertions made to get her off have failed so far. As the tides have been falling, it is expected she will not get off for five or six days more. If the weather continues fine, however, she will probably not sustain any material damage. Her cargo consists of rattans, planks, and heavy logs, and it is believed that the discharge or abandonment of the former would do little to relieve her, while in her present position the logs could only be got out with great difficulty, if at all.

The following items of intelligence are taken from the *Celestia Empire* :—

Some experiments have been tried outside Woosung with torpedoes manufactured at Kaou-chang-meaou under European supervision. Several high officials were present, and amongst the number the Futai of the province. One and all expressed themselves surprised and delighted with the results attained, and gave orders for the manufacture of a large number as speedily as possible. The experiments were made on a raft.

The construction of defences at Woosung is proceeding with a wonderful amount of energy, under the superintendence, we hear, of an official in the Customs' service, who has been told off for the purpose. A long line of earthworks is to be run up, and all the remains of the old forts put in thorough repair. The Customs' cruiser *Kua-hsing* leaves on the 6th for her usual monthly visit to the lightships in the district, and on her return we are given to understand that she will be employed for some weeks in surveying the approaches to Woosung for the purposes of fortification.

A mandarin from Swatow or Foochow is at present in Shanghai, his object being to buy up all the ponies he can. He makes it no secret that their destination is Formosa, and that they are to be used as chargers for the braves. This should be an excellent opportunity for the stable-keepers on the Maloo to get rid of their spavined stock, although we hear that the agent of the said mandarin does not offer a very high figure for the commodity he is in search of.

The 4th Sept. was the anniversary of the establishment of Her Majesty's Supreme Court in Shanghai ; the august ceremony of swearing the Chief Judge, Assistant Judge and Law Secretary, the superior officers of the Court, appointed under the Royal sign manual, having been conducted by the Chief Judge himself on the 4th September, 1865.

Mr. Carvalho, lately appointed Portuguese Consul at Shanghai, has made his official call on the Taoutai, and was cordially received by his Excellency with all the customary honours of trumpets and popguns. The Consul was accompanied by his interpreter, Mr. H. A. Pereira.

We are informed that the appeal of the Library Committee to the public has been so far successful that the subscribers now number 120. The number which is necessary to carry on the institution, as will be remembered, is 150, and we sincerely trust that the desired result will speedily be attained.

Among the passengers who left by the Pacific Mail Company's steam-ship *Nevada* were thirty Chinese students, under the care of three guardians. Their destination is New York, where their education is to be completed.

FORMOSA.

The Japanese Expedition.

A correspondent of the *China Mail* writes under date, Amoy 5th September, as follows :—

The Japanese question must be brought to a solution very soon. Judging from circumstances, the Japanese would be only too glad to get out of their difficulty by the withdrawal of their troops without humiliation to their country. The continuance of their stay in Formosa is only ruinous to their financial resources. It is calculated that the cost of the maintenance of the 3,000 soldiers is no less a sum than from $40,000 to 45,000 a month, owing to the exorbitant prices they have to pay for their food. Liangkian is not a producing district, and every article of food must be imported from other parts of the island. The difficulty of transport is so great that an egg which costs no more than eight or nine cash at the one place fetches sixty cash at the other. They have been there nearly five months, and it must have cost the Government over $200,000. Then there is their pay, their equipment, ammunition spent in drills and in their fight with the aborigines, the charters of ships, and the payment of heavy salaries to European assistants. Putting all things together, they must have spent a sum not far short of $1,000,000. The country is so badly off in money matters, that on that account alone they cannot carry on much longer. They had at the outset of the expedition borrowed $600,000 of the Oriental Bank, and when a further loan was asked, the bank refused it. They then applied to Messrs. Jardine, to get $200,000. If Japan had not the means of maintaining even an army of occupation how could she expect to be able to carry on a war. Japan must see her mistake now, and that is why the Minister is sent to Peking ; he seeks for an honourable withdrawal. He will, I am told on good authority, propose that the troops shall be withdrawn on condition that in case of a Japanese invasion of Corea Chinese will not espouse the cause of that country. This is a condition which I don't think China would accede to. It is more likely that she will insist on

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an unconditional withdrawal, seeing that she is now ready for a fight, which she knows will be a long one. There is another reason which makes the Japanese Government hesitate to go to war. The people have been so much imbued with republican ideas that the first severe reverse he suffers would deprive the Mikado of his throne. This is extremely likely, and the Cabinet is not blind to the possibility of such an eventuality.

HONG KONG.

Our advices by the present mail extend to the 12th September; the French mail from London July 31 was received on the 7th September. The following items of news are from the *China Mail*:—

The alleged *Spark* pirate has been committed for trial. Six other men, apprehended on suspicion, have been discharged as regards the graver charge. Three men captured in the neighbourhood of Canton have made a full confession of their participation in the deed. The *Spark* has resumed her place on the line, but owing to numerous protests will be replaced by the *White Cloud*. Captain Sharp, of the Chinese Revenue steamer *Shun-chi*, committed suicide. A new company for the manufacture of artificial ice has been established in Hong Kong. A rival line of night boats between Canton and Hong Kong has been started. The Hong Kong, Canton, and Macao Steamboat Company has, in consequence, lowered its fares to ten cents per night passenger. A memorial from the unofficial members of Council relative to the boundaries of Colonial Jurisdiction has been forwarded to the Government. The P.M.S.S. *Alaska* has been detained, owing to the discovery of a fracture in her paddle-shaft. Major-General Colborne arrived here on the 29th Aug. The storage of powder, the question of Colonial Jurisdiction, the conveyance of Chinese passengers, and the Shipping Ordinance Consolidation Bill have been discussed at meetings of the Legislative Council during the fortnight. A public meeting of the colonists will be held on Monday, the 14th, to consider what steps should be taken regarding the Customs blockade.

The Spanish corvette *St. Lucia* has gone over to the Kowloong Docks for the purpose of docking. We note that Mr. Bowlder, who succeeds to the post in the Surveyor-General's-office recently occupied by Mr. Alford, arrived by last mail. We are glad to learn that the question put by the Hon. Mr. Rowett at the last meeting of the Legislative Council, relative to British jurisdiction over Lamma Island, is not likely to drop, and that his Excellency the Governor's promise to forward any representation on the subject from the unofficial members is likely to be availed of.

The steamship *Yangtsze* during the recent rough weather broke adrift from the moorings at the Kowloong Dock, parted her cable, and went ashore on the other side of Kowloong Point in Dock Bay. Fortunately, the bottom was sandy, and no danger and but little injury was apprehended for the vessel. She had a marvellous escape from shipwreck. The buoy to which she was moored broke away during a heavy squall on Friday night last. The chain of an anchor which was let go to pull her up after she began to drift also snapped off close to the hawse pipe. The vessel drifted at great speed, at first broadside on, towards one of the reefs with which Dock Bay is studded. She was brought head to shore with difficulty, and the reef was seen all at once close under her bows. The helm was put hard a-port, and the steamer continued her headlong course, escaping contact with every rock until she reached the beach, where she touched, and was little by little driven up on the sand. Reefs are on each side of her, and it is astonishing to find that she escaped injury. She was next day got afloat without damage by the aid of the *Fame* and *Pilotfish*, and the Dock Company's employés. The captain is to be congratulated that nothing worse came of the unusual accident, which placed his vessel in what might have been a dangerous position.

A meeting of the Legislative Council was held on the 31st Aug. Present:—H. E. the Governor, the Hon. the Chief Justice, the Hon. the Colonial Secretary, the Hon. the Attorney General, the Hon. the Registrar General, and the Hons. P. Ryrie, J. Whittall, R. Rowett, and W. M. Ale.

The minutes of the last meeting having been read and confirmed,

His Excellency asked the Attorney General whether he had made the necessary alterations in the Shipping Ordinance. The Attorney General replied in the affirmative, and that he was prepared to go into the question at once.

Before proceeding to this business his Excellency proposed the first reading of the Ordinance to amend and consolidate the laws relating to the conveyance of Chinese passengers and of Chinese emigrants. The reason for bringing forward this measure was, that although an Ordinance to the same effect as this had been already passed by the Council, yet some verbal and other corrections had been suggested by the Home authorities. A letter from the Secretary for the Colonies to that effect was read by the Colonial Secretary, and the Bill was read a first time.

The Hon. R. Rowett then proceeded to present the motion which stood in his name. He asked whether any steps had been taken by the Government in the matter of the outrage recently committed by pirates at Lamma Island. The result of this outrage was that five men were wounded, of whom two had died in hospital, and three were in process of recovery. The honourable member then reviewed the recent outrages that have been perpetrated.

The Colonial Secretary in rising said that he would confine himself to answering the question contained in the motion before the meeting. He believed that Lamma Island was not in the jurisdiction of Hong Kong. The Attorney-General, to whom the question had been submitted, had decided it was not. However, the matter had been referred to Sir Brooke Robinson, and he was of the same opinion. In addition to this he had reason to believe that the alleged piratical attack was a mere party fight between the junk and the fishermen.

The Hon. J. Whittall then moved the following question:—"Is the powder magazine on Kellett's Island used for naval and military purposes only, or is it used or intended to be used for the storage of gunpowder? What is the largest quantity of gunpowder and other explosive substances supposed to be stored there, and what quantity of such articles is stored there now?—The Colonial Secretary briefly repled that the question had been referred to the military authorities, who did not think that it was expedient to give any information.—Mr. Whittall most indignantly protested, and said that he would send in a protest in writing.

This discussion was then dropped, and the House proceeded, in committee, to the consideration of the proposed alterations in the Shipping Ordinance Bill. Several points were again postponed. The question of the number of passengers to be carried, and the amount of accommodation to be provided for them provoked a long discussion, and was still reserved.

An interesting report was read from the Harbour-master recommending that that part of the Bill which refers to the regis tration of junks, which is merely a reprint of the Ordinance on the same subject of 1866, is quite sufficient for the purpose, and should be allowed to stand without alteration.

The further consideration of the Bill was postponed.

The items which had been allowed by the Finance Committee were read over by the Colonial Secretary, and confirmed by the Council. Some further discussion then took place with regard to the Lamma affair, and the Council then adjourned till Monday, the 7th, at 2.30 P.M.

On that day there were present H.E. the Governor, the Hon. the Colonial Secretary, his Honour the Chief Justice, the Hon. the Attorney-General, the Hon. the Registrar-General, and the Hons. P. Ryrie and R. Rowett. After the minutes of the last meeting had been read and confirmed, his Excellency the Governor moved that the standing orders be suspended, and that the Council proceed to the second reading of an Ordinance to consolidate and amend the law relating to Chinese passenger ships, and the conveyance of Chinese emigrants. A few verbal alterations were made in the Bill, which then passed its second reading as No. 5 of 1874.

The House then went into committee to consider the Shipping Ordinance Consolidation Bill. The Attorney-General suggested that any shipmaster coming into this port with more than the regulated number of passengers should be subject to a fine not exceeding $250, which was agreed to, and some further verbal corrections and amendments were made.

His Excellency the Governor thought it would not be advisable to send the Bill home for approval before passing it, on the ground that it appeared like throwing responsibility on to the shoulders of the Secretary of State which the colony should bear itself. To submit a Bill for approval was tantamount to asking the people of the Colonial-office to draft a Bill themselves.

Both the Chief Justice and the Attorney General held an opposite opinion, both thinking that if the Bill were passed without approval from home, it might be repealed, the Chief Justice asserting that the Bill contains much that trenches upon Imperial legislation. At the recommendation of his Excellency it was put to the Council, moved by the Hon. the Chief Justice, and seconded by the Hon. the Attorney General, that the Ordinance as now framed in committee should be submitted for the approval of the Home Secretary of State before it is finally passed.

Some desultory conversation ensued, the Governor remarking that he did not know of any precedent for the course pursued, and saying that perhaps the Secretary of State would not like to be asked to do what gentlemen in Hong Kong were paid for doing. However, he would send the Bill home, with the report of the Council.

The Council adjourned at 4.15 P.M., *sine die*.

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, SEPT. 12, 1874.

It is a notorious fact that the pirates of the Pearl River make Hong Kong very often their head-quarters, and almost always the place to which they resort, after a successful piracy, to get rid of their booty. The town contains more than one hundred thousand Chinese, of whom the majority are dealers, and of whom also not one could be accused of any commercial morality, in our sense of the term, or of any scruple as to purchasing even blood-stained articles with a view to profit. The only sentiment

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that acts upon the Chinese mercantile mind as a deterrent from law-forbidden enterprise is the fear of discovery and consequent punishment, and their native cunning, backed by their numbers and dense aggregation, together with an inefficient European police organisation, reduce the chances of detection to a minimum. In the recent *Spark* piracy and murder case, the pirates must have acquired over ten thousand dollars' worth of booty. Seven thousand dollars in notes alone were taken from the compradore's cabin. Seventy pirates were implicated in the attack. It is not too much to say that there is every probability that fifty of these at least have visited Hong Kong since the outrage, and that the greater part if not all of the booty has been already fenced in that town. One man was apprehended in Wanchi, the lower part of the town, on the night preceding the departure of the last English mail. Jewellery was found in his box that has been identified, some as belonging to the unfortunate murdered Captain Brady, other as the property of the European passenger and the ship's officers, and some jade stone bracelets by a Chinese female passenger, who says they are the same as were taken from her during the piracy. She had the option of allowing them to be taken off her arms, whence they could only be removed with the aid of water, or of having her arms cut off. Just so poor Mundy was told that if he did not take off his rings his fingers would be amputated to facilitate their removal; and he managed with the last effort of his strength before he became insensible to pull off his jewels and hand them to the robbers. The case against the man arrested is very complete, and after a long and tedious police investigation he has been committed for trial at the Supreme Court's next session, which will take place on the 18th inst. Another man was arrested a few days after the first on a charge of illegal possession of property. As some coats found on him were at any rate similar, one to a garment of Captain Brady's, and another to one worn by the chief officer, who is missing, he was also charged with piracy and murder; but the case against him has miserably fallen through, and he has been convicted simply of suspicious possession of property, and received a summary conviction of three months. Five other men, wretched boatmen, were singled out by police perspicacity. A raid was made on their boats, which were found armed with one or two old muskets. In the fight occasioned by the police invasion, a man threw one of these arms overboard, and leaped into the water himself, but was taken on an island to which he swam, and with his four companions was charged too with the crimes of piracy and murder. The police failed utterly in making even the shadow of a case against these men, who were released, after several days' detention, on finding security for good behaviour. Thus only one of the seventy ruffians has been brought within the reach of English law. The Chinese authorities have been more expeditious. Five men have been captured at or near Canton, and have been executed, after making confessions that they had formed part of the *Spark* gang on the occasion of the piracy, and giving the names and conditions of some of their accomplices. It is worth remarking, as bearing out what I have said above concerning the disposal of stolen property in Hong Kong, that the robbers taken in Canton remarked in their confessions that they still had their share of the money in their possession when captured. The probability is that, had they remained a few days longer at liberty, the notes would have been in circulation in Hong Kong, whence they issued, and whither they would in due course have arrived as certainly as the water taken up from the sea in vapour returns to it in the streams. Another man, who was taken by some of the Hoppo of Canton's soldiers, to whom he offered a frantic resistance, has since died of his wounds, after making full confession.

On Monday next, the 14th, there will be some tall talk in Hong Kong. At the request of the principal citizens the Sheriff has convened an indignation meeting. If the present state of the colony's relation to China is allowed to continue, a very few more years may suffice to the ruin of the former, and the picture may be realised of "Chinese fishermen drying their nets in the piazzas of the Town-hall." The complete blockade of this port by Chinese revenue cruisers, and the constant squeezes put by them upon native trading craft entering or leaving the harbour, is becoming too serious not to become the subject of just complaint. Hong Kong has been and is so important a possession to Great Britain during her relations with China as to deserve the utmost consideration and protection of her interests on the part of the mother country. The question of the right of possession of Lamma Island, and whether it is not included in the charter of the colony, has been before the Legislative Council, in reference to a recent outrage perpetrated by a mandarin junk upon some fishermen, and is the subject of a memorial forwarded by the unofficial members to the home authorities.

The position of the two nations, China and Japan, in their Formosan imbroglio is practically unaltered, save that both Governments are making the greatest exertions in their power for a possible fray. It is impossible for the best informed to say how the affair will terminate, or what will even be "the beginning of the end." Meanwhile, Japan is said to be looking round her for support, and a Portugo-Japanese alliance is suggested as not improbable.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 19th September; the French mail from London, 14th August, was received on the 13th Sept. And the following P. and O. mail of the 21st Aug. arrived out on the 19th Sept. The following summary of news is from the *Straits Times*:—

The Legislative Council has held three meetings during the fortnight, on the 7th, 14th, and 15th. At the first of these meetings some important papers were laid on the table, none of which have, however, as yet reached us. The discussions at the first two meetings were of an uninteresting character; a Bill to afford protection to Indian coolie immigrants and the Appeal Courts Procedure Bill have passed their first, and the Passenger Ships Bill its second reading,—the latter being a measure to supply defects and omissions that have become apparent in the working of existing ordinances on the subject, and extending protection to deck passengers and passengers in local trading vessels. At the meeting on the 15th his Excellency Sir Andrew Clarke elaborately explained his policy and action towards the Native States of the Malay Peninsula, and asked the Council for its support and approval. Every member of Council present spoke, warmly endorsing his Excellency's proceedings and intentions. The unofficial members assured him that they represented the views of the entire community, and recommended loans to the Native States to enable them at the outset to set the new system working; and they were prepared to sanction such sums being placed upon the Estimates as H. E. thought necessary for this purpose. We regret that, owing to the great length of the short-hand report of the speeches, we are unable to present them to our readers in the present *Overland Journal*.

The Bandahara and ex-Sultan of Perak has, we are glad to learn, written to his Excellency the Governor, expressing his readiness to follow the Governor's advice and counsel, and also his desire to maintain friendly relations with Sultan Abdullah. There appears now to be no political obstacle to the appointment of a Resident to that territory, and if the choice be judicious, as we have every reason to believe it will be, the peace and prosperity of that rich and fertile country should be ensured. While matters are progressing so favourably in the States to the westward, we regret to hear that ill feeling has for some time existed between the headman on opposite sides of the Indau river, which had been fixed by the former Governor of these settlements acting as umpire, as defining the boundary between Johore and Pahang, and lately a number of Pahang men murdered a headman on the Johore side. H.E. Sir Andrew Clarke, accompanied by the Hon. T. Braddell, left this on the 17th instant in H.M.S. *Charybdis*, together with the gunboats *Hart* and *Avon*, on a friendly visit to the Bandahara of Pahang, and will at the same time endeavour to effect a permanent settlement of any disputes between the headman or petty chiefs, as also between the Bandahara and the Maharajah of Johore. The success which has hitherto attended all his Excellency's negotiations with the Native rulers leads us to look forward with confidence to a satisfactory settlement of any differences that may exist.

A special criminal session opened on the 17th, for the trial of two cases in which material witnesses were about to leave the Colony. The first case taken on was a Crown prosecution against the master of the British barque *Cameo*, on a charge of having violently assaulted a young lad of some fifteen years, shortly after leaving Liverpool for this port. The jury, after retiring for about ten minutes, returned a verdict of not guilty, in which the Chief Justice fully concurred, stating that even had an opposite verdict been returned he would have inflicted only the smallest fine.

The British barque *Bertie*, Capt. Le Couteur, which left for Liverpool on the 2nd, returned to this port for repairs, having struck on a sunken reef near Gaspar Straits on the 11th inst. She will probably have to discharge cargo and go into dock. The line of experimental steamers recently started by the Netherlands India Steam Navigation Company, to ply between Batavia and Australia, has been discontinued, and the steamer which was advertised to sail in a few days hence has been withdrawn, owing, we understand, to want of encouragement in the way of passengers and cargo.

The arrivals of steamers *via* the Suez Canal have been the *Emiliano* on the 15th from Liverpool, *via* Cadiz, and the *Ulysses* on the 17th from Liverpool. The departures have been the *Glenroy* on the 15th for London, *Lord of the Isles* on the 12th for London, *via* Penang, *Hector* on the 14th and *United Service* on the 18th for London, *via* Jeddah, and the *Duna* this morning for New York.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—A quiet market had prevailed for Yarn and Shirtings, and a further decline had been established. Drills, T-Cloths, and Blankets, had been in some enquiry for Army purposes;—Velvet.,

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Cotton Sateens, and Taffachelass remained steady. In Woollens and Mixtures, with exception of Cloth, a generally better feeling had prevailed; Mousselines having been sold to some extent, whilst Italian Cloth was in improved demand. The market for Manufactured Iron has been very quiet; deliveries, however, had been on a fair scale, and stocks were somewhat reduced.

HANKOW.—Dullness had been the characteristic feature of the market during the fortnight. Sales generally had been of an entirely retail nature, except of 8¼ lb. Shirtings, for which there had been some slight demand.

SHANGHAI.—The market had been exceedingly quiet, and in spite of rather better news from the North, there had been little or no enquiry, and quotations were more or less nominal. Cotton Goods; Grey Shirtings—Superior goods had been neglected, but there had been a moderate enquiry for common qualities. T-Cloths had been quiet, and shew no change in prices; the demand was mostly for inferior makes. White Shirtings were without improvement. Drills showed a small decline, and a moderate business had been done. Fancy Cottons were without change. Woollens: The market had remained very quiet, and prices were rather easier. Camlets at auction realized rather better prices, but had since again receded. Long Ells: Business had been on a very limited scale, and prices were nominal. In other descriptions there was no change. In Metals there had been scarcely anything doing.

HONG KONG.—The arrivals during the interval, besides the mail, steamers, had been the s. s. Diomed, Somerset, Charles Albert Atalanta, Paris; ships, Falcon, and Sir Henry Parkes, bringing fairsupplies of manufactured goods for this market and the North. There had been no improvement whatever to notice in the tone of the Import market, and with one or two exceptions prices remained very much the same as previously quoted, and the only way in which to account for the dullness of trade was the fact that stocks in second hands had accumulated in consequence of a falling off in the demand from the country districts.

CANTON.—Lead had further improved in value; LB could be sold at $8.15 to $8.20 and WB was worth $8.25 to $8.30 per picul. Quicksilver was quoted $200 to $201 per picul.

SINGAPORE.—The market for Grey Cottons had continued without improvement, a moderate business had been done, holders in many instances having forced sales by lowering rates; quotations of most staples were weaker.

PENANG.—During the fortnight the market had been exceedingly dull, and transactions had been excessively small at about previous rates.

EXPORTS.

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TEA.

YOKOHAMA.—During the early part of the fortnight now under review, settlements continued on a liberal scale, and prices somewhat hardened; latterly, however, buyers generally had been holding off, and the market closed quiet, although no decline was quoted. Settlements during the fortnight had amounted to nearly 10,000 piculs, making a total since commencement of the season, of about 78,000 piculs, from this port alone. On the 25th Aug. the Duna (atr.) left for New York, with 848,916 lbs.; and, on the 27th the Benefactor sailed, also for New York, with 645,023 lbs. The Ambassador, on the berth, was fully engaged. Quotations:—Common $26 to 28 per picul; good common, $30 to 32; medium, $34 to 36; good medium, $37 to 40; fine, $41 to 44 per picul; finest, $46 to 49.

HANKOW.—Messrs. Drysdale and Co.'s Report says:—Since our last, dated 18th August, Tea has been arriving freely from the country, 28,000 chests having come to hand during the fortnight. In the corresponding time last year only 19,000 chests came down. Our total arrivals to date are a little over two millions ahead of last year, and Customs export is now larger by nearly a million. This points to an increase in our total export for the season. We now require 45,000 chests to bring us up to last year, and as rather a brisk demand has sprung up the last few days there is little doubt this quantity will be exceeded. Settlements for the fortnight are 5,339 chests and 5,482 half-chests. Prices have ranged high rather for the class of Tea on offer. Common Oonfars have sold at Tls. 14 to 15½, and Teas a little better at Tls. 16⅜ to 17, Soong-yongs realising 17½ to 19 Tls.; Younglow-toongs Tls. 17½ to 17¾; Toong-shans Tls. 17 to 18½; Ping-kongs, Wun-kais, and Low-yongs Tls. 15¼ to 18; Lee-lings Tls. 14½ to 16¾, and Shuntam 13½ Tls. per picul.

KIUKIANG.—Black: A small business had been done on the spot, but the bulk of the arrivals had gone forward to Shanghai on native account. Export from commencement of season to 2nd September, 1874, 19,650,549 lbs.; ditto, 1873, 17,114,393 lbs.; increase, 1874, 2,536,156 lbs. Green: Heavy arrivals had taken place, but had all gone to Shanghai on native account. No local business to report. Export from commencement of season to 2nd September, 1874, 2,297,081 lbs.; ditto, 1873, 1,049,275 lbs; increase, 1874, 1,247,806 lbs.

SHANGHAI.—Black: There had been a good business done, but latterly at rather easier prices, most of the late settlements showing a decline of about one tael a picul. Comparing values with last year's at the corresponding date, the better descriptions were about on a par with prices then ruling, the commoner still about two taels higher. Supplies had been fairly liberal, and the stocks were as large as usual at this period of the season. Shipments by sailing vessel showed a large increase over last year. Settlements for the fortnight are 26,150 chests; re-shipments on owner's account, 3,550 chests; stock, 29,400 chests. Green: The active demand which had existed continued until a few days before the close, when the wants of early shippers being apparently satisfied, the market had become comparatively quiet. The inactivity had produced no good results, but a continuance of it must cause native holders to reduce their demands considerably. Moyunes had been arriving freely, many of the "crack" chops being on the market, but few settlement had taken place. The quality of these teas was much the same as that of last year's crop. Pingsueys met with few buyers, and had a downward tendency. Stock, 77,980 half-chests.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter, dated 5th September, says:—The activity reported at the end of last week increased at the commencement of this, and a large daily business for the time of year has taken place, transactions being for England and the Colonies, and it is reported for the States. Congou: With the stocks that were accumulating very rapidly, a decline in prices might have been expected; a large business, however, has been done, all grades meeting with attention, and prices have hardened since the commencement of the week. Teas costing about 1s. and 1s. 1d. per lb. are decidedly worse value; the better ones being no cheaper than the same grades in the middle of July. Souchong: Prices have ruled irregularly. Oolong: There is no change to quote in the lower grades; a few fine parcels have been taken at Tls. 32 short. Flowery Pekoe: One chop has found a buyer at Tls. 27. Scented Teas: Prices do not show much attention; desirable parcels are now becoming scarce. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 31,654,742 lbs., against 31,764,981 lbs. last year. To America, 154,936 lbs.. against nil. To the Colonies, 8,602,155 lbs., against 8,633,537 lbs. last year.

AMOY.—Since the 24th August prices had ruled $1 to 2 per picul lower, and at the reduction a considerable business had been done, the settlements having been about 25,000 half-chests. These purchases will be mainly shipped by the steamers Killarney and Glenfinlas, via Suez Canal.

CANTON.—Messrs. Deacon and Co.'s Report says:—A moderate business has been transacted since last mail without any material change in value. Congous: A few small parcels of medium to fine have been taken at Tls. 19 to 23 per picul. Scented Teas: Of Capers the settlements have been in common to good common at Tls. 12 to 13, fair to medium at Tls. 16 to 20, and good medium at Tls. 23 to 24 per picul, the bulk of the stock now on offer presents little attraction to buyers. Of Orange Pekoes a few small purchases of long leaf, recently made at Tls. 22½ to 26, show a decided advance, but that cannot be taken as a criterion of the market, as there is now no inclination evinced to continue business at even the former standard of rates, in view of the depression ruling for this description in London. The fortnight's business is summarised as follows:—Congou, 1,500 boxes at Tls. 19 to 23 per picul; Scented Caper, 15,000 boxes at Tls. 12 to 24; Scented Orange Pekoe, 2,500 boxes at Tls. 20 to 28.

SILK.

YOKOHAMA.—There has been no change of importance in the market; buying had been more general, and on a fair scale, but prices were maintained at about the rates last quoted. Dealers were anxious to be moving stocks, but were apparently averse to lower their prices to a more tempting level. Settlements from 1st July to date, 1,600 bales.

SHANGHAI.—The weakness lately apparent had been counteracted by a revival of demand for France and Italy, and buyers for England having also come forward more freely, prices had been maintained at their former level, with a trifling advance on some special chops. Latest quotations:—Koo-long-sing, Chop 3, Tls. 387½; Tae-ho Monster Tls. 377½; Dragon, Tls. 370 to 375; Gold Lion, Nos. 1 and 2, Tls. 355, and 335; Red Peacock, Tls. 297½; Ku-kee Kin-hoe, Tls. 300. Skeins, Kahings and Taysaams of medium and lower kinds, figure to a large extent in the settlements at fully former rates. Supply from the interior was again on the increase, and the unsold stock was still 14,000 bales. The shipments had included the large amount of 571 bales for America, consisting of the usual kinds of re-reel at Tls. 5 to 15 reduction on last mail's prices. Settlements for the fortnight, Chinas, 5,000 bales; total settlements since 1st June, 31,500 bales; against 1873-74, 24,500 bales; 1872-73, 31,000 bales. Comparative unsold stock 1874, 14,000 bales; 1873, 9,000 bales; 1872, 9,000 bales.

CANTON.—Anticipations of lower prices had not been realised, and No. 4 Tsatlee was still worth $310 per picul. Settlements for the French mail were made to the extent of 160 bales, to which 117 bales had since been added. The stock in Canton was steadily accumulating, and should purchases continue to be made on the same moderate scale as hitherto a decline in rates appears inevitable, more especially as the Native demand for staple had in a great measure abated.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo- -lbs.
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 17 ...	Sir Lancelot	„ ...	1,149,957
„ 17 ...	Thermopylae	„ ...	1,315,825
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale ...	„ ...	930,783
„ 6 ...	Glamis Castle (str.) ...	„ ...	2,340,580
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ...	Norham Castle	„ ...	1,010,045
„ 21 ...	Lothair	„ ...	1,132,056
„ 25 ...	Leucadia	„ ...	1,293,823
„ 29 ...	Hector (str.)	„ ...	1,357.286
Sept. 1 ...	Wylo	„ ...	1,185,524
„ 6 ...	Mirzapore (str.)	„ ...	2,000,000
„ — ...	Bokhara (str.)	„ ...	900,000
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
Sept. 1 ...	Glengyle (str.	„ ...	1,700,000
Aug. 1 ...	Golden Spur	Canton ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 25 ...	Lord of the Isles... ...	„ ...	88,216
„ 27 ...	Singtai	„ ...	401,960

☞ *For Mail Shipping, Births and Deaths, &c., see p. 722–3.*

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The London & China Telegraph.

LONDON: MONDAY, OCT. 26, 1874.

CHINA AND KASHGAR.

In a recent article on the reported defeat of the Chinese troops on their own territory by the Son of the Ameer of Kashgar, we were led by various circumstances to question the entire accuracy of the news which *The Times* correspondent at Berlin every now and again telegraphs to this country in regard to events happening in those far-away regions, from which information comes to us but slowly and in driblets; and we further observed:—"How long "the Chinese will allow him (the Ameer) to remain in un- "disturbed possession of the territory which he has seized "of late years is a question which time alone can solve." All doubt on this head would seem to be removed, much sooner than could have been expected, by the intelligence just published by the *Invalide Russe*, a paper which is ordinarily well informed on all matters which immediately or remotely affect Russian interests. The Russian journal now states that "Chinese troops have invaded Kashgar "territory, with the intention of making a direct "attack upon the capital." Clearly Kuli Beg's victory over his opponents could not have been a decisive one, and its moral effect could not have been very disheartening to the Chinese troops, as they are now said to be marching, seemingly without let or hindrance, through that portion of their ancient province of Ili which the Ameer Yakoob Khan has of late years wrested from them, their intention being to attack his capital, which lies at the extreme western end of his dominions. Furthermore, although no details are given, the present news tends to confirm our former conjecture that the Chinese did not contemplate an attack on the Kulja district, for their line of march through the Ameer's territory will of necessity lie to the south of it.

COCHIN CHINA.

A rumour reaches us from Saigon that a scheme has been started to make a short line of railway to a point some six or seven miles down the river, and that the projector may shortly be expected in Europe to endeavour to form a company for the enterprise. There seems to be a strong local feeling that the project is premature, and that it is a bold undertaking to attempt to overthrow or compete with the present cheap and sufficiently speedy mode of transport by cargo boats. Our private advices from Saigon lead us to believe that this year's rice crop will be a very short one, it being already estimated at a million piculs less than last year's; and the quality of the grain is said to be the worst ever seen on the market. The *Courrier de Saigon* states that the Treaty of Commerce with Annam, which is to be annexed to the political Treaty of the 15th of March last, was signed at Saigon on the 31st of August.

Evidently matters are not going on quite so smoothly in Tonquin as French merchants could desire. M. Dupuis, erst of Hankow, and who now signs himself "Agent du Titai de Yunnan," writes to the *Indépendent de Saigon*, and says that he learns that the English are exceedingly busy about opening a commercial route across Birmah in order to communicate with the province of Yunnan. Although he considers this project chimerical, because of the numerous natural difficulties which it will be certain to encounter on the frontier between Tai-yue-tcheou and Ta-li-fou, still M. Dupuis is afraid that it may end in diverting the commerce of South-Western China from the Red River (Songkoi), which he recently explored with such success, unless the French Government quickly bestirs itself and takes some decisive action with the Court of Hué. The *Indépendant de Saigon* states that for some time past the lighting of the town has left much to be desired, and that the lamps are frequently either not lighted at all or else go out! We are not much surprised that under these irritating circumstances, our contemporary is virtuously indignant against the contractors for imposing on the municipality and the inhabitants, especially when we consider that the shortcomings alluded to are most common on the darkest nights! The *Indépendant*, in continuation of its previous remarks on "the massacre of Christians in Ton- "quin in consequence of their confiding in the word of "the representatives of France,"—a massacre in which the number of victims is said (erroneously, let us hope) to have reached the appalling total of 10,000!—now publishes a long letter giving a *résumé* of the facts which preceded and provoked the catastrophe. One point about this letter strikes us as somewhat odd, and that is, that though professedly written in Saigon, it bears date so far back as the 28th of last *March*.

In an article on Japanese affairs, the *Journal des Débats* expresses regret at the sudden change in the feelings of the Japanese towards foreigners. "It is painful," says our contemporary, "to see Japan, after such a brilliant move "forwards, after having borrowed from Europe her pro- "fessors, her engineers, her railways, her telegraphs, her "military tactics, which permit her, with a handful of "soldiers, and ironclad vessels, to keep her powerful "neighbours at bay; it is painful to see her regarding as "trespassers those who have done so much for her. Why "this ingratitude after such an excess of enthusiasm?" The *Journal des Débats* mentions the extreme difficulties Europeans meet with in obtaining passports. At the last moment the Daijo-Daijin (First Minister) has, it is true, issued a very liberal proclamation allowing the delivery of passports to all foreigners who require them, but the *Débats* does not believe in the sincerity of this act; our contemporary is afraid that vexatious proceedings will yet be taken against Europeans travelling in Japan. In the same article, the *Débats* states that the French Minister at Yokohama, M. de Berthemy, is gaining more credit and influence daily at the Court of Japan.

Mention was made some time ago of the decision to which the India-office had arrived respecting the survey of Captain Sprye's land route from Rangoon to Kiang-Hung. Great efforts have been made to induce Lord Salisbury to reconsider his decision upon this subject, and it is now stated that an exploring expedition is being arranged, and will start to complete the survey to the Chinese frontier early next month. The expedition will be accompanied by Colonel Horace Brown, Dr. Anderson, Mr. Ney Elias, and by some officials of the China Consular Service.

We understand that the Duc de Decazes, the Minister of Foreign Affairs, has still under his consideration the question of the future administration of the French Settlement in Shanghai, with a view to meet more effectually such contingencies as the late riot. The opposition offered by the members of the Municipal Council to the Consul-General at Shanghai very much complicates the question, but we believe that his action in regard to the riot has been approved by the French Government.

The Chevalier Schaffer, the new Austrian Minister to China, Japan, and Siam, proceeds to Shanghai by an early mail, and will, we understand, take up his residence at Shanghai, visiting the capitals to which he is accredited as occasion may demand.

The Japanese Government have given an order to a Birmingham manufacturer for 5,000 Martini rifles. The order is to be executed with the greatest possible despatch.

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THE creation of permanent Maritime tribunals in Cochin China having rendered the nomination of a captain-reporter necessary (as in all maritime tribunals in France), the French Admiralty has decided that a naval lieutenant in active service shall be selected for the appointment.

THE French Consul at Yokohama, M. OSCAR COLLEAU, has left for France, after a service of four years, and will not return. His successor is M. PLICHON, who has distinguished himself on several occasions.

MR. REYNVAAN has been appointed Consul for the Netherlands Government at Yedo and Yokohama.

THE MALAY PENINSULA.

(PALL MALL GAZETTE.)

A telegram from the Far East which announced last week that threatened difficulties "between the Bandar and Pahang and the Maharajah of Johore" had been settled by Sir Andrew Clarke conveyed the intimation that the new Governor of the Straits Settlements had taken a fresh step in the pacification of the turbulent little States of the Malay Peninsula by composing a quarrel of long standing between the Bandaharah of Pahang and the ruler of Johore. It was a boundary question which might have been easily settled years ago by any English governor who had had the confidence of both the parties to the dispute; and we trust and believe that the settlement now effected by Sir Andrew Clarke is at once evidence of the personal influence which he is acquiring among the native princes in the Malay Peninsula and a promise of improvement in our relations with them. When the new Governor of the Straits Settlements arrived in that colony last November he found the southern extremity of the Malay Peninsula in a disturbed state, seriously affecting our commerce in that part of the world. The State of Perak was torn not only by a war of succession but by furious disputes between powerful factions of Chinese which had sided in the Malay quarrel and threatened to fight it out in our island of Penang. With a little judicious management, the English *vir pietate gravis* extinguished the strife by obtaining a general recognition of the rightful Malay sovereign and reconciling the Chinese miners. Farther south, Salangore was fast resolving itself into that happy state of political nature where every stout fellow who does not shrink from cutting a throat or a purse, and has influence enough to gather a score of congenial followers to share his fortunes, sets up for independent sovereignty, and, like his co-tenant the tiger, lives on what prey crosses his path. The not very happy action of the preceding Colonial Administration, by setting up and supporting a foreign chief, had rather promoted than retarded this process of disintegration, and in a short time the whole State of Salangore would have become a mere nest of freebooters. Sir Andrew Clarke had here, as elsewhere, an inheritance of difficulties bequeathed to him, but here, as elsewhere, he will work out of them. Indeed, so sanguine are some of the Singapore merchants of his success that a joint-stock company was started in the City last summer, for making enormous fortunes out of a concession of all the tin which lies still, alas, buried in the heart of the Salangore mountains and forests. But such schemes are better calculated to injure than to advance any statesmanlike objects which Sir A. Clarke and the Colonial-office can have in view; and they are not likely to receive any serious support, either pecuniary or political. The Malay Peninsula, now the possession of a few scattered tribes of natives and of beasts of prey, is full of mineral wealth, and needs but the vivifying breath of a rational Government to develop rapidly into wealth and importance. As soon as it was understood that the arm of British Power protected life and property on its soil, crowds of Chinese workmen and abundance of British and native capital would be forthcoming to bring into the markets the untold wealth which lies hidden there; and the true policy of Sir Andrew Clarke will lie in enforcing this very obvious truth on the rulers of the States around him. That he designs to carry out the views which Sir Stamford Raffles had when he founded Singapore in 1819 seems clear, and we wish him every success. He will not only convert a wilderness into a garden, but he will make the eastern shore of the Bay of Bengal and of the Straits of Malacca what it ought long since to have been—if not British in name, at least exclusively British in fact. This becomes now a matter of daily increasing importance, since France is strengthening herself on the eastern side of Siam, and the Dutch are extending their influence in Sumatra, not for themselves only perhaps, but for those successors of theirs who are seen looming in the distant, perhaps not very distant, future.

THE ORIENTAL BANK CORPORATION.

An extraordinary general meeting of this bank was held on the 22nd inst., at the offices, Threadneedle-street; George Arbuthnot, Esq., in the chair.

The notice convening the meeting was read by the chief manager, Mr. C. J. F. Stuart. The Chairman said the meeting was for the purpose of declaring an interim dividend, and there was very little to be said. Accounts were not presented on the present occasion, but the chief manager would read a statement of the affairs of the bank, which would show the grounds on which the dividend would be declared.

Mr. Stuart read the following statement of liabilities:—Promissory notes in circulation, not bearing interest, £563,506; bills of exchange in circulation not bearing interest, £8,227,845; balances due to other banks, £69,866; cash deposited not bearing interest, £4,151,514; cash deposited bearing interest, £6,727,620; total due to the public, £19,740,352. Capital paid up, £1,500,000; reserve surplus fund, £450,000; insurance fund, £50,000; dividends remaining unpaid, £4,150; balance of profit and loss, after defraying all current charges, £101,049. Assets: amount of bullion, £2,965,922; balances due from other banks, £730,190; promissory notes, or bills of other banks, £87,654; Government securities, £1,956,027; landed or other property of the Corporation, £253,951; debts secured by landed or other property, £68,678; notes and bills discounted or other debts due to the corporation, not included under the foregoing head, £15,763,066.

The Chairman said from the foregoing statement it would be seen that the profit, including the balance carried over, was £101,049 5s. 6d., and that would admit of a dividend of £1 10s. per share, being at the rate of 12 per cent. per annum, or 6 per cent. for the half-year, free of income-tax, payable on the 1st November, and leave a balance to carry over of £11,049 5s. 6d. He had no remarks to make, and would therefore simply declare that dividend. The business of the bank was progressing most satisfactorily all over the world, and he should be greatly disappointed if the board were not able to pay a similar dividend in April next. A vote of thanks was passed to the Chairman and directors, and the proceedings terminated.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The half-yearly meeting of this Bank was held on the 20th inst., at the offices, 65, Old Broad-street, under the presidency of G. G. NICOL, Esq., chairman of the board of directors, for the purpose of receiving a report and statement of accounts for the past half-year.

The minutes of the previous meeting were read and confirmed. The notice convening the meeting was read by the secretary, Mr. WALTER ORMISTON, and the report of the directors was taken as read. It stated that the net profits of the half-year ending the 30th June last were £41,871 13s. 4d., including £1,661 11s. 4d. brought forward from last year's profit and loss account. An ad interim dividend at the rate of 8 per cent. per annum was (free of income-tax) declared, leaving a balance of £11,871 13s. 4d., which was carried forward to next account. The directors regretted to announce the death of their esteemed colleague, Mr. James Joseph Mackenzie, whose valuable services, first as auditor and subsequently as director, had always been highly appreciated.

The CHAIRMAN said the present was an interim meeting of the shareholders, at which it was not usual to present any detailed accounts. An approximate statement was presented which gave a fair reflex of the company's affairs. The profit and loss account was not so satisfactory as that of the corresponding half-year, and that was entirely owing to the unsatisfactory state of the China trade. The directors had no reason to complain of the other branches of the bank, but it would be wrong not to state frankly that the China business showed a considerable loss, and consequently the aggregate profits of the present half-year as compared with the corresponding period were considerably less. The China business it had been felt necessary to curtail very much indeed, and the loss on the business had been aggravated by the unusual state of the China exchanges. All the funds remitted for some time past had been at a considerable loss. That state of things, it was to be hoped, would not continue, and such a state of adversity as China trade was passing through they might expect would be succeeded by a period of prosperity. The result was that after paying a dividend at the rate of eight per cent. per annum there was a balance left to carry forward of £11,000. The only item in the figures to notice was the increase in the charges account, and after what had been said at previous meetings he thought it right to explain that the increase was partly due to an augmentation in the expenditure on inspection. He had no doubt they would all agree that that was an expenditure in the right direction. With regard to the expenditure on telegraphs, in a house like theirs, the establishment of telegraphic communication with the East rendered a large expenditure in telegrams absolutely necessary. It would be hopeless to attempt to carry on the business without that outlay; but it resulted in a profit in the business. It must not be supposed from what he had said about the loss on the China trade that they had incurred any bad debts; the losses were from losses on exchange, and the inability to make profit. Since the last meeting he regretted to say the directors had lost one of their valued colleagues, Mr. Mackenzie, who was unexpectedly carried off by death. Mr. Scott, of the firm of Binny and Co., of Madras, had been elected to fill the place of Mr. Mackenzie. The only other matter he had to refer to was that of Joshua, by which the bank some time ago sustained a very heavy loss. The matter was still *sub judice*. The bank had obtained a judgment as was expected, and was now prosecuting its claim in the courts at Damascus, and he believed that by the end of next year it would be in a position to report that something had been recovered. It was not necessary to adopt the report at this meeting, and the only resolution he had to propose was that Mr. J. W. Bullen be elected a director in the place of Sir William Grey, resigned.

Mr. MURRAY ROBERTSON briefly seconded the motion, which was agreed to *nem. con.*, and the proceedings closed with a vote of thanks to the chairman.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

An extraordinary general meeting of the shareholders of this bank was held on the 21st inst. at the London Tavern, for the purpose of declaring an interim dividend for the half-year ended the 30th of June last. Mr. W. PATERSON occupied the chair.

The CHAIRMAN expressed his regret that the chair on that occasion was not filled by Mr. Cassels, who had been nominated by the Secretary of State for India to a seat on the India Council. Although he and

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his colleagues felt that it was a loss to the bank, they could not but feel gratified at the compliment conferred upon Mr. Cassels, and he believed that the shareholders would cordially endorse the sentiments of the directors as to the great benefit the bank had derived from Mr. Cassels' services. His presence at the India Council would be of great value to banks and mercantile houses interested in India, as he had taken with him great experience and knowledge of modern business in India. His (the Chairman's) colleagues had been good enough to place him in Mr. Cassels' seat, and he could only say that it would be his pleasure, as it was his duty, to merit the confidence they had reposed in him. As to the bank's affairs there was very little to say. Everything was going on in a very satisfactory manner. During the half-year they had heard of losses in India, but fortunately they had not suffered. The business altogether was going on satisfactorily, and he believed the bank at no time possessed a more efficient staff, from its manager downwards, than it did at present. The directors, after most carefully overhauling the accounts, felt fully justified in recommending a dividend at the rate of 5 per cent. per annum. To fill the place in the direction vacated by Mr. Cassels, the board had elected Mr. Christian, who was lately a member of the old Bombay firm of which Mr. Cassels was formerly a partner, and he had no doubt that when at the proper time he proposed to the shareholders (which would be at the next meeting) to confirm the choice of the board they would unanimously do so. He concluded by moving that an interim dividend for the half-year ending 30th June last, at the rate of 5 per cent. per annum, free of income-tax, be now declared, payable on and after the 28th inst.—Mr. John Jones briefly seconded the motion.

Mr. Morrison said he would have been better pleased if the dividend had been larger, but was thankful for the return such as it was. Referring to the custom of merchants in drawing between England and India and China, he deprecated the six months' usance on bills of exchange, and, believing that it was not good in principle, urged that the board should do all they could to shorten the usance.—A Shareholder was satisfied with the dividend, and hoped the board would not increase it until a most substantial addition had been made to the reserve fund.—Mr. Joseph Balfour was of opinion that the reserve fund was the backbone of a bank, and so far as he was personally concerned he would be content to cordially support the board if they told the shareholders that they did not desire to pay an increased dividend until there was a good and substantial reserve fund. He would cheerfully go without a dividend for a year if the money were put to a reserve fund, as he believed that would strengthen the bank.—Mr. Bett thought the shareholders might be taken somewhat more freely into the confidence of the board, and informed, if only approximately, what the profits of the half-year had been, and whether they compared satisfactorily with the corresponding half-year. With reference to the charter, he would like to know whether that had been renewed.

The Chairman, in reply to the questions, said it was not usual to produce a report and accounts at the interim meeting. The accounts were made up annually and presented to the shareholders duly audited. There had been some failures in China, but this bank was not affected by them. Speaking generally, the half year for which the dividend was paid had been much better in a business point than the corresponding one of the previous year, and since June 30 there had been if anything a similar improvement. He had every reason for believing that at the close of the year the board would be able to give as good a dividend, and carry a respectable sum to the reserve fund. The feeling of the board was to keep the dividend at about the present rate until there was a good reserve fund. The bank could not disturb the usance, and if they were to refuse first-class mercantile bills having six months to run they might as well shut up shop. The directors had every desire to see shorter bills, but there were such things as good long bills and bad short ones.

The dividend was then declared, and the proceedings closed with a vote of thanks to the chairman and his colleagues.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 28, Remus; from Liverpool, 31, Jessica.

At Hiogo.—From New York, Aug. 26, Contest.

At Shanghai.—From London, Oct. 17, Lady Clarendon, Hong Kong (str.).

At Hong Kong and Canton.—From London, Sept. 5, Falcon; 8, Sir Harry Parkes; 9, Paris (str.); from Hamburg, 6, Atalanta (str.); from London &c., Oct. 18, Braemar Castle (str.), Antenor (str.).

At Singapore.—From London, Sept. 6, Travancore (str.); 15, Western Chief; For Liverpool, 4, Antenor (str.); 15, Emiliano; 18, Ulysses (str.); from London, &c., Oct. 13, Glenfalloch (str.), Mogul (str.).

At Penang.—From London, Sept. 5, Hope; 15, Andromeda, Ulysses (str.); from Sunderland, 15, Mary Nelson.

DEPARTURES.

From Yokohama.—For New York, Aug. 25, Duna (str.); 27, Benefactor; for New York, Aug. 25, Ambassador.

From Shanghai.—For London, Aug. 29, Hector (str.); 31, Wylo; for New York, Sept. 2, Killarney (str).

From Foochow.—None.

From Hong Kong and Canton.—For London, Sept. 5, Hector (str.); for Hamburg, 6, Johanna Maria; 7, Irene; for New York, 10, Duna (str.), Rifleman.

From Singapore.—For London, Sept. 14, Hector (str.); 18, United Service (str.); for Hamburg, 9, Esperanza; for Marseilles, 11, Mecca (str.).

From Penang.—For London, Sept. 17, Hector (str.), Lord of the Isles.

VESSELS LOADING.

At Yokohama.—For New York, Ambassador.

At Hiogo.—For New York, Contest.

At Shanghai.—For London, Lotus (str.), Borealis, Duke of Abercorn; for New York, Glenfinlas (str.).

At Foochow.—For London, Undine, Eliza Shaw, Hawkesbury, Taitsing.

At Hong Kong and Canton.—For London, Melbrek, Ardent, Beautiful Star, Falcon.

At Singapore.—For London, Cameo, Alexandra, Robert Morrison; for Liverpool, Akbar; for Channel, Warden Law.

At Penang.—For London, H. W. M. Hope, Mary Nelson.

FREIGHTS AND CHARTERS.

At Yokohama.—To London, nothing loading. To New York, £3 5s. per ton of 40ft.

At Shanghai.—To London, £3 per ton of 40ft. steamers, and £3 10s. per ton of 50ft. sailing vessels.

At Foochow.—To London, per steamers, £3 10s. per ton of 40ft.; sailing vessels, £3 10s. per ton of 50ft.

At Hong Kong and Canton.—The rate to London and New York is £2 17s. 6d. to £3, and £3 per ton of 50ft. and 40ft. respectively.

At Singapore.—The United Service for London and Glasgow, via Jeddah, has taken cargo at £3 for dead weight, and £3 10s. to £4 for light cargo, calling at Penang for about 200 tons Tin at £2; per sailing vessel the rate is £2 5s. dead weight, £2 15s. light cargo.

At Penang.—To London, bag sugar, £3; basket sugar, £3 5s.; pepper, £3 10s.; hides, £4 10s. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Aug. 25	Crest of the Wave	Singapore	Boston
„ 26	Argonaut	Swansea	Yokohama
„ 27	Southern Cross	Liverpool	Order
„ 28	Andreas	Hamburg	Bangkok
„ —	W. G. Patten	Cardiff	Hong Kong
„ 29	Stad Middelburg	Batavia	Rotterdam
„ 30	Monani	London	Yokohama
„ —	Guinevere	Do.	Shanghai
„ —	Lammermuir	Shanghai	London
„ —	Derevent	Manila	New York
„ —	Cemensené	Marseilles	Saigon
„ —	Olivia Davis	Singapore	New York
„ 31	Java	Sourabaya	England
„ —	Winslow	Samarang	Liverpool
Sept. 1	Meteor	Singapore	London
„ —	Richard Busteed	Manila	New York
„ 5	Hopewell	London	Hong Kong
„ —	Elizabeth Ann	Passeroeang	Falmouth
„ 7	Eugenio	Cardiff	Hong Kong
„ —	Mikado	London	Shanghai

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d. to 4s. 2½d.	4s. 2½d.	4s. 2¼d.
Shanghai „	5s. 8¾d. to 5s. 9d.	5s. 9¼d. to 5s. 9½d.	5s. 9¼d.
Canton „ / Hong Kong „ / Macao „	4s. 1¾d.	4s. 1¾d.	4s. 2d.
Singapore „	4s. 2¼d.	4s. 2¼d.	4s. 2¼d.
Manila „	4s. 0d.	4s. 0½d. to 4s. 0¾d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	221
„ Hong Kong	27½ to 27¾ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	„ 73.3.5	¾ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 7 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium
Hong Kong Fire Insurance Company, $337½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $31 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9½d., at Hong Kong 4s. 2¼d., at Batavia F.11.75, at Manila 4s. 0¼d., at Singapore, 4s. 2¼d.

We are pleased to notice as a mark of appreciation, that Mr. William Robinson, Principal Clerk of the General Department in the Colonial-office, has been appointed to act as Governor of the Bahamas during the absence of Mr. Pope Hennessy. Lord Carnarvon could not have made a better selection, and we trust that the appointment may be confirmed.

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LATEST TELEGRAMS.

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THE ASSASSINATION OF HERR HABER.

HAKODADI, SEPT. 26.—The murderer of Herr Haber, the German Consul, was executed here to-day.

CHINA AND KASHGAR.

ST. PETERSBURG, OCT. 16.—The *Invalide Russe* reports the Chinese troops to have invaded Kashgar territory, with a view of making a direct attack upon the capital.

THE WAR IN ATCHIN.

THE HAGUE, OCT. 22.—General Van Swieten has written a letter in which he states that the military object of the second expedition and the programme laid down have been completely accomplished, namely, the capture of the Kraton and its fortified occupation with a view to the subjection of the country. Moreover, a permanent establishment and maritime communication have been secured. Thus there has been no disappointment. The submission of the adjacent States shows that the Atchinese understand their position to be desperate. The incorporation of the country will lead to the civilising of the Atchinese. General Van Swieten adds that he does not apprehend a prolongation of the war, and he urges that party spirit should not be allowed to depreciate the success which has been achieved.

MARKET REPORT.—CHINA.

HONG KONG, OCT. 22.—Grey Shirtings, 8¼lb., $2.45 ; Cotton Yarn, water-twist, 16-24, $1.15. Tea at Canton, firmer ; Foochow, quiet but steady ; total export of Tea from China and Japan from 1st June to date, 125,375,000 lbs., against 108,000,000 lbs. in corresponding period last season.

SHANGHAI, OCT. 22.—Grey Shirtings, 6½ catties, 8¼lbs., Tls. 1.8.9. Cotton, Shanghai, Tls. 7¼. Tea, black, moderate business ; green, fair demand. Silk, very strong ; No. 3 Tsatlee (Koonfongsings), Tls. 430.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, OCT. 22.—The P. and O. Company's steamer Malta, with the homeward India, China, and Australian mails, arrived at 1, and the mails left at 2, this afternoon for London.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, OCT. 17.—The P. and O. Company's steamship Pekin, Captain W. Woolcott, from China, *via* the Suez Canal, arrived to-day bringing the heavy India and China mails, 137 passengers, £93,097 in specie, and 29,244 packages of cargo, including 2,105 bales and seven cases of silk, 2,298 chests, 13,913 half-chests, 10,158 boxes, and 88 packages of tea. Of the above, 34 bales of silk and 6,904 half-chests of tea were for transhipment to New York. The Pekin left Shanghai on the 23rd of Aug.; Hong Kong, the 29th ; Singapore, the 5th of Sept.; Penang, the 7th ; Galle, the 16th ; Aden, the 26th ; Suez, the 3rd of October ; Port Said, the 4th ; Malta, the 8th ; and Gibraltar, the 12th.

INWARD MAIL DUE NOVEMBER 16.—GALLE, OCT. 19.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—MALTA, OCT. 21. —The P. and O. Company's steamer Surat, with the outward India and China heavy mails (from Southampton, October 8), arrived at 11 last night, with loss of two blades of her screw. She will dock and fit spare blades, which are on board.—MALTA, OCT. 23.—The *Surat* left this port yesterday about 5 P.M. for Alexandria, with two new blades to propeller fitted. No other damage.

OUTWARD MAIL OF SEPT. 25.—GALLE, OCT. 19.—The Messageries Maritimes steamer Peiho, from Marseilles, 27th ult., left here to-day for Singapore.

OUTWARD MAIL OF SEPT. 4.—HONG KONG, OCT. 10.—The P. and O. mail from London, 4th ult., arrived here to-day.

OUTWARD MAIL OF AUG. 28.—HONG KONG, OCT. 7.—The French mail from Marseilles 30th August arrived here to-day.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Oct. —, at Plymouth, from Rangoon, Moravia ; at New York, from Yokohama, Bengal (str.) ; 22, at London, from Hankow, Ada ; at Queenstown, from Rangoon, Abyssinian ; at Boston, from Singapore, Olive ; at New York, from Zebu, Chieftain ; from Manila, Cromwell ; 25, at London, from Whampoa, Deerhound ; from Singapore, Blair Athol ; 22, at Brouwershaven, from Padang, Clothilde.

DEPARTURES.—Oct. 22, from London, for Penang, Gleam ; for Colombo, Lion ; 23, from London, for Colombo, &c., Chyebassa (str.); 22, from Cardiff, for Manila, Loyola ; 19, from Cronstadt, for Yokohama, Wega ; 23, from Cardiff, for Singapore, Lesseps ; 24, from Liverpool, for Galle, (*vid* Cardiff), Tage ; for Batavia and Sourabaya, Hawkhope.

SPOKEN.—Adolphus (Eng. barq.), Singapore to London, Sept. 29, 30 N., 33 W.; County of Bute, Batavia to Rotterdam, Sept. 22, 12 N., 25 W. ; Satsuma, Ceylon to London, Oct. 7, 34 N., 39 W. ; Menelaus (str.), from Liverpool, to Singapore, China, &c., between Holyhead and Bardsey ; Espeigle, Hong Kong to Marseilles, Aug. 5, 10 S., 82 E.

STEAMERS PASSED THE SUEZ CANAL.—Oct. 21, Glenfinlas, from China, &c., for New York.

CASUALTIES.—Ardrossan, Oct. 21.—The Chusan (str.), sunk in four fathoms at high water, between both piers at the entrance to the harbour; fore part from after bulkhead forehold inside harbour safe, harbour authorities must have her removed. Greenock, Oct. 21.—It was the Sourabaya (as was supposed), floating dock, which drove ashore at Helensburgh during the gale ; she now lies there totally dismasted. Cardiff, Oct. 17.—The National (ship of Havre), hence to Singapore, has put back with considerable damage to port bow, having been in collision with a steamer to-day, off Breaksea Point, and will have to redock for repairs.

MISCELLANEOUS.—At Table Bay, Bayswater, Ansgear, and sailed, Sept. 18, for Java. At Simon's Bay, Light Brigade, and sailed Sept. 22, for Java ; Emma, from Newcastle, and sailed, Sept. 22, after repairing. At Port Said, Oct. 23, Ocean (str.), from Glasgow to Singapore, China, &c. At Suez, Oct. 23, Lord of the Isles (str.), from China ; Borneo (str.), from Java to Nieu Diep ; 22, Ionian, from Java to Marseilles.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DUMARESQ.—On the 29th Aug., at Ningpo, Mrs. P. K. Dumaresq, of a daughter.
DUNCAN—On the 31st Aug., at Hong Kong, Mrs. R. Duncan, of a daughter.
HUDSON.—On the 23rd Oct., at "The Firs," Yokohama, the wife of John Hudson, of a son
KARBERG—On the 26th Aug., at Hong Kong, Mrs. Peter Karberg, of a son.
LIDDLELOW—On the 16th Sept., at Singapore, the wife of Robert Liddlelow, of a daughter.
RICHTEN—On the 7th Sept., at Paknam, Siam, the wife of A. Richten, of a son.
SANDER—On the 14th Oct., at Hamburg, the wife of Fred. Sander, of Hong Kong, of a daughter.
ST. JOHN—On the 1st Sept., at Bassein, British Burmah, the wife of R. F. St. Andrew St. John, Deputy Commissioner, of a son.
WISHART—On the 23rd Aug., at Teluk Blangah, the wife of C. Wishart, of a daughter.
WORSLEY—On the 23rd Aug., at Fern Hill, Singapore, the wife of Francis Worsley, of a son.

MARRIAGES.

GENTLE—EBDEN.—On the 23rd Oct., at Christ's Church, Paddington, by the Rev. W. H. Fowle, Alex. Gentle, of Penang, to Zima Helen, third daughter of Alfred Ebden, of Port Elizabeth, Algoa Bay, and Queen's-gardens, Hyde-park.
GROGAN—HALL.—On the 19th Oct., at Stoke Damerel Church, by the Rev. S. Beal, M.A., Edward George Grogan, 42nd Royal Highlanders (the Black Watch), only son of the late George Grogan, of Seafield, Sutton, to Meta, eldest daughter of Admiral Sir William King Hall, K.C.B., of Admiralty House, Devonport.
LLEWELLYN—HAMMACK.—On the 7th Oct., at Highgate, Arthur P. Llewellyn, eldest son of the late Thomas Llewellyn, of Shelton, Staffordshire, to Marie, eldest daughter of the late F. G. Hammack, of Coquimbo, South America.
RIPPINGALL—CHAPMAN.—On the 7th Oct., at the Church of the Holy Trinity, Roehampton, by the Rev. Horace Chapman, M.A., assisted by the Rev. Robert Carrington, M.A., Florance S. T. Rippingall, 6th Dragoon Guards, and Langham, Norfolk, to Caroline Ella, daughter of D. Ward Chapman, and granddaughter of David Barclay Chapman, Roehampton.
ROWBAND—RILEY.—On the 15th Oct., at the parish church, St. Peter's Port, Guernsey, by the Rev. Ambrose Morris, assisted by the Rev. F. S. Edmonds, Charles Frederic Rowband, of the Chartered Mercantile Bank, Shanghai, to Helen Frances, youngest daughter of the late Capt. James Townsend Reilly, 45th Regt. Madras Native Infantry.
SIMPSON—WEALE.—On the 13th Oct., at Hong Kong, Charles Lenox Simpson, of the Customs, Shanghai, to Isabel Huntly Weale, seventh daughter of the late John Weale, London.

DEATHS.

BIRKBECK—On the 25th Sept., on the s.s. *Gwalior*, between Bombay and Suez, aged 30 years, Frederick Birkbeck, Indian Civil Service, third son of the late Morris Birkbeck, of Bradford.
BIRLEY—On the 6th Oct., at Carr Hill, Kirkham, Lancashire, Thomas Langton Birley, aged 63.
BOWRA—On the 15th Oct., at Halstead, Kent, after a short illness, Edwd. C. M. Bowra, Commissioner of Customs, Canton, only son of E. Bowra, of Upper Norwood, Surrey, aged 33. Friends will kindly accept this intimation.
BEYER—On the 6th Sept., at Hong Kong, Paul Heinrich, only son of Ludwig Beyer, aged 1 year.
CAMMIDGE—On the 3rd Sept., at Shanghai, Henry Charles Cammidge, aged 35 years, a native of York.
CAMPBELL—On the 15th Oct., at 37, Seymour-street, W., the Lady Dorothea Campbell, widow of Major-General Sir James Campbell, K.C.B., daughter of the first Earl of Desart.
CARR—On the 29th Aug., at Hong Kong, Henry John Hanbury Carr, aged 63 years.
FOWLIE—On the 7th Oct., at Stonehaven, N.B., John Coutts, only son of J. C. Fowlie, of Fairlawn, Coombe Wood, Surrey, aged 14 months.
JONES—On the 29th Aug., at Shanghai, Julia Anne, the wife of James Jones.
KER—On the 14th Oct., at Langlands, Clapham-park, William Wemys Ker, formerly of Singapore, in his 73rd year.
LEAF—On the 23rd Oct., at Eastbourne, Frederick Henry Leaf, of Burlington Lodge, Norwood, and Old Change, E.C., aged 47.
NICKOLL—On the 15th Oct., at his residence, Keymer, Hurstpierpoint, Sussex, Commander James Harvey Nickoll, R.N., in the 82nd year of his age.
PRICE—On the 17th Aug., at Hiogo, Robert Ernest Price, aged 34 years.
WALKER—On the 14th Oct, at 6, St. Mark's-square, Sandringham-road, West Hackney, Emily, wife of Robert S. Walker.

Miscellaneous.

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WRECK OF THE S.S.N. COMPANY'S STEAMER "CHUSAN."

We regret to report the wreck of the S.S.N. Company's new steamer *Chusan*, the launch of which we noticed in our issue of the 28th of Sept. She was built by Messrs. John Elder and Co., on Clyde, for the Company's Yang-tsze service, and left Glasgow for China on the 19th inst., but had not proceeded far on her voyage when, owing to defects in her machinery, she put into Waterford, when it was found advisable to return to the Clyde, in order to effect the alterations ; while proceeding there she was wrecked, with a loss of fifteen lives.

There were in all fifty-two souls on board, of whom thirteen were white people, the crew being otherwise made up of negroes and lascars, The steamer, which had about 900 tons of coal on board, bnt no cargo, was under the command of Captain Johnston, who belonged to Massachusetts, and was accompanied by his wife and son and sister-in-law, all natives of America.

The *Chusan*, after leaving Waterford, experienced at the outset moderate weather. On the 20th, however, the wind rose, and gradually gained in intensity, while the sea ran high. After midnight a perfect hurricane prevailed, with deluging rain and blinding spray. The gale blew from the north-west, driving the vessel, which did not obey her helm, over in the direction of Ayrshire, and the obvious aim of those in charge of the ship was to keep her well in the channel, and clear of this dangerous coast line.

During the night Captain Johnston, Mr. Moir, the pilot, and Captain King, a passenger, remained on the bridge, while Mr. Miller, the second mate, and other three men were stationed at the wheel. From this it would appear that the safety of the vessel was provided for as far as possible. The wind, however, was too strong to allow them to gain safer harbours up channel, and about six o'clock they found them

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selves drifting towards Ardrossan under all the perils of thick darkness, blinding rain and spray, and a gale inshore. Finding that it was impossible to keep off they made for the harbour, and succeeded in rounding the point. The situation of Crinan Rock is indicated by a beacon placed on the top, which seems to have been observed, and as the vessel was running ominously near to it her engines were backed. Before she could be got clear, however, a great sea wheeled her round, and she struck upon the shore side of the rock and parted amidships. The stern end of the vessel, which contained the machinery, sank to the bulwarks in about half an hour, the paddles remaining above water; while the forepart of the ship, which was water-tight, drifted into the harbour. She was cut through, as if with a knife. The stern end was also provided with a water-tight compartment in rear, but the machinery was partially open, and the dead-weight, with the inroad of the sea, resulted in its going down. Those who were in this part of the ship crowded astern, and as the sea washed over the bulwarks they were either drowned or washed overboard. If they had got on the paddle-boxes, the chances are that many of them, at least, might have been saved. As for the forepart of the ship, as we have said, it floated into the harbour, and the greater number of those on board, upwards of twenty in all, were safely brought to land. The pilots and others who stood on the pier carried lifebuoys, which were thrown to the assistance of several of the crew, who had got hold of pieces of wreck, and were drifting inshore.

The wreck was seen from land by Mr. Steel, the harbour master, and some of the pilots at the station, and steps were at once taken to bring into requisition all available means for the rescue of the drowning people, whose screams could be heard above the roar of the storm. As it happened, these means were hardly adequate for the occasion. The coastguard consisted of only one man, H. Lipscombe, its ordinary strength being five men. Of these G. Hays, the chief, and two others were on Monday, the 12th inst., called off to Greenock for drill, while a fourth was sent to go on duty at Lamlash. The station is provided with a rocket apparatus, which Mr. Lipscombe got out, but, without skilled assistance, was unable to use. The lifeboat was procured, but here again a difficulty was experienced, for the coxswain, Thomas Phillips, is one of the coastguardsmen who were called away, and in his absence Lipscombe, the second coxswain, did what he could to get a crew together. The boat was ultimately manned with fourteen men—carpenters, sailors, and other volunteers—William Breckenridge, one of the Ardrossan pilots, being of the number. When she was launched, however, which was not accomplished until fully an hour after the vessel struck, the wind was so strong on shore that they could not get her out to sea, although half an hour was spent in this endeavour. It was still early morning, but large crowds had assembled on the quay, watching with painful anxiety the sad spectacle out at sea. Men were seen clinging to the wreck, crying piteously for help, and others vainly trying to swim ashore were carried out by the ebb tide and quickly lost to sight. While the lifeboat was thus contending with the difficulties of the hour, Captain Bannatyne, accompanied by five men, put off in the harbour tug. He got as near the wreck as possible, and lines were thrown on board, by means of which nine of the unfortunate people were saved. The captain, with his wife, got hold of one of the lines. He bravely kept his wife afloat until she was seized by those on board the tug, but the poor man himself slipped backward and was drowned. The first and second engineers were of the number of those rescued at this time. Captain Bannatyne shouted to those still on the wreck to get on the paddle-boxes. The tide was now full, and he was hopeful that they might be able to hold on till he got back again. His return to shore, too, was hastened by signals for him to come and take the lifeboat in tow. Although he had got out with comparative ease, he experienced considerable difficulty in getting the tug into position to return. This was at length accomplished, and he landed his passengers. The life-boat was then taken in tow, and on the wreck being reached lines were again thrown out. In this way Miss Elliot, her child-nephew, George Johnstone, John Murdoch Johnstone, the mate, and three or four of the men were taken off. The mate, Mr. Johnstone, lashed Miss Elliot and the child to the rope, and saw them on board the tug before looking to his own safety or that of his companions. By the time these rescues had been effected all hope of rendering further assistance was at an end. It was now about 9 o'clock, and the storm had done its work. Excepting those who had reached land, all were now beyond aid. As we have said, several men were rescued by the assistance of the pilots on the pier, and the steward of the steamer *Amphiom*, then lying at the quay, picked up a man who managed to reach that vessel. Four men also put off in a small boat, but their praiseworthy bravery was unhappily not rewarded by success. One of the crew was observed at the wheel, and efforts were made to bring him off. The men succeeded in passing a line to him, but were unable to pull him clear of the wreck, and it is supposed he must have been fastened to the wheel. He was ultimately washed of the deck and drowned. The rescued persons were accommodated in hotels and private houses in the town, and every kindness was shown them. Mrs. Johnstone is near her confinement and her condition is therefore critical. Mr. Johnstone, the mate, lies in a very exhausted state."

Of the persons who were drowned, only two were white people, viz., Captain Johnstone and William Miller, the second mate. The following are the names of the white persons saved:—Captain King, passenger, Mrs. Johnstone, the captain's wife, and their son, George Johnstone, 4½ years old; Miss Ellen Elliot, Mrs. Johnstone's sister; Mr. Moir, pilot; John Murdock Johnstone, first mate, unmarried, and belonging to Glasgow; William Gardner, chief engineer, a native of Leith; William Ortwin, second engineer, belonging to Liverpool; William G. Wrench, third engineer, unmarried, belonging to Abernethy; George Marr, fourth engineer, a native of Aberdeen, but living with his family in Glasgow; Edward Humphreys, purser, belonging to Salem, U. S. The greater portion of the wreck now lies in four fathoms of water between both piers at the entrance of Ardrossan Harbour, in such a position that it is dangerous, if not impossible for vessels to pass in and out. The fore part of the *Chusan*, from the after bulkhead forehold, lies inside the harbour. The harbour authorities have received instructions from the Glasgow Salvage Association to have the wreck removed.

LOSS OF THE "MAJU."

Telegrams from Stornaway, received at Dundee, report that on the 23rd a wreckage was cast ashore, from which there is no doubt whatever that the fine iron ship *Maju*, Captain Smith, has been lost, and that the whole of the crew, twenty-four in number, have perished. The vessel sailed from Dundee on the afternoon of Friday, the 16th, and made a splendid passage to the Pentland Frith. It would appear that she had encountered the whole of the violent gale which swept over the coast on Wednesday, the 21st. The supposition is that she had been endeavouring to get shelter among the Hebrides Islands. She was built by Messrs. Brown and Simpson, Dundee, for Messrs. Killick, Martin, and Co., of London, and was of 1,000 tons burden, and classed A 1 at Lloyds. She was coal-laden for Rangoon. How the casualty happened no one, of course, can tell, but it is supposed that the ship had become unmanageable. It is supposed that the total loss will amount to between thirty and forty thousand pounds, both ship and cargo were insured.

Deputy Inspector-General of Hospitals and Fleets, Dr. William Loney, who has been stationed at Hong Kong since September, 1872, has been appointed to Haslar Hospital, vice Nelson, whose period of service is about to expire. Deputy-Inspector of Hospitals and Fleets, David Lloyd Morgan, C.B., M.D., has been ordered to hold himself in readiness to proceed to Hong Kong, to relieve Dr. Loney.

Mr. E. C. Bowra.—It is with much regret that we record the death of Mr. E. C. Bowra, in his thirty-third year, at Halstead, Kent. Mr. Bowra arrived in China in 1865, and entered the Chinese Customs Service. Having attained considerable proficiency in the Chinese language, he was soon promoted to the post of Commissioner of Customs at Ningpo. He was deputed last year as one of the special commissioners to represent China at the Vienna Exhibition; his labours in connection with this post were very much appreciated, and it is hardly too much to say that he was the life and soul of the China department at Vienna. His loss will be felt by a large circle of friends, who much appreciated his talents, vigour, vivacity, and genial temperament. At the expiration of his leave Mr. Bowra would have returned to China to resume his post in the service, but his premature death now leaves a blank to be filled. Mr. Bowra has left a widow and four children.

Mr. Wm. Benjamin Mason, who has been for about ten years in connection with the Telegraph department at Inverness, being second clerk in charge for the last few years, has just been appointed to fill one of three vacant posts under the Japanese Government Telegraphic Administration.

Monetary and Commercial.

The Chartered Bank of India, Australia, and China held their meeting on the 21st inst.. when an ad interim dividend, at the rate of 5 per cent. per annum for the half-year, was declared.

At the meeting of the Oriental Bank Corporation an *ad interim* divided of 30s. per share was declared.

At the meeting of the Chartered Mercantile Bank of India, London, and China, a dividend at the rate of 8 per cent. per annum, free of income-tax, was declared, leaving a balance to carry forward of £11,871 13s. 4d. The proceedings are reported in another column. The following statement of accounts to the 30th June was presented:—

Liabilities.

Capital paid up	£750,000 0 0
Current and fixed deposits	3,129,547 16 6
Bills payable, notes in circulation, and other sums due to the public	5,135,836 7 6
Reserve fund	55,000 0 0
Profit and Loss Account—	
Balance at 30th June, 1874, as undernoted ...	41,871 13 4
	£9,112,255 17 4

Assets.

Coin and bullion	£1,553,032 10 4
Cash with bankers and money at call	466,494 9 0
Government securities	374,251 7 1
Landed and house property at head office and branches	222,424 4 4
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the Corporation	6,496,053 6 7
	£9,112,255 17 4

Profit and Loss Account.

To expenses of management at head office, eleven branches, and six sub-agencies	£58,660 11 11
„ Balance carried down	41,871 13 4
	£100,532 5 3
By balance of undivided profit brought forward from 31st Dec., 1873	£1,661 11 4
„ Gross profit for half-year ending 30th June, 1874	98,870 13 11
	£100,532 5 3
By balance brought down	£41,871 13 4

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Hester and Co. (Limited), wholesale tea merchants, solicit subscriptions for £29,230 in £10 shares, of which £7 will be called up in nine months. This will bring up the subscribed capital to £100,000.

Messrs. Sillar and Co.'s Tea Circular contains the following passage with reference to the Teas ex *Gordon Castle*:—

In our last Circular we alluded to the sale at Lisbon of 1,400,000 lbs. of submerged teas from the wreck of the *Gordon Castle* for £500, or at the rate of a third of a farthing per pound. We also drew attention to the fact of a hundred tons of the same submerged teas having arrived in this country. This statement drew forth a communication from Messrs. W. J. and H. Thompson to the effect that this sale was based upon the value of the lead, and that there was not any chance of the tea being introduced for consumption, the whole of the cargo having been condemned by a gentleman from their house as utterly spoilt. These gentlemen omitted to add that the contents of 1,000 chests were packed in bags and sold at the rate of 2d. per lb., and that the Portuguese Government had taken measures to prevent their import for consumption into that country. The condemnation of the whole cargo by the gentleman from Messrs. Thompson's house does not, therefore, appear to have prevented this sale, which was based upon a money standard considerably higher than the value of the lead. There are large quantities of these re-dried and putrid tea-leaves now in the London warehouses, part of which has been delivered for home consumption. They are quite unfit for human food; we have drawn public attention to this fact again and again. It is rumoured that some were cleared by a contractor for one of the workhouses.

The Times prints the following observations on the subject:—

The matter is one deserving attention, and the only practical remedy appears to be that the Custom-house authorities should have the power to stop obviously bad samples of any kind of food from entering the country. At present they have no such power, so that if an importer chooses to pay the duty on putrid articles and run the risks he must be allowed to do so. The absence of any uniform system of sanitary administration on the part of local authorities frequently makes these risks but slight.

The P. and O. steamer *Pekin* arrived at Southampton on the 17th inst., with £192,240 in Japanese gold coin. The whole of this amount has since been purchased for export to France.

The bullion per P. and O. steamer *Peshawur*, from Southampton, Oct. 22, was, in gold, to Galle, £570; in silver, to Hong Kong, £9,357.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 15th Oct., 1874, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 6,119,624 yards; for the twelve months, 122,581,847 yards; for the twelve months, 1873, 89,989,508 yards; for the twelve months, 1872, 84,304,227 yards. Increase for 1874 against 1873, 32,592,339 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 173,851 yards; for the twelve months, 5,284,921 yards; for the twelve months, 1873, 4,360,548 yards; for the twelve months, 1872, 1,824,074 yards. Increase for 1874 against 1873, 924,373 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 53,219 yards; for the twelve months, 740,295 yards; for the twelve months, 1873, 1,933,457 yards; for the twelve months, 1872, 2,389,217 yards. Decrease for 1874 against 1873, 1,193,162 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 1,065,160 lbs.; for the twelve months, 12,847,658 lbs.; for the twelve months, 1873, 9,024,305 lbs.; for the twelve months, 1872, 7,452,920 lbs. Increase for 1874 against 1873, 3,823,353 lbs.

Shanghai.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 13,059,695 yards; for the twelve months, 254,918,161 yards; for the twelve months 1873, 243,847,777 yards; for the twelve months 1872, 310,271,715 yards. Increase for 1874 against 1873, 11,070,384 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 635,667 yards; for the twelve months, 14,771,178 yards; for the twelve months 1873, 16,890,783 yards; for the twelve months 1872, 8,891,301 yards. Decrease for 1874 against 1873, 2,119,605 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 295,950 yards; for the twelve months 5,171,757 yards; for the twelve months 1873, 8,017,878 yards; for the twelve months 1872, 7,227,144 yards. Decrease for 1874 against 1873, 2,846,121 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 10,000 lbs.; for the twelve months, 742,380 lbs.; for the twelve months 1873, 1,360,143 lbs.; for the twelve months 1871, 1,211,900 lbs. Decrease for 1874 against 1873, 617,763 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 1,380,287 yards; for the twelve months, 36,538,156 yards; for the twelve months 1873, 27,887,422 yards; for the twelve months 1872, 28,801,594 yards. Increase for 1874 against 1873, 8,650,734 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 183,026 yards; for the twelve months, 2,993,195 yards; for the twelve months 1873, 5,848,826 yards; for the twelve months 1872, 2,744,060 yards. Decrease for 1874 against 1873, 2,855,331 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 94,700 yards; for the twelve months, 757,712 yards; for the twelve months 1873, 2,939,271 yards; for the twelve months 1872, 1,569,238 yards. Decrease for 1874 against 1873, 2,181,559 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 420,020 lbs.; for the twelve months, 11,958,542 lbs.; for the twelve months 1873, 9,249,282 lbs.; for the twelve months 1872, 15,583,564 lbs. Increase for 1874 against 1873, 2,709,260 lbs.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 5,997,513 yards; for the twelve months, 81,712,898 yards; for the twelve months 1873, 63,305,544 yards; for the twelve months 1872, 69,341,431 yards. Increase for 1874 against 1873, 18,407,354 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 451,580 yards; for the twelve months, 5,027,534 yards; for the twelve months 1873, 4,657,892 yards; for the twelve months 1872, 5,232,440 yards. Increase for 1874 against 1873, 369,642 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 320,470 yards; for the twelve months, 3,852,585 yards; for the twelve months 1873, 2,550,939 yards; for the twelve months 1872, 3,941,298 yards. Increase for 1874 against 1873, 1,301,646 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 242,220 lbs.; for the twelve months, 2,189,081 lbs.; for the twelve months 1873, 1,821,739 lbs.; for the twelve months 1872, 1,811,324 lbs. Increase for 1874 against 1873, 367,342 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 2,856,631 yards; for the twelve months, 34,330,617 yards; for the twelve months, 1873, 19,122,639 yards; for the twelve months, 1872, 20,778,965 yards. Increase for 1874 against 1873, 15,207,978 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 1,114,344 yards; for the twelve months, 11,006,548 yards; for the twelve months 1873, 8,563,337 yards; for the twelve months 1872, 9,869,772 yards. Increase for 1874 against 1873, 2,443,211 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 683,610 yards; for the twelve months, 6,860,209 yards; for the twelve months 1873, 7,072,278 yards; for the twelve months 1872, 12,220,728 yards. Decrease for 1874 against 1873, 212,069 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 59,480 lbs.; for the twelve months, 825,224 lbs.; for the twelve months 1873, 572,415 lbs.; for the twelve months 1872, 454,494 lbs. Increase for 1874 against 1873, 252,809 lbs.

MANILA.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 2,165,965 yards; for the twelve months, 22,370,696 yards; for the twelve months 1873, 16,483,092 yards; for the twelve months 1872 12,484,205 yards. Increase for 1874 against 1873, 5,887,604 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 1,564,998 yards; for the twelve months, 14,817,130 yards; for the twelve months 1873, 15,571,442 yards; for the twelve months 1872, 8,031,376 yards. Decrease for 1874 against 1873, 754,312 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 606,818 yards; for the twelve months, 4,318,508 yards; for the twelve months 1873, 2,376,652 yards; for the twelve months 1872, 354,113 yards. Increase for 1874 against 1873, 1,941,856 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 148,532 lbs.; for the twelve months, 1,028,162 lbs.; for the twelve months 1873, 665,760 lbs.; for the twelve months 1872, 493,001 lbs. Increase for 1874, against 1873, 362,402 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 15th Oct., 1874, 2,353,988 yards; for the twelve months, 31,365,628 yards; for the twelve months, 1873, 31,893,445 yards; for the twelve months 1872, 30,216,679 yards. Decrease for 1874 against 1873, 527,817 yards.

Coloured Cottons.—Export for the month ended 15th Oct., 1874, 122,114 yards; for the twelve months, 3,042,789 yards; for the twelve months 1873, 1,620,379 yards; for the twelve months, 1872, 1,899,640 yards. Increase for 1874 against 1873, 1,422,410 yards.

Printed Cottons.—Export for the month ended 15th Oct., 1874, 251,950 yards; for the twelve months, 2,542,495 yards; for the twelve months 1873, 3,269,400 yards; for the twelve months, 1872, 4,335,816 yards. Decrease for 1874 against 1873 726,905 yards.

Cotton Yarn.—Export for the month ended 15th Oct., 1874, 22,300 lbs.; for the twelve months, 388,600 lbs.; for the twelve months 1873, 320,894 lbs.; for the twelve months 1872, 202,702 lbs. Increase for 1874 against 1873, 67,706 lbs.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 14	Star of Peace	Owen	Akyab	Flushing
13	Amalthea	Salvesen	Do.	Bordeaux
	Wakefield	Carver	Manila	New York
15	Gustav Adolphe	Andersen	Akyab	Flushing
9	Amboto (s.)	Abaroa	Manila	Lisbon
16	Borgen	Olsen	Akyab	Flushing
16	R. B. Palmer	Larsen	Do.	Do.
Sep. 26	Prince Charlie	Linskell	Singapore, &c.	Astoria
Oct. 18	Blackwall	Watkins	Singapore	London
17	Isis (s.)	—	Do.	Liverpool
19	Historian (s.)	Tutton	China, &c.	London
21	Linga	Loyson	Akyab	Falmouth
6	Luctor et Emergo	Haasnoot	Batavia	New York
	Min	Peters	Singapore	Do.
	Canopus	Lange	Manila	San Francisco
21	Cutty Sark	Tipstaff	Woosung	London
20	Harrowby	Kershaw	Rangoon	Falmouth
	Bengal	Blanchard	Do.	Queenstown
21	Royal Oak	—	Akyab	Liverpool
19	O. S. Southard	—	Do.	Do.
18	County of Elgin	McKenzie	Pasarocang	Brouwershaven
	Frank N. Thayer	Starrett	Hong Kong	Portland, O.
18	Minna	Thuren	Manila	Hamburg

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 14	Jas. Paton	Mirigain	Yokohama	Cardiff
14	Sportorno	Bartingo	Galle	Do.
14	Sirius	Emale	Singapore	Do.
14	Cuba	Theobald	Do.	Do.
8	M. Guisseppina	Carbona	Colombo	Do.
13	August Frederick	Nielson	Hong Kong	Swansea
13	Aegir	—	Singapore	Milford
14	Acacia	Henderson	Batavia	Sunderland
14	Tek Li	Petersen	Shanghai	Hamburg
Sep. 16	David Brown	Colcord	Singapore	Rio Janeiro
Oct. 15	National	Soret	Do.	Penarth
15	Amaranth	Brauer	Do.	Do.
17	Dora	Mimborg	Do.	Cardiff
18	Skimmer of the Seas	Gooch	Anjer	Sunderland
20	Menelaus (s.)	Marsh	Singapore, China, &c.	Liverpool
10	Asterion	Lewis	Singapore	Cardiff
21	Hankow (s.)	Symington	Singapore, China, &c.	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Montgomeryshire. For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore, Hong Kong, and Shanghai: Glenroy (str.). For Singapore and Saigon: Gunga. For Colombo, &c.: Cheops, Quang Se, Duke of Buccleuch, Navarino.

Sailing Vessels. — For Yokohama and Hiogo: Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Belted Will. For Hong Kong: Eleanor, Ceylon, Osaka, Rollo. For Chefoo, Tientsing, and Newchwang: Ousuri. For Foochow: Zoroya. For Penang: Glenisla. For Singapore: Kingdom of Saxony. For Colombo: Seafield.

At Liverpool.—For Yokohama and Hiogo: Spirit of the Age. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Priam, Ajax (str.). For Galle: Gloamin, Annie W. Weston. For Singapore and Manila: Leon (str.). For Batavia and Sourabaya: Questembert. For Singapore: Cleopatra. For Singapore (via Cardiff): Lady Lisgar. For Sourabaya: Loochoe. For Anjer: G. T. Ray, Finzel.

At Glasgow.—For Singapore, Hong Kong, and Shanghai: Fleurs Castle (str.). For Manila: Antela. For Singapore: Terentia, Brisbane (str.). For Singapore and Penang: Pauline. For Sourabaya: Landseer.

SPOKEN.

Emma C. Beales, New York to Java, Aug. 31, 6 N., 30 W.
Voorlichter, Nieuwediep to Batavia, Aug. 31, 10 S., 29 W.
L.K.N.V. (N.G. barque), Cardiff to Singapore, Sept. 12, 8 N., 24 W.

FREIGHTS AND CHARTERS.

We have no change of any importance to report in freights to the East. Current rates per steamers are as under noted. Coal freights are somewhat higher. There is not much doing in homeward charters.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 60s. weight or meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight, 40s. meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 65s. meast. To Samarang: 70s. meast. To Sourabaya: 75s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £23 to £24. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £20.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 23s. 6d. to 24s. To Colombo: 24s. To Galle: 23s. To Batavia: 27s. 6d. To Amoy: 32s. 6d. To Sourabaya: 30s. To Manila: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 27s. 6d. To Galle: 18s. To Singapore: 18s. to 19s. To Batavia: 32s. 6d.

CASUALTIES.

A telegram from Lisbon with reference to the Glamis Castle (str.) states as follows:—Found nut after side, screw jammed hard against stern post, think can be screwed back, and can secure broken keel, tides too strong for diver to work where she now lies, shifting her to-morrow out of tide, would not recommend shifting cargo if she has to be towed, as much breakage would occur by so doing, will wire when further surveyed. A later telegram (Oct. 17) would not advise cargo tea being discharged, there are upwards of 40,000 packages, and they would get very much broken and otherwise damaged, great loss will accrue by transhipping, nothing to prevent two powerful tugs with good hawsers towing ship and cargo to London, ship in capital trim, cargo sound, broken keel can be secured, rudder working well.

Rotterdam, Oct. 18.—A telegram from Batavia announces that the Sussana Johanna (ship), from Shields to Atchin, with coal, was burnt in lat. 38 S., lon. 2 W.; master and crew arrived at Anjer.

Ardrossan, Oct. 21. — The Chusan has been totally lost here; master (Johnson) and many of the crew drowned; lifeboat doing service. (Another telegram.) The Chusan (str.), of Glasgow, from Glasgow to Shanghai, in coming into harbour at five this morning, whilst putting back from Waterford, struck on Crinan Rock and parted amidships; the forward part floated into harbour, and the after part sunk outside the pier; part of crew saved.

MISCELLANEOUS.

At Port Said, Oct. 15.—Deucalion (str.), from Liverpool, to Singapore, China, &c.; Galatea (str.), from Cardiff, to Singapore; 19, Ino Bramall, from Maasluis, to Java; Formosa, from London, to Singapore, China, &c.

At Suez, Oct. 15.—Hector (str.), from China, to London; 19, Duna (str.), from Japan, &c., to New York.

Greenock, Oct. 16.—The Sourabaya, the new floating dock, which left the Clyde some time since for Java, but which put back, on account of being unmanageable, was yesterday towed out of the Gravel Park graving dock to the tail of the bank, having been supplied with a new rudder.

Greenock, Oct. 21.—A vessel, supposed the Sourabaya floating dock, is ashore totally dismasted on Helensburgh side.

LAUNCHES, &c.

There has been launched from the building-yard of Messrs. Blackwood and Gordon, Port Glasgow, a finely-modelled iron screw-steamer, built to the order of Gray, Dawes, and Co., of London, for the Netherlands India Steam Navigation Company. The vessel was named the Banda. After the launch the Banda was towed into the builders' dock, alongside their yard, where she will be fitted with a pair of compound engines of 155-horse power, made by the builders. The following are her dimensions:—Length, 220 feet; breadth of beam, 28 feet; depth of hold, 15 feet. This vessel, when completed, is intended to form one of the Company's Java line of steamers.

On the 17th inst. Messrs. Henry Murray & Co. launched from the harbour shipbuilding-yard, Port Glasgow, a handsome iron screw steamer, dimensions, 150 by 23 by 15 feet, built to the order of Messrs. J. and L. Fraser and Co., London. She is to be supplied with compound engines of 70 horse power, by Messrs. Kemp and Hume, engineers, Glasgow, and is expected to steam fast. The steamer was christened the Rosa by Mrs. Murray, sister of the captain, superintending her building. The Rosa is intended for the Straits trade.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

DRUGS, CHEMICALS, &c.,
WHOLESALE AND FOR EXPORTATION.

Drugs, &c., guaranteed genuine as imported, and Pharmaceutical Preparations made in strict accordance with the Pharmacopœia.

Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,
DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,
102 LEADENHALL STREET, LONDON, E.C.

Diploma of Merit, Vienna Exhibition, 1873.
YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.
Proprietors:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.
GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.
GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is invaluable. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.
REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums; at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

HONG KONG AND SHANGHAI
BANKING CORPORATION.
Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

K. de PIOTROWSKI,
COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE.
JAPAN.
Agent for the *London and China Express.*

CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.
HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.
Paid-up Capital, £800,000.

COURT OF DIRECTORS, 1874-75.

Frederick W. Heilgers, Esq.	Emile Levita, Esq.
John Jones, Esq.	William Macnaughtan, Esq.
Thomas Lancaster, Esq.	William Paterson, Esq.
Ludwig Wiese, Esq.	

MANAGER—John Howard Gwyther.
SUB-MANAGER—James Macdonald.
SECRETARY—William Charles Mullins.

AGENCIES AND BRANCHES.

Bombay	Rangoon	Hong Kong	Shanghai
Calcutta	Singapore	Manila	Hankow
Akyab	Batavia		

Minutes of an Extraordinary General Meeting of the Shareholders, held at the London Tavern, Wednesday, the 21st day of Oct., 1874; William Paterson, Esq., in the chair.

The advertisement convening the meeting having been read, the following resolution, after some introductory observations, was moved by the Chairman, and being seconded by John Jones, Esq., was carried unanimously:—

That an interim dividend for the half-year ended 30th June last, at the rate of 5 per cent. per annum (free of income-tax), be now declared, payable on and after the 28th inst.

With a vote of thanks to the Chairman, Directors, and Officers of the Bank, moved by Thomas Bett, Esq., seconded by Hugh Oxenham, Esq., and carried unanimously, the proceedings terminated.

WILLIAM PATERSON, Chairman.

Warrants for the dividend above declared, payable at the City Bank, Threadneedle-street, London, on and after the 28th inst., will be issued forthwith to all the shareholders.

October 21, 1874.

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

SUEZ HOTEL,
FACING THE MARITIME CANAL.

VISITORS will find every comfort in this OLD-ESTABLISHED HOTEL, universally acknowledged the best in Egypt.

The Hotel has been thoroughly renovated, and large additions made this season.

This is now the best point to commence travel in Egypt, and very suitable for Passengers waiting Canal steamers. GEORGE WESTCOTT, Manager.

GRAND HOTEL COMPANY.
YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.
FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English an other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,
PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel.
Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express.* Omnibus attends the trains.

CHARGES MODERATE.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices. 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Malwa ...	2,933	450	Oct. 29	Mediterranean, Aden, Bombay.
*Khedive...	3,742	600	Nov. 5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Anadyr ... Nov. 8
Provence ... Nov. 22
Tigre ... Dec. 6
Amazone ... Dec. 20
} For { Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

☞ The Steamers of the 22nd Nov, and 20th Dec. connect at Aden with the Steamers for Reunion and Mauritius.

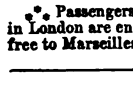
The Steamers of the 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. Fletcher and Co., Liverpool; or to Smith and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

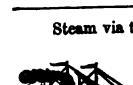


GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	Nov. 6
Glengyle	100 A1	1,676	200	To follow
Glenmlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGregor, Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal. Last shipping day, 14th November.



FOR PENANG, SINGAPORE, YOKOHAMA, and HIOGO, the well-known Clyde-built screw steam ship ABBOTSFORD, A81, 1,035 tons register, 500-horse power effective; CHARLES PATTERSON, Commander; Victoria Docks. This fine steamer is noted for her rapid passages to Bombay and China, and for the splendid order in which she always delivers her cargo.

For Freight or Passage apply to Gellatly, Hankey, Sewell, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Freight payable on delivery of bills of lading.

YOKOHAMA and HIOGO.—The favourite clipper WALTON, A1 10 years, South West India Dock, with quick despatch. The "Ada," A1 17 years, to follow. Robertson and Co., No. 5, Newman's-court, Cornhill, E.C., London.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Falmouth to embark passengers. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day, October 30. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 200-horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, built especially for the China trade, has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the owners, D. J. Jenkins and Co., 17, Lime-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR CHINA AND JAPAN.—The undermentioned high-classed ships will be despatched as follows:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Ceylon	A1 12 yr.	E.I.D.	With des.
Chefoo, Tientsin, & Newchwng	Onsuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Braginton.....	A1 14 yr.	E.I.D.	With des.
Hiogo	Gaucho	A1 13 yr.	E.I.D.	With des.

For Freight, &c., apply to Norris and Joyner, 126, Bishopsgate-street Within, London, E.C. (corner of Cornhill).

CASTLE LINE OF STEAM PACKETS FROM LONDON—FOR SINGAPORE HONG KONG, AND SHANGHAI.—The magnificent, new, Clyde-built steamship FLEURS CASTLE, 2,470 tons, 100 A 1, 360-horse power, nominal, G. B. DICKIE, Commander; will be at a loading berth in the South West India Dock in a few days, and be despatched early in November. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to Thomas Skinner and Co., 5, East India-avenue, Leadenhall-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Eleanor	A1 18 yr.	S.W.I.D.	To follow
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow

Apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glenroy, s.s. ...	2,121	McGregor, Gow, & Co.	Nov. 6
Montgomeryshire, s.s.	1,750	Norris & Joyner...	Nov. 2
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 10
Gunga, s.s.	1,700	Mors le Blanch ...	Oct. 28
LIVERPOOL.			
Ajax, s.s.	1,540	Alfred Holt ...	Oct. 30
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 34, Leadenhall-street, E.C.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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LONDON AND CHINA EXPRESS.

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 583.] LONDON, MONDAY, NOV. 2, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 31.
Japan—	Yokohama	July 24	Sept. 7	Sept. 13*
	Yedo			
	Osaka and Hiogo	„ 10	„ 1	„ 9*
	Hakodadi			
	Nagasaki	—	—	„ 5*
China—	Peking	—	—	Aug. 29
	Tien-tsin	—	—	Sept. 3
	Chefoo	—	—	„ 3
	New-chwang	—	—	Aug. 29
	Hankow	„ 10	Aug. 23	Sept. 6
	Kiu-kiang	—	—	„ 6
	Chin-kiang			
	Shanghai	„ 31	Sept. 12	„ 13
	Ningpo	—	—	„ 10
	Foochow	„ 31	„ 10	„ 13
	Formosa	—	—	„ 7
	Amoy	—	—	„ 14
	Swatow	—	—	„ 15
	Hong Kong	Aug. 7	„ 13	„ 19
	Canton	—	—	„ 17
	Macao	—	—	„ 18
Philippines—	Manila	July 31	„ 6	„ 13
Cochin-China	Saigon	Aug. 14	„ 16	„ 25
Siam —	Bangkok	—	—	„ 23
Borneo —	Labuan	—	—	„ 14
	Sarawak	—	—	„ 21
Java —	Batavia	„ 21	„ 22	„ 24
	Samarang	—	—	„ 14
	Sourabaya	—	—	„ 16
Malacca Straits—	Singapore	„ 21	„ 19	„ 26
	Penang	„ 21	„ 17	„ 21
Ceylon—	Galle	Sept. 11	Oct. 4	Oct. 6
	Colombo	„ 4	Sept. 26	„ 4

* By Pacific mail *via* San Francisco, received Oct. 26.

THE MAILS, &c.

The French mail, with the advices dated as above, was delivered, *via* Marseilles, on Saturday, being two days early. The next inward (P. and O.) mail, bringing advices Yokohama 16th, Shanghai 20th, Hong Kong 26th Sept., Singapore 4th Oct., is due, *via* Brindisi, on Monday next, the 9th inst.

The China lines of both the Eastern Extension and Great Northern Telegraph Companies are in working order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Tigre*, arrived Oct. 29.—From Yokohama: None. From Shanghai: Messrs. Mochimoki, Tanaka, Fornbrink, Mr. and Mrs. Nabe-Shima. From Hong Kong: Messrs. Luther, Faure, Mellade, Fabre. From Saigon: M. Didot. From Batavia: Messrs. Weide, Van Amstel, Kocck, Landberg, Van der Myll, Mr. and Mrs. Boar, Miss Boesch. From Singapore: Mr. and Mrs. Torralbo, Mr. Evans, Mr. Waller. From Galle: Mr. Elphinstone, Mr. Parker.

Per steamer *Hector* (Holt's line), due in London Nov. 2.—From Amoy: Mr. E. O. De Burgh, Captain Kramer. From Shanghai: The Rev. A Elwin, wife, and two children. From Hong Kong: Mr. W. E. Smith.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 2.—To Ceylon: Mr. G. B. Leechman.

Per P. and O. steamer from Southampton, Nov. 5.—To Yokohama: Mr. J. Pollock, Mr. A. Young. To Hong Kong: Deputy Inspr. Gen. D. N. Morgan, Mr. G. S. Hill, Capt. Steples. To Ceylon: Mr. Grubridge, Mr. Maningay, Mr. W. R. Noad, Mr. A. Wise.

Per P. and O. steamer *Sumatra*, from Venice, Nov. 13.—To Singapore: Mr. and Mrs. C. F. Rowland. To Ceylon: Mrs. and Miss Delmege.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Ceylon: Mr. Arthur. To Singapore: Mr. and Mrs. Grutte.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Singapore: Mr. Unwin, Mr. C. Low.

Per P. and O. steamer from Southampton, Dec. 3.—To Shanghai: Mr. G. Rose.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite, Mr. Wagener. To Shanghai: Mr. Gontharet, Mr. Coursiere, Mr. Gruerry, five Sisters of Mercy, Mr. J. Ure, Mr. Bray, Mr. C. Thorne. To Batavia: Mr. and Mrs. Brevet, Mr. Schreiner, Mr. A. H. J. Diermont, Mr. W. W. Cook, Mr. E. Rose. To Hong Kong: Mr. A. W. Burn, Miss Kennedy and servant, Mr. E. Pye, Mr. F. Leyburn, Mr. C. Petersen. To Galle: Mrs. Block, Mr. G. L. Reid. To Saigon: Mr. Treve.

Per French steamer *Provence*, Nov. 22.—To Yokohama: Mr. Pateman. To Galle: Mr. Journy, Mr. R. B. Harvey, Mr. Ollivam, Mr. Broyer. To Batavia: Mr. Brevet. To Saigon: Mr. Lalanne.

Per steamer *Hankow*, from London, 23rd Oct.—For Penang: Mr. F. Herzberg. For Singapore: Mr. W. Lowson, Mr. Fortescue L. Gueritz. For Hong Kong: Mr. Arthur Travers, Mr. W. Barney. For Shanghai: Miss Elizabeth Carnin, Mr. James Ball, Mr. Percy Young, Mr. Paul Sphon.

Per steamer *Menelaus* (Holt's Line), from Liverpool, Oct. 29.—To Penang: Mr. John Muir, Miss Helen Brindle.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later date than those received by Pacific mail on the 26th ult., and published in our last issue.

CHINA.

TIENTSIN.

On the 1st Sept. an interesting event transpired at this port. A Japanese war vessel arrived, bearing his Excelleucy Okubo, his secretaries and attachés, and accompanied by Admiral Ito, of the Imperial Japanese Navy. The news that the Ambassador's frigate, the *Rio-jio-kan*, had arrived outside Taku Bar, created a lively flutter in official circles in the city, and when the little gunboat, flying the Mikado's banner from its fore, came steaming up the Reach, she was greeted by a large and curious, if not an appreciative, assemblage, principally of Chinese. It is noteworthy that when the Ambassador was landing the Japanese sailors manned yards and cheered in true man-o'-war fashion. The Consuls called upon the Ambassador in the course of the day, and a gentleman ranking as a secretary of the Embassy visited the Custom's Taoutai, to inform him of the arrival of the Embassy and of his Excellency's intention to proceed to Peking on public business. The secretary's call was returned on the following day by the Taoutai, but it is not known whether he saw the Ambassador. Shortly after his arrival the Ambassador was conducted to the residence of the American Consul, Mr. Sheppard, whose guest he will remain during his sojourn in Tientsin. The number of attachés accompanying the Embassy is unusually large, and there has been some difficulty in finding suitable accommodation for them on shore. It is not known how long the Embassy will remain in Tientsin. No official communications or interchanges of any kind have passed between the Ambassador and Li Hung-chang, but a special courier has been sent to Peking.

A correspondent writes that the common talk amongst the Chinese, high and low, is entirely touching the Japanese action in Formosa. It is evident to everyone that they consider the position taken up by Japan as a gross insult, and that they would gladly see the honour of China vindicated by force. Everywhere we hear of all kinds of preparations being made to drive the Japanese out of Formosa. At present, however, it is like the whale fighting the sword-fish. The Japanese are, undoubtedly, masters of the position at this moment; and the Chinese are now paying the penalty for their ignorance and conceit in fancying that the few and inefficient foreign appliances they have acquired were at the present day sufficient for measures of offence or defence against the least powerful of foreign nations. We now see that all the wretched wooden men-of-war, built at Shanghai and Foochow, can be completely overawed by a couple of Japanese ironclads, so that China is at the mercy of Japan. Till lately, to listen to the talk of the mandarins, one would have

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thought they were able to fight a European nation like France. China is the whale and Japan the sword-fish, and their respective positions are likely to be maintained until the Chinese Government at Peking determines that its military and naval mandarins shall be instructed in the art of war in the same way as the military and naval officers of European Powers. The whole military and naval system of China requires to be organised on the European model ere she will be able to compete against even the small country of Japan. I am decidedly of opinion that even such an apparently trivial matter as dress is a condition of weakness. Until China abolishes the black satin boots, mandarin hats, and long dresses for her army and navy, and adopts European dress for these forces, she will compel her men to fight at a disadvantage. The mandarin dress makes the military and naval officers like men with the half of the body in sacks, unable to make use of their limbs. The Japanese naval officers and men are smart and sailor-like, and I believe their military are also uniformed in a neat and serviceable style, after the European pattern.

Two Japanese have been arrested on the road from Peitang to Peking, as travellers without passports, and brought to Tientsin. It is probable that, under different conditions, they would have been allowed to proceed, but in any case exception can hardly be taken to their arrest. They are so particular in requiring foreigners who travel in Japan to be furnished with passports that it is surprising they should place themselves in a position to be challenged for the same fault.

SHANGHAI.

The present mail brings advices from this port to the 13th Sept.; the French mail from London July 31 was received on the 12th Sept. The following summary of news is from the *North China Herald*:—

Recruiting for the Chinese army in Formosa has recently been going on briskly in Hongkew, and it is a matter of satisfaction to record that on Saturday and Sunday alone no fewer than 500 of the easily-spared members of the Chinese community in these Settlements permitted themselves to be cleared out in that way. It is believed that many more will be similarly disposed of, but the recruiting officials, the chief of whom is named Chang Yuan-quâ, are very fastidious in their selection from the multitude who have offered themselves, rejecting the aged, the too juvenile, and the unsound. Few, if any, besides Cantonese and Soochow men were accepted. In the French settlement recruiting has also been brisk for a week past, but was conducted in so quiet a manner that few foreign residents were aware of it. The recruits are divided into bands or companies numbering from ten to fifty, and the head man of each is responsible to the one immediately above him in number for the safety of his contingent, and so on, until the chief of all is reached, who by this system of enumeration can see at a glance what force he should have at his command. Chang Yuan-quâ, the recruiting officer, has taken his departure for Ningpo, for the purpose of raising another regiment there. The activity displayed by this man is described as being something remarkable in a Chinaman, as was also the tact and quickness he showed in the selection of the human material he required from the bulk before him. The force recruited here will shortly be despatched per steamers to Taiwan.

If there is one thing beyond another in which a Chinaman's dense ignorance affords him all the complacency of perfect knowledge, it is the science of engineering. The bungles and blunders about the Yellow River and the floods of the Peiho are fresh in the recollection of our readers, who will also remember the self-satisfaction with which the expectant magistrate, Kao, delivered himself on the Woosung Bar. Now, the great object is to provide fortifications to resist the possible attempts of the Japanese to sail up the Yangtsze. Every mandarin is ready with his scheme, each one only more absurd than his fellow's. It is proposed to fortify Silver Island as well as to erect forts at Woosung, and a chain of forts, each to cost Taels 1,000 is to unite these two points. As to the forts at the extremities, one wise man, thinking "there is nothing like leather," proposes batteries formed with that material backed up with cotton! Good sport for a typhoon or a few 300-pounder shot. Another suggests cast-iron plates to line the earthworks, a defence certainly more pleasant to the attacking party than the garrison. In effect, if anything be done each fort will be found to be made on a different system, the whole contrived in such a manner that each shall be a hindrance instead of a help to its neighbour.

The Japanese transport *Takaisago-maru* (late P. and O. s.s. *Delta*) arrived on the 6th Sept. from Langkiao Bay, Formosa, for orders from the Japanese Consulate here. There is nothing new by her from the "seat of war." The *status quo* is being maintained till news arrives from the North, and the impression was that there would be no disturbance between China and Japan. The *Takaisago-maru* went down the river next day, on her way, we believe, to Tientsin. The *Yong Pao*, a Chinese gunboat which came into port the day previous to the arrival of the *Takaisago-maru*, also got up steam, and soon after followed the Japanese vessel. It is evident that each side is keeping a watchful eye upon the other. We understand that the *Takaisago-maru*, being a swifter vessel than any of those in commission, has been detached for the conveyance of the Embassy and suite to Nagasaki, on the conclusion of the present negotiations. As the s.s. *Haining* was coming down the Peiho, she was requested to stop between the Taku Forts and Tientsin, to enable a Japanese gentleman, a passenger on board, to visit his Excellency the ambassador, who was in the *Moshinkan*, which also stopped.

A collision of rather a serious nature occurred on the 7th Sept., in which the *Takaisago-maru* and the *John R. Worcester* were concerned. As stated above, when the *Takaisago-maru* left her anchorage she was followed closely by a Chinese gunboat. It would appear that after reaching Gough's Island the Japanese thought proper to anchor there and allow the Chinaman to pass on, which he did, and when the latter got the length of Woosung he anchored right on the bar, no doubt intending to await the movements of the other. Meantime, the *John R. Worcester* had been lying inside the bar, but at high water took a tug to go down river. As she approached the spot where the Chinese gunboat was at anchor, she was overtaken by the *Takaisago*. At the moment the *John R. Worcester*, with tug attached, got abreast of the Chinaman, the *Takaisago*, coming down rather faster than the tug, also got abreast the former, thus bringing them all three on the bar together. The *Takaisago* now starboarded her helm, and ran right into the bow of the *John R. Worcester*, carrying away her bow rails forward of the fore-rigging, stanchions, breaking her rail and cathead, and doing other considerable damage. Surveyors were sent down, and the *J. R. Worcester* was ordered back to Shanghai for repairs, which will probably take from eight to ten days to complete. We are given to understand that the Japanese acknowledge that their vessel was in the wrong. She was in charge of a foreign pilot, but on whom rests the actual responsibility of the mistake which resulted in the catastrophe we have not heard.

The programme of the autumn races, which has now been drawn up, fixes Friday and Saturday, the 30th and 31st October, and Monday 2nd November, as the three regular days of the meeting. Seven events are set down for each day, and among them we notice as new features, on the second day, the Consular Cup, and on the third, the Cosmopolitan.

In the Civil Summary Court, before Mr. Myburg, a case was heard interesting to shipping agents, charterers, and brokers. A Chinaman, Lee-ching-tai, sued Mr. John Morris to recover $45 commission for procuring a charter for the American schooner *Almatia* for a cargo to Tientsin. Defendant did not exactly dispute his liability, but wished to withhold payment for a time for the following reasons:—The water on the Taku Bar is but 12½ feet on an average, and after the schooner had been loaded to the proper draught, the plaintiff caused 800 packages of paper to be put on board, causing her to draw about a foot more. He said he would produce a letter from the charterer, stating his willingness to pay charges for lightening the schooner at Taku, if necessary, to enable her to cross the bar. That letter had not been produced, and the defendant wanted to defer payment until he had received a letter from the captain of the schooner to show whether or not he had got over the bar without lightening the vessel. The cost of lighterage would be more than $45, and the plaintiff's claim was held by way of part security. His Honour said that brokerage became due as soon as a charter was complete, and decided that defendant was not justified in withholding payment.

The usual fortnightly entertainment in connection with the Shanghai Temperance Society has been given at the hall, Hankow Road, Mr. C. P. Blethen, president, in the chair. There was not so numerous an attendance as might have been anticipated from the attractive features of the programme issued. Dr. Macgowan gave an explanation of the modern method of resuscitating apparently drowned persons, and also an account of the famous Red Cross Alliance.

The Chinese paper, the *Hweipao*, has changed its name and to a certain extent its constitution. As an advertisement recently stated, it has come entirely under foreign control, and we hope the change will have broadened and rectified its views on foreign matters. The change of a character in the title alters it from *Hweipao*, "News Circulator," to *Wuipao*, "News Compiler." In fact, having been a "Courier" or "Herald," it has become a "Recorder" or "Journal."

Among the Chinese passengers who arrived from Hankow by the C.M.S.N. steamer *Haiching*, was Ma-fah-loong, a red-button mandarin of some distinction, who was, it is said, well known during the troublous times of a few years ago. He was accompanied by an escort of fifty-eight men, and is on his way to pay his respects to the Emperor.

The Customs steamer *Kuahsing* has returned to port from a four days' cruise, having paid her periodic visit to the lighthouses on the North Saddle, Shaweisham, and Gutzlaff, and to the Tungsha lightship. It is understood she will leave again for a month's work on the buoys in the Yangtsze. There was no foundation for the rumour that the *Kuahsing* had been or was proposed to be brought into requisition for the naval service of the Government. Her duties will simply be in connection with the lights, buoys, and beacons in the Shanghai district.

The Austrian corvette *Friedrich* arrived at Woosung on the 5th Sept., and was detained there for want of water on the Bar

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until the 8th, when she came up river and anchored off the Kinlee-yuen Wharf. The *Friedrich* is a wooden ship, and was built at Venice in 1854-57. She was for years a 16-gun frigate, but the advancement made in the appliances of modern warfare induced the Government to equip her as a 12-gun corvette. Her armament consists of twelve of the best 52-pounder Krupp guns on the maindeck; the only pieces of ordnance on the upper deck being two small brass rifled guns on the forecastle. The small arms, both carbines and pistols, are on the Werndl rifled principle. Her entire length is 207 feet; breadth of beam, 37 feet; horse power, 230; is provided with a steam launch 35 feet long; and her crew consists of 250 men. The *Friedrich* left Pola, in the Adriatic, on a two years' cruise, on the 31st of May last, and came out *vid* the Canal, calling at Aden, Point de Galle, Singapore, Hong Kong, and Amoy, and has had a safe and prosperous voyage. She is commanded by the Ritter von Oesterreicher, who holds the rank of post captain in the Imperial Navy, and who was for seven years, from 1866 to 1873, director of a surveying expedition in the Adriatic, in which some of the officers now serving under him were also engaged. Captain Oesterreicher and his officers are specially commissioned to make scientific collections, and to survey the coast and take soundings in the ocean waters traversed by the corvette. They are also charged to make observations of the transit of Venus on 9th December, for which purpose the ship will repair to Yokohama. All the scientific instruments necessary for this purpose have been brought out. After a short stay at Shanghai the *Friedrich* will visit Japan, Manila, Siam, South America, and Australia.

Mr. Thomas Fawcett, to whose re-arrest we recently referred, went to Chefoo by the *Sin Nanzing*. We hear that Mr. N. J. Hannen has been retained to defend Mr. Fawcett.

The *Shantung*, arrived from Tientsin, brought down fifty-four griffins, in anticipation of the ensuing autumn races. This is, we learn, the largest consignment ever brought by any steamer at one time. Half the lot were put up to auction at the Horse Bazaar on Tuesday. Competition was not very brisk, but twelve ponies were disposed of at an average of Tls. 120 each—the prices ranging from Tls. 100 to Tls. 150.

Mr. Forrest, who has recently officiated at Shanghai as Acting Vice-Consul, took his departure for Ningpo on Monday. Mr. W. G. Stronach has resumed duty here for a short period, but will ultimately be succeeded by Mr. Davenport.

The steamer *Colorado* arrived here on the 7th Sept., with the American mail from San Francisco of August 8. To enable the *Colorado* to leave again without delay for San Francisco with the mails, &c., of the 2nd from Shanghai, the *Costa Rica* left on the 8th Sept. for Hong Kong, while the chartered steamer *Luzon* left the same day with the Shanghai mail, which is expected on the 15th. The *Colorado* would thus be almost ready to receive the mails and cargo despatched from Shanghai on the 2nd, by the time they reached Yokohama.

The *Shanghai Budget* gives the following items of news:—

At a meeting of the subscribers to the Shanghai Library on the 8th Sept. it was announced by Rev. Canon Butcher that the success already reached in promises of support was sufficient to authorise the friends of the library to hope for a prosperous future. In order to enable the exertions now used to obtain subscribers to be continued to completion, the meeting was adjourned to the 28th.

The English section of our Rowing Club having challenged the Scottish members, the latter have decided to accept the gage of friendly battle; and elected Mr. B. A. Clarke their captain. A vigorous vitality in field-sports and athletic exercises is almost as good a reply to Ningpo proclamations and other specimens of Chinese friendliness as volunteering itself.

The *Wan-kwoh-kung-pau*, a Chinese weekly magazine devoted to the diffusion among the Chinese of a "knowledge of the geography, history, civilisation, politics, religion, science, art, industry and general progress of Western countries," commences its seventh volume with its size enlarged to thirty-six pages.

The U.S.S. *Saco* arrived here on the 6th Sept., and is, we hear, to go into dock for the purpose of getting her boilers repaired, &c. We have some general recollection that this gallant ship has spent a good part of her time in various docks before the present occasion.

The Maloo Wanderers and Nondescripts contested the opening match of the season at the Cricket Ground during the last three days, with a result—after a closely fought game—in favour of the latter.

NINGPO.

A correspondent of the *North China Herald* writes from this port under date Sept. 10 as follows:—

Rumours are afloat amongst us of an intended attack on foreigners by Chinghae and Foongwha men, and not a little uneasiness is felt. The position is not altogether a comforable one to be placed in, with rumours such as are now abroad, and not a single foreign vessel in port after four P. M., the departure of the S. S. N. steamer withdrawing even the semblance of protection in the event of an outbreak. However ridiculous it may seem to the good folks in Shanghai that the veterans of Ningpo should feel anxiety on account of rumours of a native outbreak, we will stand the ridicule if you will only send us a gunboat.

It is almost impossible to get reliable information from Chinamen, although self interest points to their keeping us well informed. The answer to all enquiry is, "We are told not to talk about it." This looks as if the native authorities themselves are slightly apprehensive. We know there is great uneasiness amongst Chinamen, disturbances amongst the hill people, and a strong probability of a rising, if war with Japan is declared. A Church dignitary was surprised last Sunday by the absence of nearly all his flock. The reply to his enquiry as to the reason was, "You had better not go to church; in fact, mix as little as possible with foreigners just at present." We see a great many Chinese soldiers moving round, more especially late at nights, which is quite an unusual occurrence. No doubt they are on the alert for keeping the peace, but we do not trust them too much. Another placard on the East Gate this morning; getting nearer and nearer. I really begin to believe there is something in it.

HONG KONG.

Our advices by the present mail extend to the 19th September; the P. and O. mail from London Aug. 7 was received on the 13th September. The following items of news are from the *Hong Kong Daily Press*:—

The *Independent* states that a regatta will take place at Macao in honour of the Prince of Portugal's birthday. The same paper states that a very beautiful drama, entitled *Lucresia Borgia* will be given at the Lusitano theatre by the Portuguese Amateurs on the 3rd October.

The Calcutta Portuguese, named R. A. Rozario, who gave evidence in the *Spark* tragedy case, to the effect that he went on his knees in his cabin to three Chinese who threatened his life, whilst other Chinese were murdering the captain, complained to Mr. May yesterday that in consequence of his giving evidence he had been told by Captain G. U. Sands that his services were not required any longer. He was now, in consequence, on his own resources, and would have to pay his own expenses till the case was finished in the Supreme Court. Mr. May told him that he did not think that it was in consequence of giving evidence that he was discharged. It was doubtless for reasons he ought himself to know, but which Captain Sands did not think proper to state. However, his expenses would be paid till he was finished with.

Miss Carry George's dramatic company appeared in Robertson's well-known comedy *School*, which was given throughout with much spirit and effect. The majority of the actors and actresses are already known in Hong Kong in this piece, but it was received with evident enjoyment by the audience. Mr. Herberte as Krux was greatly admired, his doleful comicality keeping the audience in roars of laughter throughout. Miss Carry George as the sprightly Naomi Tighe was also much admired, while Mr. Taylor displayed his well-known talents as a comic actor to great advantage in Dr. Sutcliffe. Miss Norman, as Bella, acted in a pleasing and simple manner, especially in the last scene, where she is introduced as Lady Beaufort.

The *Foochow Herald* states that the Arsenal is again in full working order, and that several of the former foreign *employés* have been taken on again and others are about to be re-engaged. The *Kestrel* was to leave on the 12th instant, for Tamsui, and it was understood that on her return she would be stationed off the Settlement at Foochow.

THE JAPANESE IN FORMOSA.

(DAILY PRESS CORRESPONDENT.)

TAKAO, SEPT. 11.

We have been a whole month without any means of direct communication with Amoy; and for the present opportunity of sending our mails we are indebted to a British man-of-war.

During the latter part of last month Captain Cassell passed through Takao with a party of Japanese, on his way to Taiwanfoo, where he had some official business connected with the expedition. It is understood that he went there in the hope of meeting M. Giquel, who, however, happened not to be at Taiwanfoo. He therefore had to return to Langkiaou without effecting anything. The *Delta* has made periodical trips to Langkiaou, and has brought a few more men, either soldiers or coolies, but not enough to make a noticeable addition to those already on the spot. The health of the troops there has been exceedingly good, and the number of deaths has been very small. There have been some cases of intermittent fever, but fewer than one would expect during an unusually wet summer in Formosa. Both the American gentlemen connected with the expedition have suffered severely.

The Customs cruiser *Ling Fung* has paid us a short visit, after which she departed for the Pescadores. She is to remain there for some length of time, for the purpose of instructing and drilling the officers and sailors of the Foochow men-of-war. It is commonly reported that the sailors and some of the officers of the Foochow fleet are good seamen, but that they know nothing about fighting their ships, and are unaccustomed to the strict discipline which is considered necessary for a European navy.

On the 25th of last month seven Chinese steamers arrived, with four thousand troops, from Chinkiang. Four of the vessels were Shanghai men-of-war, and the other three were borrowed from the Chinese

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Steam Navigation Company. A Japanese corvette, which had been in the Pescadores, accompanied them from there, and anchored there for some hours; after which she went on to Langkiaou. The ships were all too large to come inside, but, fortunately meeting with fine weather, landed the troops, ammunitions, treasure, &c., on board very rapidly by means of two small Chinese steamers, formerly called the *Volunteer* and the *Island Queen*, and the foreign tug-steamer *Taiwan*, belonging to this port. A small quantity of horses and mules came in the steamer, but it is not intended to bring over any cavalry. A large number of the soldiers were encamped here for two or three days before moving to their present camps, a few miles inland. They gave some trouble to foreigners, chiefly by borrowing foreign-owned cargo-boats and sampans in the same unceremonious way that they took those of the Chinese. But no serious trouble occurred; and both the local and the military mandarins were perfectly ready to attend to any complaints brought before them. The first day was spent by the native boatmen in pulling crowded sampans forwards and backwards across the harbour, for which they got no pay. Finding this unpleasant and unprofitable, many of them disappeared in the night with their oars, leaving their sampans on the shore, in some cases with a plank taken out of the bottom. The military officers, on the other hand, retaliated by opening a store for oars and masts, and whenever they got hold of a boat which they did not want at the moment, they appropriated its oars for future use. The departure of these soldiers was not only a welcome, but a very interesting sight. The lines of crowded tents were all standing, and apparently no preparations were being made for moving, when, at a given signal, tents were struck, bedding rolled, and the men with their baggage all marched off in less than a quarter of a hour.

These troops embarked at Chinkiang, but had marched there overland from Seuchow, a town in the extreme North of the Province of Kiangsoo, on the South bank of the old course of the Yellow River. There are fourteen thousand more coming from the same place, all formerly belonging to the Victorious Army, at the head of which Le Hung-chang made his reputation fighting against the Taipings. These are all foreign armed; but while some carry breech-loaders, some have muzzle-loading rifles, and others only muskets made in the Chinese Arsenals. They are said to be, to some extent, foreign drilled. Their commander, General Tang, has already arrived. He is considered by the Chinese to be a brave soldier, and took part in many sieges and battles in the neighbourhood of Shanghai and Soochow during the Taiping rebellion. He had twenty-four thousand men under his command in Kiangsoo; and being only a little over forty years old, he is a young man for his high position. Those of the soldiers that I have seen are large and well made men; but their Chinese uniform gives them a very unmilitary appearance.

Two or three members of the Customs' outdoor staff, old soldiers I presume, have arrived at Taiwanfoo to act as drill instructors. I am told that there are soldiers stationed at all the gates of Taiwanfoo, and that for the future no stranger will be allowed to enter unless he can satisfy the guard that he is not a Japanese.

SIAM.

—o—

BANGKOK.

Our advices by this opportunity extend to Sept. 22. The *Siam Daily Advertiser* has the following account of the ceremonies to be observed in honour of the King's birthday :—

The anniversary of the birthday of H.M. the Supreme King of Siam, following the position of the Sun in the Signs of the Zodiac, will occur as usual this year on the 21st of Sept., and the ceremonies of its celebration will be as usual.

On Saturday, the 19th inst., the ceremonies will commence as follows :—That night there will be an illumination. In the palace a Buddhistic homily will be delivered.

On Sunday, the 20th, in the forenoon, a Buddhistic homily will be delivered. In the afternoon sixty Buddhist priests will perform their religious incantations.

On Monday, the 21st, in the forenoon, Buddhist priests will receive from H.M. their morning meal. At the propitious moment H.M. will enter and receive the coronation bath. Precisely at noon H.M. will ascend the throne, when the Princes, nobles, and Government officials will be in sessions in their respective places in solemn audience. H.R.H. Prince Taawate-wacharin, and H.E. Chow P'raya Tamahtekaum-nah-te-baudee, will bow and present congratulatory addresses on the anniversary of H.M.'s birthday. After H.M. has retired, during the afternoon of that day the usual ceremonies to the throne will be performed.

On the 21st the military on land and the vessels of the Royal Navy will fire salutes of twenty-one guns three times, as usual.

All Government officials, great and small, will assemble in the Taung-praong and at the building Keng-wararahch-sap'ahp'irom as herein set forth. During the day those who will have an audience to offer their congratulations will wear their overcoats, belts, and usual panung, holding their flowers and candles, and perform their usual tokens of respect.

On the 22nd there will be two Budhhistic homilies.

On the 27th, during the afternoon, twenty-two priests will rehearse their incantations in the throne-room Paisahn-t'aksin; on the following day the priests will receive their forenoon meal, and in the afternoon the lighted tapers will be passed around in honour of the idols, as a Royal birthday ceremony. At night there will be a Buddhistic homily. The proper authorities will make the necessary arrangements for the performance of these rites without fail.

The oath to be taken by the members of the Privy Council includes the following clause :—"Or if any one meditates evil against H. M. P'ra-bah-som-detch-pr'a Chula Chaum Klaw, the King, for whatever cause, we will resist that person, even unto death."

This is a very prominent and important item, as it binds all the members of the Privy Council to defend the person of H.M. the Supreme King, at all hazards. Their influence, their power, their fortunes, their lives, their sacred honour must all be sacrificed, if the defence, protection, and safety of the person of H.M. the Supreme King renders it imperative.

The King has conferred the decorations of the Order Busopmahlah upon Mr. Henry Schuren, a photographer. A meeting of the Council of State was held on the 8th of Sept. The King has made several grants of Government land. His Majesty has directed the officers of the gold treasury to prepare as insignia of rank a gold stand and a gold teapot, to be given in exchange for a gold betel box, a gold goblet, to H.E. P'raya-samutta-Buranuraks, the Governor of Paknam, for diligent, persevering and unexceptionable performance of his official duties in the Foreign and Home Departments.

On the 28th ceremonies in honour of Buddhist idols will be performed.

There will be a Conversazione and Loan Exhibition of Works of Art in honour of the King's birthday.

A beautifully-modelled vessel has just been launched from the ship building-yard of Messrs. D. Maclean and Company. This vessel, when finished, will be the property of the Governor of Pungna, and is intended to convey the productions of the mining operations of that place to the nearest markets, to protect which against piratical attacks she will be equipped with six guns of good calibre—three on each side.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The present mail brings advices from this port to the 26th September; no later mail from London had arrived out on the 19th Sept. The following summary of news is from the *Straits Times* :—

The question of a railway to New Harbour, which had been allowed for a time to rest, has been again revived in a paper laid before the Legislative Council on the 7th, in support of which the Hon. W. R. Scott gave notice that he should question the Government on the 28th instant. These letters prove, as surmised some time ago, that the directors of the P. and O. Company have come forward as the mouthpiece of others more interested than themselves, in an endeavour to induce the Secretary of State to override the decision of the Legislative Council and the voice of public opinion here, and to order the expenditure of our colonial funds upon a railway that is wanted, not by the public here, who are quite content to have their merchandise shipped and landed nearer town, but by the owners of wharves at the far end of New Harbour, who think the railway would enable them to catch some of the wharfage business that now goes to other wharves, and by a few landowners who expect compensation or an increase in the value of their property. As, however, both the public and those directly interested are convinced the undertaking will not pay, and therefore will not spend their money on it, and failing to induce the investment of other people's money in a scheme of so doubtful financial success, the bold idea has been seized of getting the railway made by Government, and every expedient is resorted to, and every possible argument advanced, to accomplish this desired end.

The performance of the Bijou Troupe at the Town Hall was very well attended. The first parts of the entertainment were not so attractive as expected, the singing especially being below the mark. Mr. E. Smith executed some unusually clever tricks of legerdemain, after the manner of the Japanese sleight-of-hand performers. The disappointment with regard to the music was, however, more than compensated for by the excellence of the same actresses in the ballet. Miss Alice St. Clair, and Miss Jessie Beatrice, the two *danseuses* of the company, went through their character dances with great taste, and the *pas de troix*, in which Miss Bessie Lynch appeared with them, was very gracefully executed. The third part of the entertainment, consisting of classical groupings of living statues, was very effective—the groups being arranged with great taste and skill—and was altogether the most pleasing part of the entertainment. The only departure from the programme was the substitution of the piano for the cornet solo, but had the Town Hall piano been in a little better tune no doubt the audience would have better appreciated the artist's whim. The same programme will be repeated, and there is to be an entire change.

The steamer *Sri Sarawak* returned to this port from Malacca, whither she had gone to convey the Chief Justice in time to hold the Assizes, she having, we hear, been chartered for that purpose for the lump sum of $650.

Robberies are getting rife again. In addition to two or three petty cases of theft from dwelling houses that have come to our

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knowledge, during the week the house of an Arab named Shaik Abdullah Baygeree, living near the junction of Tanjong Pagar and Neil Roads, was burglariously entered and robbed of a box containing a considerable number of bank notes and a number of valuable papers, which, while entailing serious loss upon the owner, will be of no value whatever to the thief.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

SHANGHAI.—Black: There had been a good demand for Congou—the better classes continuing most in request at about last mail's rates. There were not many buyers of common grades, and purchases could be made at Tls. 16 to 17, which would be Tls. 1 under last quotations. Arrivals had been very moderate. Settlements, 19,187 chests at Tls. 16½ to 23½. Stock, 20,500 chests. Green: Teamen had accepted a reduction of about Tls. 2 on both Fychow and Moyune kinds, and considerable settlements had been made. Rather more attention was being paid to Pingsueys, at unchanged prices. Settlements, Fychow and Moyune, 20,357 ½-chests at Tls. 32 to 50; Pingsueys, 7,518 ½-chests at Tls. 23 to 41; total, 27,875 ½-chests. Stock, 62,500 ½-chests. Export to date to Great Britain (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	53,885,531 lbs.	against	48,046,361 lbs.
Green	3,363,675 „	„	5,355,634 „
	57,249,206		53,401,995

FOOCHOW.—The Chamber of Commerce report says:—Considerable activity has again prevailed, a large business having been transacted in all descriptions. Congou: Settlements, 29,450 chests at Tls. 4½ to Tls. 22½, and Tls. 24 to Tls. 26 for boxes. The demand has run principally on fair common to flavoury kinds, rates for which have been fully maintained, with a hardening tendency for good common sorts. Arrivals, 23,500 chests. Souchong: Settlements, 1,700 chests, at Tls. 15 to Tls. 34. Teamen have shown more disposition to sell. Arrivals, nil. The following are the current quotations, duty paid:—Common to fair, 11⅜d. to 1s. 1½d.; medium to fine, 1s. 2¾d. to 1s. 7¼d.; finest, 1s. 8¼d. to 1s. 11½d. Oolong: Settlements, 1,700 half-chests at Tls. 19 to Tls. 21¾, consisting principally of Formosan kinds. 2,000 half-chests have been shipped to America via Amoy, the prices of which are not yet reported. Arrivals, 2,900 half-chests. Scented Teas: Settlements, 4,300 boxes at Tls. 18⅜ to Tls. 20½ for Orange Pekoe, and Tls. 18½ to Tls 19¾ for Capers. Arrivals, 3,800 boxes. Current quotations, duty paid:—Good common to fair, 1s. 2¾d. to 1s. 3¾d.; medium to fine, 1s. 4½d. to 1s. 7d. Flowery Pekoe: Settlements, 70 chests at Tls. 30. Arrivals, nil. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 32,757,742 lbs., against 31,764,981 lbs. at the same time last year. To America, 154,936 lbs., against nil. To the Colonies, 9,707,376 lbs., against 8,931,809 lbs. last year.

SILK.

SHANGHAI.—A large business had been transacted during the week, estimated at 3,000 bales, increasing total settlements from 1st June to date to 35,000 bales, against 26,500 bales last year, and 32,000 bales the previous season. Prices paid had been very irregular, especially for market Tsatlees and medium to common re-reeled Hainings, which classes showed an advance varying from Tls. 10 to 20 per picul on rates ruling last week. Blue Elephant and Silks bearing equally well-known chop papers were reported to have been taken at Tls. 10 to 15 per picul higher, but best chop Tsatlees showed little change. Amongst the most notable settlements reported are:—Gold Lion Nos. 1, 2, 3, and 4, at Tls. 365, 345, 325, and 305 per picul; Blue Elephant, and Yellow ditto, at Tls. 320 and 295 per picul; Dancing Bear, Nos. 1, 2, and 3, at Tls. 330, 310, and 290 per picul; Beautiful Woman, No. 2, at Tls. 317½ per picul; Pagado, No. 2, at Tls. 315 per picul; Blue Peacock, Zin-ling, at Tls. 315 per picul; Peony Ung-teh, at Tls. 295 per picul; Pah-hock and Pah-ling, at Tls. 277½ and 257½ per picul; Van-shen and Chay-shen, at Tls. 247½ to 267½ per picul; Common Tsatlees, at Tls. 230 to 250 per picul; Chin-yuen-sings Gna-ling Taysaam, at Tls. 300 per picul; Market Kahing Taysaams at Tls. 225 to 260 per picul; 9/12 moss Taysaams (common), at Tls. 205 to 215 per picul; Skeins (Laeyangs ditto), at Tls. 195 to 210 per picul; Pang-e-Tai's chop Hainings, at Tls. 310 to 330 per picul; Re-reeled Hainings (Market-classes), at Tls. 310 to 340 per picul. Arrivals during the week had not exceeded 3,000 bales, and the unsold stock was estimated at 12,000 to 13,000 bales.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company ...	100	100	144	12 p.c.
Shanghai S.N. Company ...	100	100	90	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	70	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000	$200	$525	12 p.c.
North China Insurance Co. ...	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	10	...
Union S.N. Company	100	100	17	12 p.c.
Yangtsze Ins. Association ...	500	500	655	15 p.c.
Union Insurance Society ...	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited) ...	1,000	1,000	1,750	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.81	12 p.c.
Victoria Fire Insurance Co. ...	$500	$100	$120	12 p.c.
China Fire Insurance Co. ...	500	100	131	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Sept. 11, 1874	57331789	33819736	401603	11608810	103191888	17249
From June 1, 1873, to Sept. 11, 1873	54273657	28744992	—	9392748	93411397	20804

Shipments since last report, and included in above total:—

Aug. 21	per Lothair	From Shanghai	...	1,139,056	
— 22	... Peking (str.)	... Shanghai, &c.	...	961,934	842
— 22	... Glenroy (str.)	... Shanghai	...	2,056,961	
— 22	... Historian (str.)	... Foochow	...	2,046,161	
— 25	... Lord of the Isles (str.)	... Canton	...	88,216	
— 25	... Leucadia	... Shanghai	...	1,293,823	
— 27	... Singtai	... Canton	...	401,960	
— 29	... Anadyr (str.)	... Shanghai, &c.	...	495,197	653
— 29	... Hector (str.)	... Do.	...	1,357,286	
— 31	... Wylo (str.)	... Shanghai	...	1,185,524	

TO THE CONTINENT.

	Bales.
From June 1, 1874, to Sept. 11, 1874	3913833	13481
Do. do. 1873, to Sept. 11, 1873	4935437	7214

Shipments since last report, and included in above total:—

Aug. 23	per Peking (str.)	From Shanghai, &c.	...	—	1,056
— 30	... Anadyr (str.)	... Do.	...	—	1,852

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to Sept. 11, 1874	16093432	1918
Do. do. 1873, to Sept. 11, 1873	6403541	2059

Shipments since last report, and included in above total:—

July 21	per Luna (str.)	From Hiogo	...	499,784	
— 21	... Benefactor	... Do.	...	33,304	
— 26	... Bengal (str.)	... Do.	...	342,333	
Aug. 14	... Great Republic (str.)	... Yokohama	...	457,987	
— 18	... Vancouver (str.)	... Do.	...	471,708	
— 19	... Bengal (str.)	... Amoy	...	364,718	
— 21	... Pleiades (str.)	... Shanghai	...	1,570,613	84
— 23	... Colima (str.)	... Yokohama	...	446,957	17
— 25	... Oregonian (str.)	... Do.	...	182,790	
— 29	... Peking (str.)	... Amoy	...	276,160	
— 29	... Hector (str.)	... Shanghai	...	—	5
— 30	... Anadyr	... Do.	...	—	20
Sept. 1	... Killarney	... Do.	...	1,153,350	101
— 2	... Nevada (str.)	... Do.	...	397,033	347
— 3	... Vasco de Gama (str.)	... Hong Kong	...	78,249	193
— 8	... J. F. Pearson	... Canton	...	27,934	
— 9	... Rifleman	... Hong Kong	...	113,730	

TO AUSTRALIA.

From June 1, 1874, to Sept. 11, 1874	9,124,356
Do. do. 1873, to Sept. 11, 1873	9,023,549

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	33,318
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,440
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,959,850	51,319
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,263	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,589,630	47,373

* Including the Continent.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo-lbs.
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 17 ...	Sir Lancelot	„ ...	1,149,957
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale	„ ...	980,788
„ 6 ..	Glamis Castle (str.) ...	„ ...	2,340,580
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ..	Norham Castle	„ ...	1,010,045
„ 21 ...	Lothair	„ ...	1,132,056
„ 25 ...	Leucadia	„ ...	1,293,823
„ 29 ...	Hector (str.)	„ ...	1,357,286
Sept. 1 ...	Wylo	„ ...	1,185,524
„ 6 ...	Mirzapore (str.)	„ ...	2,000,000
„ — ...	Bokhara (str.)	„ ...	900,000
Oct. 21 ...	Hallow'een	„ ...	—
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
Sept. 1 ...	Glengyle (str.	„ ...	1,700,000
„ 12 ...	Undine	„ ...	1,103,000
Aug. 1 ...	Golden Spur	Canton ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 25 ...	Lord of the Isles... ...	„ ...	88,216
„ 27 ...	Singtai	„ ...	401,960

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 3¼d. to 4s. 2¼d.	4s. 2¼d.	4s. 2¼d.
Shanghai „	5s. 8¼d. to 5s. 8¾d.	5s. 9¼d.	5s. 9¼d.
Canton „ ...			
Hong Kong „ ...	4s. 1¾d.	4s. 2d.	4s. 2d.
Macao „ ...			
Singapore „	4s. 2¼d.	4s. 2¼d.	4s. 2¼d.
Manila „	4s. 0d. to 4s. 0¼d.	4s. 0¼d. to 4s. 0¼d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	221
„ Hong Kong	27⅞ to 27¼ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	„ 73.6.5	¾ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 7 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $21 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9¼d., at Hong Kong 4s. 2¼d., at Batavia F.11.75, at Manila 4s. 0¼d., at Singapore, 4s. 2¼d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.--From Liverpool, Sept. 5, Diomed (str.).

At HONG KONG and CANTON.—From London, Oct. 24, J. C. Munro; from Hamburg, Caranjah.

At MANILA.—From Glasgow, Sept. 2, Cosmopolyta.

At SINGAPORE.—From Glasgow, Sept. 24, Bacalod.

At PENANG.—From London, Oct. 23, Excelsior.

At BATAVIA.—From London, Oct. 24, Eme.

DEPARTURES.

From SHANGHAI.—For London, Sept. 5, Joseph Dodds (str.); 6, Lotus (str.); 10, Glengyle (str.); Oct. 21, Halloween.

From FOOCHOW.—For London, Sept. 12, Undine.

From HONG KONG and CANTON.—For New York, Sept. 16, Juan F. Pearson.

From MANILA.—For London, Sept. 11, Scawfell; for Liverpool, 8, Grand Master; 11, Buenaventura; via Cadiz, for Channel, 7, Lizzie Iredale; for New York, 5, Westminster; 6, Otac Miho; for Boston, 7, Hooghly.

From SINGAPORE.—For London, Sept. 24, Joseph Dodds (str.).

CASUALTIES.

BATAVIA, Sept. 23.—The Sea Belle, Goggin, sailed hence, Sept. 11, for New York, via Padang, with sugar and a small quantity of coffee, but got ashore the same night on the Agenutin group, to the north of this place; she was floated after some cargo had been shifted, and was towed here, making five inches water per hour; surveyors have recommended her to discharge and go into dock.

MANILA, Sept. 15.—The Avenir (French str.), Angosto, arrived here, Sept. 2, and has been seized by the Government.

ZEBU, Aug. 31.—The Ida (barq.), of Shields, Thorburn, from Saigon to this port, with rice, struck on a reef on the coast of Mactan, Aug. 29, thumped heavily, and, as she began to fill, was left by the crew, who have arrived here. Sept. 8.—The Ida has become a total wreck; about 1,600 bags rice have been saved, and the vessel as far as possible stripped; the effects saved, and the hull of the vessel as it lies will be offered for sale to-morrow.

SHANGHAI, Sept. 12.—The Takaisago Maru (late Delta) came in collision with the John R. Worcester (ship), near the Woosung bar; both ships were outward bound, the latter vessel with a full cargo of tea, &c., for New York; she had her bulwarks, cathead rail, and fourteen stanchions carried away on the starboard bow, and two planks aft by the main rigging just below covering board badly cut into, and has come back into port for repairs, which it is expected will be completed by the end of next week, the Japanese paying all expenses. The St. Aubin (French ship) has been stripped, caulked, and remetalled, and is ready to be taken out of dock. The Diomed (s.) in leaving yesterday came in collision with the Hochung (s.), on the Woosung bar, but without much damage, although the latter vessel was put on shore for a short time. [The Diomed (s.) has arrived in the Suez Canal.]

FREIGHTS.

The steamer *Cawdor Castle* is loading at Shanghai at 70s. Rates by sailing vessels are the same.

LATEST TELEGRAMS.

THE STRAITS SETTLEMENTS.

SINGAPORE, OCT. 27.—The Rajahs Mahdee and Mamand, of Salangore, have arrived here, and submitted themselves unconditionally to Sir Andrew Clarke's authority.

THE WAR IN ATCHIN.

SINGAPORE, OCT. 28.—Reports received here through Dutch sources state that the Atchinese are increasing in strength and audacity.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, OCT. 29.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, arrived here at 2 A.M. to-day.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, OCT. 27.—The P. and O. Company's steamer Mirzapore, with the India, China, and Australian (Heavy) mails, left at 9 P.M. for Southampton, where she may be expected on Sunday morning, 1st prox.

INWARD MAIL DUE NOVEMBER 16.—ADEN, OCT. 28.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Suez and Marseilles.

INWARD MAIL DUE NOVEMBER 23.—GALLE, OCT. 30.—The P. and O. steamer Travancore, from China, arrived here to-day, and the Khiva will leave for Suez to-morrow. Specie £429,000.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—GIBRALTAR, OCT. 27.—The P. and O. Company's steamer Peshawur (from Southampton, October 22), arrived at 7, and leaves at 11 A.M. for Port Said. Experiened fine weather. All well.

COMMERCIAL POSTSCRIPT.

TEA.—Messrs. Layton and Co. sold 5,294 packages without reserve. During the past week a large quantity of green tea has been forced off at auction, and it is therefore not surprising that the market should have given way. The prices paid for the above show a reduction of about 2d. per lb. on those current early in the week, and on some lines, notably Imperial and No. 2 Gunpowder, even more. Canton tea has also fallen in value, "new make" Congou especially selling under recent quotations.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Oct. 30, at London, from Singapore, Duke; from Bassein, Irawaddy (str.); 29, off Dungeness, from Java, for Amsterdam, Prinses Amalie (str.).

DEPARTURES.—Oct. 28, from London, for Singapore and Saigon (via Pauillac), Gunga (str.); for Singapore (via Cardiff), Brisbane; 29, for Singapore and Japan, Calabar (str.); 28, from Southampton, for Java, Sumatra (str.); 27, from Newport, for Singapore, Bristolian; from Penarth, for Singapore, Selimo; 16, from San Francisco, for Hong Kong, Malay; from New York, for Anjer, Endeavour; 29, from Liverpool, for Galle, Gloamin; for Singapore, Cleopatra; 30, from London, for Foochow, Zoroya; for Shanghai, Belted Will; from Liverpool, for Singapore, China, &c., Ajax (str.); from Glasgow, for Singapore, &c., (via London), Fleurs Castle (str.); 29, from Newcastle, for Singapore, Prosperina; 30, from Sunderland, for Batavia, Argo; for Singapore, Our Annie; 4, from Rio Janeiro, for Batavia, Nett Merryman; Sept. 28, from Buenos Ayres, for Batavia, Cornelis Smit; 26, Mendoza.

SPOKEN.—Dorothy, Japan to London, Aug. 5, 34 S., 25 E.

MISCELLANEOUS.—At Port Said, Oct. 29, Bertha (str.), Duke of Sutherland (str.), from London to Colombo, &c.; at Suez, Oct. 29, from China, &c., for London, Glengyle (str.).

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAYLEY—On the 18th Sept., the wife of Richard Cayley, Puisne Judge of the Supreme Court of Ceylon, at Colombo, of a daughter.

FEARON—On the 6th Sept., at Shanghai, Mrs. R. I. Fearon, of a son.

GARNIER—On the 24th Oct., at Hornsey, the wife of Commander Keppel Garnier, Royal Navy, of a son.

JAMIESON—On the 11th Sept., at Shanghai, the wife of G. Jamieson, of H. M. Consular Service, of a daughter.

MACKIE—On the 23rd Sept., at Penang, the wife of F. Watson Mackie, of a son.

RÖSING—On the 29th Oct., at Melrose, Sydenham-rise, Forest-hill, Mrs. Ferdinand Rösing, of a son.

SHIPMAN—On the 25th Oct., at 49, St. Augustine's-road, Camden-square, N.W., Mrs. William Shipman, of a daughter.

SWABY—On the 7th Sept., at Osaka, the wife of Louis Swaby, of a son.

TIDMAN—On the 24th Oct., at Priory Lodge, Lee, Kent, the wife of Robert Vaughan Tidman, of a daughter.

MARRIAGES.

WILSON-KELLOCK.—On the 1st Oct., at Igatpurie, Bombay Presidency, by the Rev. R. Squires, assisted by the Rev. T. Carfield, Captain William Henry Wilson, Bombay Staff Corps, to Minnie Gordon, younger daughter of the late A. D. Kellock, Commander P. and O. Company's Service.

DEATHS.

BAKER—On the 18th Oct., at Bedford-street, Liverpool, Robert Baker, late of Singapore.

KNOWLTON—On the 10th Sept., at Ningpo, Rev. M. J. Knowlton, D.D., aged 46, twenty years Missionary to China.

REEVES—On the 4th Sept., at Ningpo, George Henry, the beloved child of George and Diana Reeves.

SCHIFF—On the 27th Oct., at Bellevue, Uhlenhorst, Hamburg, Leopold Schiff, late of Trieste, in his 78th year.

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Naval and Military.

The Audacious, 14, double-screw ironclad, Captain P. H. Colomb, bearing the flag of Vice-Admiral A. P. Ryder, the newly-appointed Commander-in-Chief on the China Station, sailed on the 28th ult., via Suez Canal, for Singapore and Hong Kong. The following is a complete list of the officers of the Audacious :—

Vice-Admiral, A. P. Ryder ; Flag-Lieutenant, A. F. St. Clare ; Secretary, Thomas H. L. Bowling ; Clerk, not yet appointed : Captain, P. H. Colomb ; Commander, C. A. G. Bridge ; Lieutenants, W. McF. Castle, H. J. G. Garbett, the Hon. F. R. Sandilands, J. E. C. Goodrich, W. S. P. Graves ; Staff-Commander, F. A. Johnston ; Lieutenant, Marine Artillery, E. R. M. Crooke ; Chaplain, the Rev. C. J. Corfe, B.A.; Staff-Surgeon, F. W. Davis; Paymaster, W. T. Richards ; Chief-Engineer, C. P. Turner ; Naval Instructor, J. R. Clark, M.A. ; Sub-Lieutenants, A. R. M. Creagh, F. S. Ommaney, P. H. E. Hungerford, C. G. Dicken, W. W. Madden ; Navigating-Sub-Lieutenant, H. Brayn ; Surgeons, W. H. Stewart, M.B. ; E. H. Saunders, H. B. Collins ; Assistant-Paymaster, C. Topping ; Engineers, J. Hird, C. G. Muller, F. S. Turner, W. H. White, R. Young, E. J. Huysman, G. Fabian; Gunner (first-class), R. Kitchener ; Boatswain (first-class), S. Ross ; Carpenter (first-class), T. Renyard ; Midshipmen, the Hon. S. J. Fortescue, F. F. Fegen, F. J. Stuart Wortley, E. B. Cleeve, A. H. Oliver, H. N. Thompson, F. S. Sieveking, F. J. Thring, C. E. Baxter, C. S. Smith, W. G. Stewart ; Naval Cadets, A. Dodgson, J. Martin, H. V. Hart, H. T. C. Knox, A. Barry, T. P. Coode, F. A. Garforth, C. H. Dundas ; Assistant-Engineer (first-class), H. E. Wingfield ; Assistant-Engineers (second-class), J. H. D. Johnson, W. H. Marshall (acting), E. Little, J. W. Bennington (acting), T. Agnew ; Clerk, G. Hyde.

Captain C. H. Brooke, of the first battalion of the 15th Regiment, has proceeded to China to take the appointment of Brigade-Major from Captain S. G. Huskisson, of the 80th Regiment, who has been acting temporarily.

The Egeria, composite sloop of 4 guns, 894(727) tons burthen, 720 (120) horse power, will be commissioned at Devonport this week by Commander Ralph L. Turton (1871), late of the Favorite, for the China station.

The reinforcements for the 57th Regiment, stationed at Colombo, details of which were given in our last issue, embarked on board the steamer Quang-se at Gravesend on the 28th ult.

ARMY EDUCATION IN THE FAR EAST.

A return, showing the certificates of education in possession of the Army on the 1st of January, 1874, has just been published. In the 80th Regiment, stationed at Hong Kong, there were 847 non-commissioned officers and men. One sergeant held a first-class certificate ; 13 sergeants, 20 corporals, 31 privates, and 5 musicians, &c., held second-class certificates ; 4 sergeants, 14 corporals, 65 privates, and 3 musicians, &c., held third-class certificates ; 64 privates, and 3 musicians, &c., held fourth-class certificates, making a total of 223 certificates. In the first battalion of the 10th Regiment, stationed at Singapore, there were 858 non-commissioned officers and men. Four sergeants, 2 corporals, and 6 privates held first-class certificates ; 15 sergeants, 10 corporals, 49 privates, and 5 musicians, &c., held second-class certificates ; 13 corporals, 75 privates, and 6 musicians, &c., held third-class certificates ; 1 sergeant, 2 corporals, 141 privates, and 3 musicians, &c., held fourth-class, making a total of 332 certificates in the regiment. In the 57th Regiment, stationed in Ceylon, there were 773 non-commissioned officers and men. Not one held a first-class certificate ; 8 sergeants, 7 corporals, 4 privates, and 1 musician held second-class certificates ; 1 sergeant, 18 corporals, 25 privates, and 8 musicians held third-class certificates ; and 1 corporal, 16 privates, and 4 musicians held fourth-class certificates, making a total of 93 certificates in the regiment. From the second brigade of Royal Artillery, now stationed in Ceylon, no correct return has been received.

From another return it appears that in the garrison library at Hong Kong there were on the 31st of December last 2,320 volumes, and that the issues during the year had been 3,500, showing a decrease as compared with the previous year, of 581 volumes and 2,300 issues. In the library at Singapore there were, on the 31st of December, 620 volumes, and there had been 8,253 issues during the year. Here there had been a decrease of 94 volumes, but an increase of 2,399 issues. In the garrison library at Colombo there were, on the 31st of December, 3,657, and the issues during the year numbered 4,880. There were, therefore, 82 volumes less, and 5,447 issues less than in 1872. In the library of the Royal Artillery at Colombo there were 461 volumes, the same as in the preceding year, and 818 issues, an excess of 474 compared with 1872.

PRESENTATION TO MRS. WHEATLEY.—The North London papers give long reports of a social meeting held at Salter's Hall Chapel on the 21st ult., at which a handsome marble dining-room clock, and a silver tea and coffee service were presented to Mrs. Wheatley (*née* Miss Hobson), on the occasion of her marriage with Mr. Edmund Wheatley, from China. From the speeches delivered it was evident that Mrs. Wheatley had been the means of accomplishing an immense amount of good in connection with the schools and other institutions of Salter's Hall Chapel.

THE Pacific Mail Company's steamer *City of Tokio* was to leave New York on 26th October for San Francisco, to take her place on the China line.

The German steam corvette Hertha, Capt. Knorr, left Kiel on the 28th ult. for a two years' cruise in the East. She will first touch at Plymouth.

CONSULAR JURISDICTION.

The subject of Consular jurisdiction which we discussed in our columns a short time since, has now had the attention of the Austrian Government. A correspondent of *The Times* at Vienna writes: —Among the Bills presented by the Government to the Upper House is one relating to the transformation of the Consulate jurisdiction in Egypt. You may remember that negotiations have been carried on with reference to this subject between the Egyptian Government and the Powers interested as well as between these Powers themselves since 1869. It was at the opening of the Suez Canal, which promised to give a new impulse to commercial relations with Egypt, that the matter was taken in hand, and a mixed Commission went down to draw up a plan according to which the exceptional jurisdiction reserved to foreigners by the Capitulation was to be modified so as to be better adapted to present wants. However well founded the complaints of the Egyptian Government have been about the partiality often shown by the Consular Courts, the idea of confiding the interests of European subjects to the native tribunals was dismissed at once as impracticable. The cure would have been worse than the malady. The work of the Commission was a compromise recommending mixed tribunals composed of Judges appointed one-half by the Egyptian Government. There are to be two Tribunals, one judging in the First Instance and the other of Appeal. As the Tribunal of the First Instance will, owing to the large quantity of business, form two Courts, each of the Powers is to appoint to it two members, while to the Tribunal of Appeal they are to name one member and a Judge-Advocate, the other half of the Court being in each case named by the Egyptian Government. The Presidency of the Court is to go by rotation. The competency of these Tribunals is to extend to all claims between European subjects and Natives in Civil causes. As regards criminal jurisdiction. the Courts are only to exercise it in the case of offences committed within the precincts of the Court. As a guide to the Court, a code has been drawn up by the Commission, based on the Code Napoleon adapted to the local circumstances.

These Courts are to be opened for business as soon as a perfect agreement has been come to between the Powers on all details. The fact that this Government has thought it opportune to present a Bill on the subject to Parliament, as well as that other fact that Dr. Lapenna, Dalmatian member of the Reichsrath, has been already singled out for the post of Judge in the Court of Appeal would indicate that the Government considers the realisation of the project at hand. Indeed, of all the Powers interested, there is only the French which has still objections ; but these objections refer to matter of detail. For instance, according to the French law, fraudulent bankruptcy entails the loss of political rights in France ; and the French Government does not think itself empowered to allow a Tribunal, composed in a great proportion of foreigners, to decide about the political rights of a Frenchman. It desires, therefore, to reserve the final decision in such cases to French tribunals ; but as this institution of mixed tribunals is accepted now in all its essential points by all the Powers interested, the agreement as to such smaller matters of detail cannot take a long time. But as, however plausible such mixed tribunals may seem in theory, no one can tell how they will work in practice, they are, therefore, treated somewhat as an experiment. The Convention is concluded for five years. Moreover, even before the end of the five years each Power has reserved to itself the right of giving a year's notice, at the end of which it may withdraw its representatives from the Courts, re-entering into the full possession of all the rights granted to it by the Capitulations. Thus, while consenting to make the experiment, the Powers have used every precaution in the case of its not succeeding.

The experiment was, at any rate, worth trying, for any one who has had an opportunity of seeing the working of the present Consular Courts must long ago have come to the conviction that something must be done in the matter. You were the first in taking the initiative by the creation of the special Consular Courts in Constantinople, Smyrna, and Alexandria, which are admitted to be a success, but such isolated efforts cannot cure the evil. In general, bad as the repute is of the native Courts all over the Levant, that of the Consular Courts is scarcely better, and the remarkable thing is that it is the European subjects more than the natives who do all in their power to discredit the Consular jurisdiction of each other. No doubt the greatest part of those stories of venality and corruption originate with persons who have lost a bad cause, but they have become deeply rooted in the imagination of the people, Should the experiment of Mixed Courts succeed in Egypt, a model might be found for the reorganisation of the Consular jurisdiction in the Levant.

Mr. J. C. McCoan, the London correspondent of the *Levant Herald*, writes to *The Times* of the 28th inst., stating that the guarantees provided in the scheme for judicial reform in Egypt are even greater than those pointed out by the correspondent of that journal in Vienna. Mr. McCoan says :—The new judicial machinery is, as your correspondent states, to consist of two tribunals—a Court of First Instance and a Court of Appeal ; but, instead of only half the Judges in each being named by the European Governments, three out of five in the Court of First Instance, and seven out of eleven in the Court of Appeal, will be thus appointed. The International Commission, which carefully considered the whole scheme five years ago in Cairo, recommended the establishment of three Courts—of First Instance, Appeal, and Revision —with respectively five, seven, and seven Judges for each ; but subsequently, at the instance of the French Government, the Khedive consented to limit the scheme to the two Courts of First Instance and Appeal, and to increase the number of Judges in the latter from seven to eleven, of whom, as I have said, the foreigners should be in a majority of three. In other words, in both Courts the native element is practically swamped. But, in deference to Egyptian *amour propre*, the nominal Presidents of both Courts will be natives. These functionaries will, however, only really preside in a "native chamber" of each Court, which will consist solely of the Egyptian Judges, and try only such strictly native causes as the parties may prefer not to take before the full Mixed Courts. Practically these latter will be presided over by their foreign Vice-Presidents, who, as your correspondent states, will thus function in rotation.

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JAMES WEST, PUBLISHER,

2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 2, 1874.

THE JAPANESE ON THE FORMOSA EXPEDITION.

A SOMEWHAT curious State paper has recently appeared in the *Nisshin Shinjishi*, the principal native daily paper at Yedo. This document, a translation of which has been forwarded to this country by the Shanghai correspondent of *The Times*, purports to be a memorial by two "Samurai" to the Sa-in, or Privy Council, on the subject of the expedition to Formosa, and in the present condition of affairs it is of some interest as an *exposé* of Japanese public opinion. The memorialists are induced to state their views a second time because "a report has lately reached them "privately that in consequence of the expedition of their "Government against Formosa a Chinese fleet of several "tens of war ships, furnished with warlike engines and "with provisions, has already assembled at Amoy, and it "is their intention in no long time to drive out the de-"tached body of troops sent against that island." While admitting that this is not the time to discuss whether the expedition is advantageous or not, they expose the shilly-shallying policy of the Government at the outset, and pointedly remark that "these frequent changes of purpose "since the beginning of the expedition are unparalleled "either in ancient or modern times;" and also, that "when a Government is about to undertake a distant "expedition beyond the seas, it is necessary first of all that "its justice and expediency should be determined after "exhaustive deliberation, and then a firm and unshakable "plan of action resolved upon. If this be not done, what "confidence can the nation repose in them afterwards? "How can the welfare of the State be maintained, "or the work of enlightenment proceed?" Having administered this well-merited rebuke to the MIKADO'S Government, the memorialists proceed to discuss briefly SOYESHIMA'S mission to Peking, again affirming that the answer he received was to the effect that as China had no concern with Korea and Formosa, Japan might do what she pleased in the matter. "If we allow," they continue, "that the Government neglected nothing in their delibera-"tions, and that SOYESHIMA also discharged his duty as a "negotiator, it is unnecessary to prove that the Chinese Go-"vernment must have been guilty of deceiving our Govern-"ment. Our rage and gnashing of teeth at this thought "are beyond the power of words to express. Not even "by trampling to powder the four hundred provinces of "China and massacring the inhabitants would our iron "hearts be satisfied. How could we should show our "faces before the nation as faithful retainers, if we did "not devour the flesh and skin of the Emperor of CHINA?"

The memorialists next advocate that SOYESHIMA should be sent again to Peking to clear up the matter, and that if it should appear that he was in the wrong, then he must be beheaded, and his subordinates punished. "If, however," they add, "the Chinese Government should prove to be "in the wrong, it will devolve upon our Government to "send an army to trample under foot the four hundred "Provinces of China, to chop up the EMPEROR'S flesh and "skin, and let every man eat his share of it. In no other "way can the Imperial glory be made to shine forth to "the world." They urge the immediate necessity of set-tling the diplomatic misunderstanding and of supporting the detached body of troops now in Formosa, for other-wise they say "We shall draw down upon ourselves "increasing contempt and ridicule at home and abroad, "and cause the foreign barbarians to say of us,— "'The vigour of this divine country, which was formerly "'so conspicuous, has now become so degenerate that it "'has not a single man left within its bounds,' no one "can know when the laughter will cease." But evidently the memorialists consider that the bitterest cup of all would be that the Japanese would for the future "be "obliged to submit to the control of the foreign barbarians "in all external affairs;" and towards the conclusion of their memorial they affirm that they "think over this "(*i.e.*, how disgrace in the eyes of all the countries of the "world is to be avoided) night and day with feelings of "indignation and sorrow, and are unable by reason of it "to sleep or eat!" On the whole, this document is one of the most curious combinations of common sense and bombastic sentiments that we have met with for a long time, but there can be no doubt that it fairly embodies the opinions of a very large portion of the nation, or a Japanese newspaper would hardly have ventured to publish it in the capital. That the views enunciated by the memorialists are popular among all classes is abundantly evident by our later advices from Japan, for we hear that the Government is active in its preparations for war, that all men between twenty and thirty years of age have been ordered, nothing loth, to hold themselves in readiness for service, and that "the Satsuma clan alone has offered 18,000 men, whom it is prepared to equip and maintain."

OUR NAVAL FORCES IN CHINA.

AT the critical juncture of affairs between China and Japan, which has existed for some months past, and still continues to exist, it is natural that we should look at the naval forces we have on the China station. By a late mail from Hong Kong we find that port—which is our head quarters in China—represented by one solitary vessel, the *Elk*. The lamentable catastrophe on board the *Spark*, passenger steamer, called her out in search of pirates, leaving none in harbour. This is not a creditable state of things for the country which has the stake in China which England has. We are aware that the policy of the late Government was to cut down every thing far and near, regardless of its influence on our prestige. We trust that the present Government will be prepared to support Admiral RYDER, who proceeds in the ironclad *Audacious* as Commander-in-Chief of our naval forces in China, with an efficient fleet, which will admit of more than one vessel at Hong Kong. Some evidence has already been given of this in the despatch of three cruising vessels, and the *Victor Emmanuel* as a store and hospital ship at Hong Kong. The importance of a full naval force in the China Seas can hardly be over-estimated, and any attempt to economise expenditure in this direction, is calculated to jeopardise our trade and general interests in the Far East. The naval officers of China are the most efficient instruments for the suppression of piracy and all lawless proceedings, whether on the part of the Chinese or British subjects engaged in the trade. This has assuredly not been done of late years, and we trust that Admiral RYDER will, on his arrival in China, inaugurate a more vigorous policy. A naval officer in a letter to *The Times*, remarking on our own squadron in the Channel, says:—"Are we to let the Japanese ironclads, "and soon perhaps the Chinese also (miserably weak as "they are), do exactly as they please, while we look on "helplessly at whatever they choose to do, unless the flag-"ship—the only English ironclad on the station—happens "to be present? I, for one, agree with Mr. REED, and "think that wooden ships should be armed with guns "sufficiently powerful to cope with such vessels. There is "no reason why a special shell should not be supplied for the "armour-piercing guns of more than double the powder "capacity of the ordinary shell for use only against wooden "ships, and thus equalise the effectiveness of the two classes "of guns for that purpose."

CAPTAIN KING, who was saved from the wreck of the S. S. N. Company's steamer *Chusan*, was on board for the purpose of testing the vessel's capabilities. Captain KING will shortly take out (*via* the Cape) another steamer for the company, which is now being fitted at Messrs. JOHN ELDER and Co.'s yard,

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In reference to the statements in the New York and San Francisco papers as to the formation of another company to run a line of steamers between San Francisco, Japan, and China, we understand that an agent of the Pacific Railway Companies is now in London collecting information on the matter, but as yet nothing is decided on. The charter of the *Vasco de Gama* and *Vancouver* to the Pacific Mail Company removes for a time the China Trans-Pacific Company. In addition to the steamers *City of Peking* and *City of Tokio*, to be shortly added to the China line of the Pacific Mail Company, they are building three other iron screw ships at the yard of Messrs. ROACH and Co., Chester.

THE new Governor for Macao, Señor D'AVILA, whose appointment we noticed last month, will doubtless have taken up his quarters at the official residence in Macao. His Excellency will succeed to a better order of things than his predecessors, who have all inherited the wretched coolie traffic, which has at last been suppressed. His relations with the Governor of Hong Kong and the Chinese authorities will, we are sure, be more cordial in consequence. There still remain a few vices in Macao, such as gambling and piracy, which, we trust, will be vigorously taken hold of by the new Governor.

WE are glad to see by a telegram from Singapore that the rival Rajahs, MAHDEE and MAMAND, have withdrawn from Salangore, leaving TUNKER UDIN—who was supported by Governor CLARKE—as the rightful Rajah. We may now expect that trade at Salangore will be undisturbed by these factions, and we may take it to be another wedge in the consolidation of the policy introduced by the Governor.

MR. S. NAKAMURA has taken charge of the Consulate of Japan at Marseilles.

ROMAN CATHOLICS IN CHINA.

The advance of the Roman Catholic Church in China is thus described by the Rev. Dr. Newman :—At Tientsin the Catholics have survived the massacre. Their cathedral, at the junction of the Peiho and the Grand Canal, remains a blackened ruin ; but on the very site where the Sisters were so brutally murdered a new chapel and orphanage are in process of erection, while in the Foreign Concession is their new cathedral, surrounded by buildings for the priests, the nuns, and the orphans. At Chefoo their establishments are extensive and imposing At Hankow, on the Yangtsze, their church is large; their orphanage contains more than one hundred orphans, and near it an immense edifice is being erected for educational and charitable purposes. At Kiukiang, 150 miles to the south on the Yangtsze, their establishment covers a large area, a portion of which is a Church-hong. The holy fathers are engaged in the tea trade, and while the Chinese converts do the outside business, they do the inside. The profits for 1873 were £2,000, which accounts in part for the wealth of the Catholics in China. At Shanghai, and in the province thereof, the Jesuit fathers reign supreme. They annually receive £20,000 through the Agra Bank for church purposes, and one holy father controls £500,000 for the Church. They are large landholders, and are in repute as the shrewdest real estate speculators in that elegant commercial city. Six miles from the city they have a grand establishment, covering many acres, laid out in gardens enclosed with bamboo ; and within is the church, the orphanage, the college (containing 200 boys and girls), and an observatory well supplied with the best instruments. At Canton they are erecting a grand cathedral. It is of Hong Kong granite, 100 feet wide and 250 feet long. The noble nave is separated from lateral aisles by twenty magnificent clustered columns ; the facade is ornate. On one of the pilasters is "Jerusalem," on the other is "Roma." The spacious site was once the residence of the Chinese Governor-General of the Province, but the French army gave it to the Church. From the bishop to the humblest priest, from the Lady Superior to the least Sister of Charity, all wear the costume of the Chinese. In the garb of traders they penetrate the interior, and are to-day where no Protestant missionary has ever been. They mingle freely with the boat population on the Min at Foochow, and on the Pearl river at Canton. They do not preach—they teach ; the Catechism is offered to the people instead of the Bible. They are elastic and accommodating. The transition from Paganism to Catholicism is made easy by an exchange of forms and ceremonies. The crucifix and rosary are toys in the hands of the natives. The ancestral worship of the Chinese has its counterpart in the worship of saints practised by the Papists. Money is the most effective grace in multiplying converts. "Rice Christians" are more numerous than those spiritually-minded. The Chinese flee from hunger, but not from the "wrath to come." Rome hastens to gain in the East what she has lost in the West.

Literature.

The Chinese Reader's Manual. A Handbook of Biographical Historical, Mythological, and General Literary Reference, by W. F. MAYERS, Chinese Secretary to H.B.M.'s Legation at Peking, &c., &c. Shanghai : American Presbyterian Mission Press. London : Trübner and Co. 1874.

After years of labour Mr. Mayers has given us this volume, for which we feel sure that all students of the Chinese language and literature, without distinction, will be grateful to him, for it supplies a want which has long been felt, and for the supply of which it was not easy to know in what direction to look, as it is not every sinologue who has the leisure or ability to put together a work of this nature. Apart from the elementary stumbling-blocks in his way, the study of Chinese literature is rendered very difficult to the European by the frequent occurrence of personal and historical allusions and conventional phraseology, and the main business of Mr. Mayers' work is to help in elucidating these ; and it is a work which will be the more appreciated because, as he remarks, "in every branch of [Chinese] composition, ingenious parallels and the introduction of borrowed phrases, considered elegant in proportion to their concise and recondite character, enjoy in Chinese style the same place of distinction that is accorded in European literature to originality of thought or novelty of diction ;" and very puzzling these are to the beginner, and even to the more advanced student of the language. The self-imposed task, as we can well imagine, must have been found a very onerous one, and in the course of its execution Mr. Mayers tells us that the complaint of the great lexicographer of the last century, that "to the weariness of copying there must be added the vexation of expunging," has often been forcibly recalled.

The work before us is divided into three parts, viz., Index of Proper Names, Numerical Categories, and Chronological Tables of the Chinese Dynasties, to which is added an index of characters arranged under the radicals. The first part, which is by far the most important, and occupies about three-fourths of the whole volume, is not only a historical and biographical compendium, but also a collection of "accounts of mythical beings and legends connected with animate or inanimate objects, which cannot be overlooked in an attempt at interpreting the figurative language or the traditional expressions of the Chinese." In getting together the materials for his book, Mr. Mayers has naturally found it necessary to consult a large number of Chinese works, and in so doing he has, as was to be expected, met with many difficulties, into the details of which we cannot well enter here. In the course of his introductory matter, our author gives his readers some small idea of the huge repertories of learning in which the Chinese delight, when he says that "twenty volumes of the largest size would barely suffice to contain the matter categorically arranged in the most modern and useful cyclopædia of literary reference, the *Yüan Kien Lui Han ;* nor would a less liberal allowance of space be sufficient to meet the wants of a complete biographical dictionary." For Chinese History as far as B.C. 100 Mr. Mayers is indebted to the *Sze Ki* of Sze-Ma Ts'ien, and for the subsequent period to the *T'ung Kien Kang Muh* with its continuations. For later history he has found the materials very scanty, as "the Chinese at all times have been chary of commenting upon historical events during the existence of the dynasty under which they have taken place," and he much regrets that, only after his MS. was sent to the press, he became aware of the existence of an important work, "published in 1869, which is devoted exclusively to notices of the statesmen and scholars of the present dynasty." Out of the 974 articles of which this part is composed, it is not an easy task to select one as a fair specimen, and we, consequently, take one almost at random, viz., 348 :—"Li Küan. A celebrated beauty of the harem of Han Wu Ti, B.C. 140. The exquisite delicacy of her complexion at the age of fourteen was such that her Imperial lover dreaded, it is said, lest the mere contact of a silken fringe should cause her injury. The Emperor playfully expressed the fear, moreover, that the zephyr, however gently blowing, might carry her away from earth." This will suffice to show with what minuteness Mr. Mayers has executed this portion of his work.

Part II. (Numerical Categories) is not so complete as it would have been but for the appearance of the Rev. E. J. Eitel's "Handbook of Chinese Buddhism" whilst Mr. Mayers' book was yet in progress. With regard to Part III. (the Chronological Tables of the Chinese Dynasties), we are inclined to look with some suspicion at the dates, for, to go no further, we find the accession of the present Emperor ascribed to the year 1862. As his father died in August, 1861, it is clear that Mr. Mayers is not a believer in the ancient saying, "Le Roi est mort ; Vive le Roi !" The *nien-hao*, or title of reign, we know, would not come into use till 1862, according to Chinese usage, but surely the accession dates from the father's death.

While fully acknowledging the great usefulness of Mr. Mayers' work, and the vast pains and labour which he has evidently bestowed upon it, we must not omit to call attention to what appear to us to be somewhat grave defects. First and foremost, we object to his system of writing Chinese sounds ; in fact, he has no system at all, for he mixes up the methods of

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Morrison, Wade, and others in a most hopeless manner, and, to make confusion worse confounded, he gives some sounds according to what we conceive to be a method of his own. In numerous cases he has not thought fit to give the English sounds of the Chinese characters—a very grave error indeed, if he desired his work to have any circulation beyond the Consular ports of China. Until quite recently Mr. Mayers spent his time in the South of China, and not unnaturally, perhaps, contracted an affection for the Southern Court dialect; but we could have wished that he had adopted the Northern in this instance, as, in our opinion, it is more musical, and it is the one which, on the whole, foreigners will find it more advantageous to learn. A word in conclusion on the typographical execution of this work. Being at Peking, the author says that he could not discharge the final duty of proof-reading, and would have found himself seriously embarrassed in his undertaking, ... had he not met with ready sympathy and assistance at the hands of a friend, Mr. Ernest T. Holwill, of the Imperial Maritime Customs' Service, of whose attainments as a Chinese scholar he speaks in high terms. Notwithstanding Mr. Holwill's exertions, this volume of about 450 pages appears with a list of errata extending over more than a page, and we do not pretend to reckon up the number of mistakes which have escaped his critical eye. What would have been Mr. Mayers' fate, had he unfortunately been compelled to trust his work entirely to the tender mercies of the Presbyterian Mission Press is quite beyond our powers of conception.

A work has just been issued by Messrs. Sampson Low, entitled the *History of Merchant Shipping and Ancient Commerce.* It is from the pen of Mr. W. S. Lindsay. The want of an authoritative work on this subject has long been felt, and Mr. Lindsay has come nobly forward to supply the want, and he has performed his task most admirably. The two volumes which he has already published are both popular and erudite; they deal with a subject ever fresh and attractive, and their special interest loses nothing of its proper charm in Mr. Lindsay's hands. Mr. Lindsay has, we believe, spent many years over his task, but he has proved himself equal to it, and must henceforth rank among historians of enduring fame. He takes us back to a period anterior to that of Noak's ark, and after a painstaking and exhaustive review of ships and seamen, of boats and sails, of trade and commerce, through the intervening period, he brings us down to our own times, evincing as he goes along fulness of information and soundness of discrimination on all the varied topics associated with his subject.

We have received from Mr. W. C. Thompson, Moorgate-street, a very useful packet of books and photographs, illustrating the American Overland Route. There is a capital map of the Union and Central Pacific Line, a handbook with the rates and fares, regulations, and conditions of travel, a guide to the Union Pacific Railroad Lands now for sale in Central and Eastern Nebraska, and some excellent photographs of the scenery along the Central Pacific line. Crofult's "Trans-Continental Tourists' Guide" is a neatly-bound volume, full of information, and likely to prove very useful to travellers in America.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, OCT. 27.

As I intimated in a former letter, the most important Bill of the Session will undoubtedly be the new Bank Law, about which much ignorance prevails; but this is not to be wondered at considering the composition of the House, and the comparatively small number of members who have any practical knowledge of banking, or are able to judge of the merits of the case. The great point of conflict will be the creation of a new Central Bank of Germany, with the exclusive privilege of issuing notes, and the abolition of all the present banks of issue, with or without compensation; and it will be a life and death struggle with them for future existence. Or it is within the range of possibility that a compromise may be effected by extending the powers of the Bank of Prussia, and strengthening its position by combining the resources of all the other banks of issue by giving them shares or bank stock in the Central Bank to the amount of their present capital respectively. Something of the sort must be done as a sacrifice to public opinion, which has been very forcibly expressed by the Chambers of Commerce, the congress of political economists, the financial and commercial part of the public press, and innumerable petitions and memorials from private merchants and bankers. The leading financiers of the Government ignore altogether any such measure, and not a word hinting at the creation of a central bank is to be found in the draft of the Bill, which has received the consent and approbation of the Bundesrath, and is now to undergo the ordeal of three readings in the Mixed House of Parliament, where the members will vote according to the dictum of the head of their party.

Paragraph 19 of the Bill provides that no one is obliged to take bank-notes in payment, so that in fact they are not to be considered as a legal tender; but on the other hand, and to facilitate their circulation, the banks are bound to take in payment the notes of all the other banks and change them for gold coin; and further, they are all bound to have a branch office at Berlin, Munich, Frankfort, Dresden, and one or two other centres of financial operations and marts of commerce, where they are bound to exchange for gold the notes of their parent bank. In the original draft of the Bill was added "on presentation," but this was altered by the Federal Council into "within three days," as they considered it a hardship for the banks to be obliged to keep large sums in gold which might never be required and would be therefore lying idle. Wonderful to say, Hamburgh is not included in the above list of places where the banks are to have branch offices for the exchange of their notes, and the claim of this city, as the chief and most important emporium of commerce in the Empire, has been refused by the Bundesrath, and the original list of places remains intact. This is no doubt a hardship and an unfairness that requires at all events some explanation; perhaps it is meant as a punishment for Hamburg's steady refusal from time immemorial to issue Government paper money or authorise banks of issue, and preferring to establish their credit on the more solid foundation of a metallic currency. During the first eight months of this year, as shown by the official returns just published and made up to the end of August, the revenue derived from bill-stamps here was equal to that at Berlin, twice as large as the whole of Bavaria with its five million inhabitants, and three times the amount produced at Frankfort and Leipzig, so that any impartial person must admit that Hamburg is fully justified in claiming to be placed on the same footing of equality. As large sums in so-called "wild notes"—that is to say the notes issued by the Banks of Buckeburg, Gera, Brunswick, Meiningen and others of equally doubtful solvency,—are received here every day from the interior as remittances in payment of goods bought in this market, they can only be disposed of at a loss of from one to two per cent., and sometimes much more, so it would be a great convenience and saving of money if the banks had offices here, where their disgustingly dirty, greasy, and offensively smelling notes could be exchanged without loss for the bright gold pieces of the new currency, even with the proposed three days of grace. Should the Bill be allowed to pass in its present state, as amended by the Bundesrath, and Hamburg remain excluded from the list of places favoured by having cashing offices for worn out notes, then it may become a question how far it is expedient in self defence to establish here a Bank of Issue, if only to put us on a par with other banks. The question is already becoming the subject of discussion in financial circles, and the proceedings of Parliament will be watched most attentively and followed with the deepest interest.

The annual ordinary general meeting of the East Siberian Trading Company of Hamburg was held in the Exchange-rooms in this city, and numerously attended by the shareholders. From the report of the directors, and from the balance-sheet produced, it appears that the company have done a good stroke of business, and that their affairs are in a satisfactory condition. The net profit for the year ending December 31st last, after writing off liberal sums for depreciation of movable and immovable property, as well as the dotation of the Reserve Fund (which now amounts to 30,000 roubles), shows an amount of 61,569 silver roubles, 74 copecks, and enables the directors to declare a dividend of 9 per cent., or nine thalers per share. Adverse circumstances have prevailed in most countries last year, especially in those on the east coast of Asia. If, therefore, the balance-sheet shows such a favourable result, notwithstanding the difficulties they have had to contend with, it is a proof that the affairs of the company are based on a safe and solid foundation, and meet all the requirements of the commercial community with whom the trade is carried on. The business has now assumed such large proportions that the directors have found it exceedingly difficult to carry it on with the limited capital at their command, and the numerous trading stations they have to supply; and instead of making any further use of bankers' credit, which is always accompanied by charges for commission and difference in the exchange, they think the time has now arrived for availing themselves of the power given them by paragraph 6 of the Statutes for the issue of a second series of shares to the tune of 500,000 thalers. The company's steamers on the Amoor have proved to be a lucrative undertaking; thus the *Nicolai* has earned her original purchase-money in two years, and the new steamer built at Hamburg, and called the *Emma Lühdorf*, fully comes up to the expectations formed of her good qualities, as does also the steam-tug *Moladetz*. The vessels sent out to Vladivostock and Nicolayefsk have all delivered their cargoes in perfect condition, so that the Company's warehouses again contain a complete assortment of the goods most in demand there.

ARRIVALS AT HAMBURG FROM THE FAR EAST.—Herr C. Kruse, from Hong Kong; Ed. Burmeister, from Nagasaki; Consul Christenson and Mrs. Christenson, from Shanghai; C. Kapp, from Bombay; S. Heinemann, from China; J. Huthinghaus, from Singapore; Herr Schütze and family, from China; A. and I. Chatimsky, from Siberia.

COMMERCIAL.

Tea: The tone of the market is firm, and there has been a steady consumptive demand for most sorts. The sales by importers comprised 300/8 chests Congou, 370 packages, Souchong, and 265 Pekoe. The Egeria (steamer), from China, has brought from Hong Kong 934 quarter chests, and 360/8 ditto of different sorts of Tea. Rice wears a drooping tendency, and has a dull sale; orders might probably be effected below the quotations. Cassia Lignea is in favour, and sells easily at 65 to 66. There is also an improved inquiry for Flores at former rates. Pepper quiet, and no alteration in the quotations to notice. Of Spelter 1,000 centners in loco were taken at 23 mks. 60 pf. Among the sales of Sugar last week were 933 kranjangs of Batavia at 24½ marks.

In Bank shares there is but little alteration; some are rather higher, others a trifle lower. The following are the latest quotations:—Norddeutsche, 145¼; Vereinsbank, 124½; International, 102; Commerz and Disconto, 82¼; Anglo-Deutsche, 52⅛; Hamburg-Berliner, 99; Hypothek, 116; Deutsche Bank (not quoted).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, OCT. 28.

The Liberal paper, *het Vaderland*, publishes a very interesting letter which General Van Swieten has addressed to General Knoop, respecting the second military expedition to Atchin. The motives for this letter were the following: General Knoop published in one of our leading newspapers, *de Gids*, an article asserting that the expedition had been

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only "a half success." This General Van Swieten denies, and he embraces the occasion to defend himself—in six columns of type—against the various accusations made against him. His style is very sober. He writes:—"We have obtained our object in the second expedition. The strength and the composition of the second expedition were based on the aim of capturing the Kraton, so as to get a *pied à terre*, and to try afterwards to subdue the country." "This was," the General adds, "the military aim, and the programme of the second expedition, and this has been completely fulfilled, perhaps more than fulfilled. It was not possible to suppose that the Kraton would not offer the means to lodge a garrison; that all would have to be built from the first to the last stone; that even bulwarks had to be constructed in order to protect ourselves against a strong and obstinate enemy, whilst at the same time measures had to be taken in order to secure our communication with the sea. Neither inside nor outside the Kraton could building materials be found, and they had to be imported from Padang and Penang. About 4,000 persons had to be lodged, and storehouses had to be built for victuals, munitions for the engineers, and for hospital purposes. The level of the ground had to be raised to prevent inundations, and bridges were constructed." "Most certainly," the General says, "it would have been a most brilliant success, if peace had been concluded. But it is not my fault that this did not occur." It is quite comprehensible that the General does not repeat the several endeavours made by him in order to conclude a treaty of peace. "We have," he says, "obtained security for a garrison to remain in Atchin, and our soldiers have a safe communication with the sea." In answer to the question why the Commander-in-Chief did not assume the offensive after having captured the Kraton, he writes: "Our experience had shown that offensive measures were of little use when their only aim was to disperse the force of the enemy. The battles of the 12th and 15th of February did not assist our cause, which was to strengthen as much as possible the Kraton, and to secure our communication with the sea coast. If it was impossible for us to occupy the villages which were taken, and if we declined to burn them down, which must not be done if the conqueror wishes to govern the vanquished territory and to make its inhabitants his subjects, then offensive measures are good for nothing, and they only cause a great loss of human lives, a useless sacrifice." The results so far General Van Swieten considers have given to Colonel Pel the necessary security and liberty to act; and have rendered him able to parry every attack, whilst now the foe must have come to the conviction that all their endeavours are in vain. Colonel Pel is at the same time able to strengthen his positions. Most certainly we have achieved up to this moment no definite conquest, but we have obtained a good basis for further operations. But is there any chance that the war will soon come to an end? I am not afraid—he says—that this war will last long. The natives agree very soon with that which is unavoidable, and this will become the case in Atchin. "I am proud to claim that I did not shed any more blood than was strictly necessary, and that humanity was observed. The Dutch nation can say that our arms are not soiled by a stain of cruelty, barbarity, or wanton destruction." These are the outlines of the General's letter.

The publication of this letter has been a *bonne fortune* for *het Vaderland*. Every one was anxious to read what the Commander-in-Chief of the second expedition had to say in defence of his policy. I must say that the public impression is on the average very satisfactory. The number of sceptics was enormous. If the daily press is the mirror of the public opinion, then most certainly we are quite satisfied with the General's answer. Our editors read the letter, re-published it, and, as a rule, kept their own counsel. The *Vaderland* surprised us, however, with an article, "What must be done for Atchin?" The writer—an officer—does not criticise what has been done, but he protests most energetcally against the proposal to leave the matters as they are. We must, he demonstrates, conquer the Atchinese empire or leave it as it is. Up to this moment we are sleeping upon a volcano, and we continue to sacrifice the lives of our soldiers, a good deal of money and much *prestige* by remaining quietly in the Kraton, without making an endeavour to extend our authority. A third expedition, the writer says, is unavoidable. Speedy action is necessary; we must march into the country, and perhaps we may achieve the conquest of the whole empire by this time next year. I need not add that his letter takes a most sanguine view of our position. I can only hope that his predictions may be realised. In the meanwhile a distribution of [the "Military William Order" is being made amongst the officers who have distinguished themselves in the campaign.

The Second Chamber will reassemble on the 3rd of November. The Budget for our East India Colonies will be the first subject of discussion. The section report thereupon is, in some instances, most hostile. The worst is that no party is satisfied.

AMSTERDAM, OCT. 29.

The shareholders of the East India Railway Company met yesterday, in order to decide about the proposal to issue a loan of six millions, partly for a redemption fund of former loans and partly for the purchase of new rolling stock. There were too few shareholders present to arrive at a decision, so that another meeting must be held.

To-day was published the section report upon the first chapter of the budget. Some members have shown themselves anything but friendly towards the new Cabinet. They deny that it is necessary that the Liberal Ministry should make way for another one without any political programme. The majority, however, will support the Cabinet. The instruction question and the finances of the State will probably become the standpoint of the opposition.

In the district of Hoorn Mr. Fransen Van de Putte has been elected a member of the Second Chamber.

The ironclad *Koning der Nederlanden*, the largest man-of-war in our navy, has been successfully launched to-day.

PRODUCE MARKETS.

The healthy state of our market for Colonial Produce causes a most active business. The public auctions have given in most instances a satisfactory result. There is a good general demand both for direct wants and for exportation.

COFFEE.—The main fact of the week is the results of the Trading Company's auctions, at which 100,640 bales were offered and sold, at an average of 2c. above the brokers' valuations. The greater part was bought for consumption.

TEA firm, but without transactions. The general opinion is that the public auction which will take place to-day will have a satisfactory result.

SUGAR.—The market is in general very quiet; holders decline to operate. The very large quantities of beetroot sugar in stock make prices much weaker. The small lots which changed hands were sold at f.$\frac{1}{4}$ under November prices, and at the closing of the market quotations show a declining tendency.

RICE.—Since the cargo of Japan was sold no transactions have taken place in first hands. A dulness has prevailed in the cleaned sorts.

SPICES.—Nutmegs and Mace have met with a firm demand, but the stock in first hands being nearly exhausted the business has been very limited. Holders of warrants of course ask a considerable advance. Cloves look rather dull, and Pepper is offered at lower quotations. The prices are: Nutmegs, No. 1, 205c. to 210c.; No. 2, 200c. to 205c.; No. 3, 165c. to 170c.; Mace, D, 210c. to 212c.; E, 208c. to 209c.; Cloves, No. 1, 106c. to 105c.; No. 2, 105c. to 104c.

JAVA TOBACCO.—Transactions have been very limited, and small parcels only were sold. The arrivals are again very important.

COTTON.—Firm, and in good demand for export. Prices are higher.

JAVA INDIGO.—Several parcels out of the new crop have arrived, and at the current prices found ready buyers.

TIN.—The market is somewhat firmer. Banca has been quitted at f.57, Billiton at f.54½, and there are now no sellers at these prices.

ARRACK.—About 150 casks Batavia and Sourabaya were sold, but no particulars transpired.

MISCELLANEOUS.—On the 30th inst. will be offered in public auction 3,400 kilo. Gum Elastic (E. I.) valued at f.115 to f.70; 5,000 kilo. ditto, valued at f.115 to f.110: 44,300 kilo. Getah Gitang, valued at f.85 to f.70; 22,000 kilo. Macassar Guttapercha, valued at f.1.90 to 40c.; 84,500 kilo. Gum Damar, from Padang, valued at 26c. to 21c.; 41,000 kilo. Padang Cassia, valued at 27c. to 25c.; 41,000 kilo. Timor Cassia, valued at 11c. to 9c.; 13,000 kilo. Japan Camphor, ord. good quality, valued at 50c. to 51c.; 2,700 bottles Oleum Cajaputti, valued at 130c. to 135c.

SHIPPING.

ARRIVALS.—Oct. 22, at Brouwershaven, from Padang, Clotilde; 26, at Brouwershaven, from Akyab, Mogul.

DEPARTURES.—Oct. 25, from Texel, for Batavia, Sumatra (str.); 26, from Hellevoetsluis, for Batavia, Hampton (str.); from Texel, for Rangoon, Silvia.

PASSENGERS OUTWARD.—For Java, per steamer Sumatra: Messrs. B. Donker Curtius and family, Taylor Weber and family, B. van Zutphen and family, J. Versteegh, B. H. Bommezyn, Mrs. W. Verbrugge Schaap, Miss J. A. A. de Graaf; Messrs. M. W. van Prehn and family, J. van Stuwe, Schumeyer and family, G. W. Winter, M. D. v. Dongen, A. J. Cochius and family, L. J. Idzinga, A. Waardenburg and family, W. E. van der Hout, J. L. Verenet, J. G. van Blom, C. A. C. Romswinckel, C. L. Stekkens and family, W. H. Heytman and family, L. van Leeuwen Lz., G. van Beuningen van Helsdingen and family, B. Ysbeert and family, S. J. Cochius and family, H. W. Diephuis and family, H. van der Wolk, Miss J. J. R. Ruys, the officers G. D. Ebell and family, H. C. Rynders and family, A. Wybrandi, L. F. H. Cranen, D. F. v. G. Brunet de Rochebrune, and 125 soldiers.

Monetary and Commercial.

There has been no improvement in the general position of the Manchester market, and the business done has been of a limited character. Quotations, however, as a rule have been unaltered, and it is only in the inferior descriptions of both Goods and Yarns that any weakness has been manifested, and on the whole prices may be reported as fairly steady. Producers of best makes maintain considerable firmness.

The prospectus has appeared of the Steamship and Factory Shaft-Coupling Company (Limited), with a capital of £150,000, in 30,000 £5 shares. The undertaking is under formation for the purpose of supplying to the shipping and manufacturing interests a coupling, which, it is stated, can be easily applied to fractured shafts at sea and in factories, thus saving expense in charges for towage, &c., and stoppage of works.

The following joint-stock companies have been recently registered:—

Anglo-Indian Spinning and Manufacturing Company (Limited), capital £300,000, in 29,985 ordinary £10 shares, and 150 founders' shares of £1, to carry on business as cotton spinners and manufacturers in India and elsewhere.

City of London Finance Company (Limited), capital £25,000, in £1 shares, to carry on a financial business, &c.

Carbonite Company (Limited), capital £25,000, in £10 shares, to acquire patents for improved methods of treating bricks, porous stone, &c., to increase their hardness, &c.; also a method of carbonising clay.

Glan Clwyd Mining Company (Limited), capital £12,000, in £1 shares, for mining in the parish of Gwyddelwern, in the county of Merioneth.

Gloucester Steamship Company (Limited), capital £20,000, in £10 shares, to carry on business as shipowners, &c.

Eureka Liquid Meter Company (Limited), capital £25,000, in £10 shares, to acquire an invention for improvements in liquid meters, &c.

Mr. William Hancock has been appointed manager of the National Discount Company, in succession to Mr. Thomas Smith, who has been compelled to retire in consequence of ill-health.

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At the meeting of the Singapore Gas Company the report of the directors, given in our issue of the 14th ult., was passed without discussion, and a dividend at the rate of 7½ per cent. declared. The chairman stated that the works had been extended from the town to the Tanjong Pagar Wharf. A vote of thanks was carried to the directors, secretary, and manager at Singapore.

The directors of the Vancouver Coal Mining and Land Company (Limited) announce a dividend for the half-year ended the 30th June at the rate of 10 per cent. per annum, leaving £1,234 to be carried forward.

The suspension is announced of Mr. Matthew Daniel Lynn, merchant, of Manchester, with liabilities amounting to £3,500. A petition for liquidation has been filed on his behalf in the Manchester County Court.

There has been some demand for Bar Silver, but the market has been bare of supplies. About £42,000 has come to hand from the United States, and £45,000 has arrived by the Moselle from the West Indies. The last quotation is 57 13-16d. per oz. Standard. About £200,000 in Mexican Dollars have arrived per French steamer, and per West India steamer. The price has been fixed at 56⅜d. per oz.

ARTICLES OF IMPORT.

With few exceptions of importance there has been an absence of animation in the Produce Markets, whilst several have continued in the same depressed condition prevalent for some time past, and the downward movement in value has remained unchecked. At the same time, Sugar, Coffee, and some other articles have been in request, and quotations show an advance.

TEA.

The chief feature of late in the Tea Market has been the continuous large auction sales without reserve, one importer alone who disposes of his produce solely in this way having sold during the past three weeks the large quantity of 29,000 packages. Business by private contract has been somewhat interfered with, and prices for the kinds of tea offered in excess of current wants, say worth 1s. to 1s. 4d. per lb., show 1d. per lb. decline on sales of a fortnight ago. We have to note the first arrival of black leaf *via* Cape, per Cutty Sark, on 21st, followed by Ada on 25th, and Thermopylæ on 27th inst. The teas by these ships are good strong medium to fine, from the Oonam province, chiefly Ooanfa district, but they are not selling readily, though affording a good safe risk to dealers, as there is but a very small proportion of the tea afloat over the value of 1s. 6d. per lb., and present supplies of such are to meet eight months' requirements. The export by latest advices per telegram show about 10,000,000 lbs. excess over that of last season to date, and this will prove about the excess when the total for the season is declared. Supplies, therefore, will not be up to the increasing requirements, and we must look to India to make up the deficiency of 1873-4. Looking at the statistical position there is no question as to the sound condition and good prospects, and that an advance on the moderate current range of prices ruling for all classes will take place ere long.

The Deerhound, from Canton, brings a desirable selection, the Scented Capers proving of pure clean quality and fairly well scented. So far, however, there have been but few sales. Green Teas of Moyune district sell at full prices, small lots of true quality, say, strong, fresh, and high burnt sell up to 4s. per lb. Ping Sueys find no favour, this is owing to their not proving up to an average quality. No. 1 Gunpowders sell from 1s. 10d. to 2s. 3d., other grades in proportion. The export to the United States and Canada for some time past has been on a small scale, but we look for an early revival of demand.

Messrs. Arthur Capel and Company's Circular says :—The market has been generally quiet during the past week. The quantity offered at public sale has been nearly 34,000 packages, which has occupied the trade, and consequently business by private contract has been on a limited scale. Prices in many cases have ruled rather easier. The teas by clippers have been placed on the market, but owing to the high prices asked by importers only a limited amount has been disposed of, but for these full prices have been obtained. The public sales for the week have been again on a larger scale, comprising 33,726 packages, nearly the whole of which were printed and sold without reserve. The deliveries for the week as compared with last year are as follows :—

	1874. lbs.	1873. lbs.
Home Consumption	2,038,000	1,865,000
Coastwise	902,000	789,000
Exports	601,000	442,000
	3,541,000	3,096,000

SILK.

The periodical public sales commenced on the 27th inst., and are concluded. The quantity offered was about 1,000 bales Bengal Silk, 5,300 bales China, 300 bales Japan, and 200 bales Canton Silk, with about 20,000 lbs. Thrown Silk. Of the China Silk about 1,800 bales were printed to be sold "without reserve," also about 200 bales Japan Silk and all the Thrown Silk. The buoyancy of prices that had existed for the last two or three weeks has scarcely been maintained, but the difference is very slight, and considering the quality of the Silk offered the market may be said to have borne the pressure fully as well as could have been expected. China Silk has been most in demand. Cantons have also been sought after, but owing to small supplies transactions have necessarily been unimportant. Japan Silk has been comparatively neglected, and prices of some descriptions are easier. Deliveries 1st to 28th inst. inclusive :—China, 3,238 bales ; Canton, 421 bales ; Japan, 761 bales ; total, 4,420 bales.

LONDON QUOTATIONS—Oct. 29.

CHINA.	
Tsatlee, No. 1	21s. 0d. to 21s. 6d.
,, No. 2	19s. 6d. to 20s. 6d.
,, No. 3	18s. 6d. to 19s. 6d.
,, Red Peacock	15s. 0d. to —
Yuenfaa and Hainin, Nos. 1, 2, and 3	13s. 0d. to 16s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	13s. 0d. to 16s. 6d.
Long Reel	11s. 0d. to 12s. 0d
Canton	11s. 0d. to 16s. 0d
Chinese Thrown	11s. 6d. to 13s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	17s. 0d. to 22s. 0d.
Idah ... ... (none)	
Sodai, No. 2...	16s. 0d. to 17s. 0d.
Oshiu, Nos. 2 and 3	16s. 6d. to 19s. 0d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none)	
Hatchoji ... ... (none)	

COFFEE.

The demand for Plantation has been good for coloury kinds, and the public sales have gone off with good spirit, closing 1s. dearer ; common and grey sorts, of which a good part consisted, selling at former rates ; the closing quotation for middling is 111s. to 113s. 6d. Native has met a good steady demand, and prices are firm, whilst a parcel of unusually fine brought the extreme rates of 89s. for medium, and 98s. 6d. to 99s. for bold. Closing quotations are :—Plantation triage at 87s. 6d. to 100s., small 106s. to 109s. 6d., fine ordinary to fine fine ordinary Demerara grey 105s. to 108s., low middling 108s. 6d. to 111s., middling coloury 111s. 6d. to 113s. 6d., good middling to fine middling 114s. to 117s., good to fine bold bright 117s. 6d. to 120s., peaberry 125s. to 131s. 6d., native small 80s. to 84s., ordinary to barely good ordinary 85s. 6d. to 86s. 6d., good ordinary to fine ordinary yellow 87s. to 89s., ragged to superior bold 90s. to 99s., pea-berry 106s. to 107s. 6d. The sales of other East India have included 1,000 bags Singapore, pale Bonthyne at 88s. 6d. to 89s. 6d., Pari Pari at 84s. 6d., mixed brown at 82s. ; 1,000 bags Manila, good ordinary pale at 87s., fine ordinary greenish Indan sort at 89s.

SUGAR.

The improving tendency has continued, and with a renewal of speculative as well as export demand an active demand has prevailed for all brown qualities below the value of 23s., and prices gradually advanced, until the recent decline was not only fully recovered, but a further advance of 3d. per cwt. was established. During the last few days, however, the renewed depression in Beetroot has exerted an unfavourable influence, and the market generally closes with a dull tone, and prices have in many instances given way 3d. per cwt. The better refining qualities have throughout met only a moderate demand, refiners exhibiting no eagerness to buy, and prices are without improvement. With unusually light landings, and deliveries of continued good amount (32,000 tons in the two weeks), the stock has undergone a further diminution of 18,000 tons, and the relative decrease is enlarged to 45,000 tons.

Penang : An active speculative demand has prevailed for Native afloat, resulting in large sales and re-sales at advancing prices, closing at 18s. 3d., or 9d. above the previous price. On the spot prices are also 6d. higher. Unclayed *Manila* has sold freely at about 9d. advance, whilst clayed is quite 1s. dearer. Few floating cargoes have been offered and the prices obtained are the highest of the year. The sales are as follows :—1,000 bags Penang, low soft to good yellow at 22s. to 23s., brown at 21s. to 21s. 6d., 1,600 bags, 1,700 baskets date sort, low to good at 17s. to 18s.; 550 tons ditto for arrival at 17s. 6d. to 18s. 3d., chiefly at 18s. ; 104,000 bags Manila, comprising 60,000 bags unclayed Ilo Ilo, at 18s. to 18s. 6d., 30,000 bags sun-dried ditto at 20s. 6d., 14,000 bags good to superior clayed at 21s. 6d. to 22s. 6d. ; 23,881 bags China from Melbourne (by auction), low wet pasty to fair date at 16s. to 17s., good 18s., low to ordinary brown cane at 17s. to 18s. 6d., good 19s. to 20s.; 5,800 bags ditto privately at 17s. to 21s. 6d. A cargo of unclayed Manila is supposed to have changed hands at 19s., but no details have transpired.

Camphor has been very quiet, and there has been little if any business during the interval.

Cutch.—The market has been very firm, and prices of Pegue have advanced, business having been effected at 27s. to 27s. 6d. for fine. At auction 1,060 boxes 127 bags were all bought in above the value, fine Pegu S.M. and Co. in papers and Elephant at 30s., Tiger mark at 27s. 6d. ; 415 bags fine from Calcutta partly sold at 26s.

Gambier.—The market has been firm although quiet, prices on the spot being again slightly dearer. On the spot 12,000 bales have been sold at 26s. to 26s. 3d. ex quay and ex warehouse, and for arrival 200 tons, chiefly August-September, at 25s. ex ship. At auction 334 bales block were bought in at 27s., 16 tons ditto broken bales and loose sold at 24s. 6d. to 25s. 3d., 392 bales fine pale pressed cubes sold at dearer rates, commencing at 37s. 9d. and rising to 40s. 3d., chiefly at 39s. 9d. per cwt.

Coir Goods.—Moderate supplies at the public sales have been chiefly disposed of. Yarn went off slowly at previous rates for common, but steadily for good qualities. Fibre sold at a further advance. Rope sold at cheap rates. Ceylon Yarn sold, ordinary to good ordinary qualities at £21 to £25, medium to good at £26 15s. to £33 5s., better qualities to fine at £35 10s. to £38, really fine £41 10s., superior at £48 ; 3 tons Ceylon Fibre sold at £25 10s. to £27 15s.

Cocoa-nut Oil.—Ceylon has continued to attract attention, and is again rather dearer, over 450 tons on the spot having realised privately £36 15s. to £37, hogsheads £37 5s. to £37 10s., and 125 tons to arrive at £37 to £37 7s. 6d. Cochin has been firmly held, and a limited business done in fine at £43 10s. to £44.

China Preserves.—In auction of 263 cases Ginger 150 cases sold at 7d. per lb.

Galangal Root is firm at previous value. Of 153 bags and mats a few sold at 26s. for fine, small spot sales at 57s., but no sellers. 100 cases sold afloat at 56s.

Gums.—*Benjamin* steady ; of 32 cases Sumatra at auction a few sold

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at £8 2s. 6d. to £8 5s. for fair seconds. *Copal* firm and higher, but business limited; 405 packages retired. *Damar* unchanged. *Gamboge* steady; 15 cases sold at £12 to £13 7s. 6d. for fair to fine partly run, and £10 7s. 6d. to £10 17s. 6d. pickings.

GALLS.—By private contract small sales of China have been made at 57s.

HEMP.—The demand for Manila continues moderate, but prices are maintained. Privately about 1,400 bales have been sold, very superior brown at £31 10s. to £32, barely fair at £32 10s. to £33, fair at £33 10s. Only moderate quantities have been offered by auction, and 446 bales were bought in at £33, except 60 bales being sold, one lot sound £33 15s., sea-damaged 1st class at £32.

JAPAN WAX is rather easier; 1,235 cases at auction w re nearly all sold, good to fine saucers at 56s. 6d. to 58s., fair 54s. to 56s., stained 48s. to 50s. 6d.

MUSK.—All qualities except the finest were rather cheaper in the last sales, which embraced 115 caddies, &c., Tonquin, two-thirds of which were sold—fair to fine selected pods, part rather damp, 38s. to 45s.; fair to good rough and bally, and false packed 18s. to 19s. 6d., and 17s. 6d. to 26s. 6d. middling to fine wet pickings; 15 tins Yunan all sold at 34s. 6d. to 35s. 6d. for good; and of 20 tins grain one-fourth sold at 49s. 6d. to 50s. per oz. for fine.

PEPPER.—*Black:* Singapore has been very firm, and a fair business has been done on the spot at 6¾d. to 7d.; afloat at 6½d. to 6§d., but at the close there are sellers at 6⅞d. spot. Penang has improved, and large sales have been made at 6d. to 6½d., closing firm. Of 1,363 bags Singapore at auction a considerable proportion sold at 6⅞d. to 7d., and two lots superior at 7¼d. *White* was speculatively dealt in to some extent at 8¼d. to 8½d. per lb. for fair, 8§d. being obtained early last week, and the latter figure for floating parcels; subsequently the market became dull, and at auction of 1,671 bags two-thirds sold—good and fine at 8¼d. to 8§d., fair at 8⅛d. to 8¼d., and 12 tons landing at 8⅛d.

RICE.—The market has been very dull throughout, the recent speculative demand for floating cargoes has entirely disappeared, and with little demand for the continent prices have declined 4½d. per cwt. On the spot a general decline of 3d. to 6d. per cwt. has been accepted, and sales of fair extent have resulted. In auction 6,010 bags white Bengal were bought in at 11s. to 12s., 3,545 bags Askoolie sold at 9s. 3d. to 9s. 4½d. Of 3,683 mats Japan 1,500 bags heated sold at 8s. 6d. On the spot the sales comprise ordinary to good white Bengal at 9s. 7½d. to 11s. 6d., Askoolie at 9s. 6d. to 9s. 9d., Ballam at 8s. 3d. to 9s., Madras at 9s. 3d. to 9s. 6d., Rangoon at 8s. 3d. to 8s. 6d., fine ditto at 11s. to 11s. 3d., and broken at 7s. 6d. to 8s. ex quay. Only three floating cargoes have been sold as follows:—The Seraphina D, 870 tons Rangoon, May sailing, at 9s. Continental terms. The Claudia, 620 tons Rangoon, off coast, at 9s. 1½d. Liverpool quay terms. The Mogul, 1,230 tons Necransie, off coast, at 8s. 6d. for the Continent.

RHUBARB.—China has been steady, but quiet; of 29 cases offered two-thirds sold; bold pale dull and grey to fair fracture at 1s. 10d. to 2s. 3d.; smaller 1s. 3d. to 1s. 5d.

SPICES.—*Cassia Lignea:* Of 714 cases unworked 360 cases were sold at 59s., being rather cheaper. *Cassia Buds:* 45 cases import 1871 bought in at £6 5s. *Cinnamon:* 102 bales Ceylon bought in, second and third sort at 2s. 10d. to 3s. 6d. *Chips:* Of 279 bags Ceylon 132 bags sold, common to middling at 4d. to 4½d. *Cloves:* Amboyna have been sold at 1s. 6d. to 1s. 7d. *Nutmegs:* 73 cases 40 boxes Penang went off slowly, and only one-half sold at easier prices, fine bold average 58 nuts to the lb. at 4s. 3d. to 4s. 5d., 74s at 3s. 7d. to 3s. 8d., 78s at 3s. 6d., limed 180 to 145s at 1s. 3d. to 1s. 9d.; 2 cases 13 casks Java bought in, 158 to 117s at 2s. 2d. to 2s. 8d.; of 54 boxes 4 cases 1 cask defective and broken Java 20 packages sold at 9d. to 1s. 1d. Mace is dull of sale; in auction of 18 cases Penang 4 cases sold, middling at 3s. 2d. to 3s. 3d., low dark at 1s. 7d. to 1s. 8d., 75 boxes ordinary Java bought in at 1s. 10d. to 2s.

SAGO.—Market firm; of 1,650 bags at auction, a small proportion sold at 17s. 6d. to 18s. for good small, and 17s. 6d. to 18s. medium. *Flour* quiet; 62 bags sold at 14s. 6d.

STICKLAC.—Market unchanged; 545 bags were offered at auction, and a few sold at £5 5s.; subsequently about 300 cases block quitted privately at £4 2s. 6d. per cwt.

TOBACCO.—In auction 1,026 bales Japan partly sold at 5d. to 9¼d., 1,158 bales ditto damaged at 3d. to 6d., 266 bales China at 6½d.

TIN.—The demand for consumption continues very good, and as there is some disposition to deal in the article for speculation, we may see some improvement in prices. A large business has been done in Straits for forward delivery at £91 to £91 10s.; and at the close the market is firm at the subjoined quotations:—Straits on the spot, £92 10s.; afloat, £91 10s.; Banca, £101 to £102; Billiton, £95 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7 to £7 10s. Bars, £9 to £9 17s. 6d. Staffordshire Best: Bars, £10 15s. to £11 10s.; Nail Rods, £10 15s. to £11 10s.; Hoop, £12 to £13; Sheets, £13 10s. to £16; Scotch Pig, No.1, £4 8s. to £5 13s.; Swedes, Bars, Hammered, £17 to £18; Swedes, Steel in kegs, ½ and §in., £20.

YELLOW METAL.—Sheets, 4 by 4 ft., 8¼d. to 8½d.; Sheathing and Rods, 8¼d. to 8¼d. per lb.

TIN.—English Refined, £99. Tin Plates: Charcoal I C, per box, 36s. to 40s.; Coke, 27s. to 35s.

LEAD.—WB, £23 10s.; do., other brands, £23. Spanish soft, ex ship, £22; Sheet, £24 10s. to £25; Shot (kegs extra) £26; White do., £29; Red do., £25.

SPELTER.—Silesian, £23 10s. to £24.

QUICKSILVER.—In bottles of 75 lbs. each, £24.

Messrs. French and Smith report:—We have had a steady business generally the past week. Iron: Staffordshire is firm, and there is a good enquiry. Copper has recovered during the last few days what it lost a week since, and is now £83 for Chili Bars, with a fair business. Tin Plates steady, Lead very firm and scarce, Quicksilver firm at £24.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

** *Companies omitted in the above list will be included if the particulars are forwarded.*

SUNDRIES, PER "SURPRISE," FROM NEW YORK, FOR YOKOHAMA, SEPT. 29.

SALTER and LIVERMORE.		Salter and Livermore—(*continued.*)	
10000 cs. oil	100,000 gls.	100 oars	
1 organ		20 bls. oakum	1,000 lbs.
1 box books		3 do. cotton packing	329 lbs.
5 do oars	100	2 cs. agricultural implements	
100 kegs nails	10,000 lbs.	1 cask glassware	
50 cs. turpentine	500 gls.	200 cs. slates	
200 bxs. soap	15,200 lbs.	30 do. crayons	
97 kegs nails	9,700 lbs.	15 do. do.	
12 cs. irons		20 brls. plaster of paris	
12 pkgs. lamp and gas fixtures		11 bxs. medicines	
1 box cotton wick		MEISSNER, ACKERMANN, and Co.	
20 bls. oakum	1,000 lbs.	5,000 cs. oil	50,000 gls.
19 bxs. scales		NEW YORK CONDENSED MILK Co.	
100 oars		200 cs. milk	9,600 lbs.
50 cs. oil	500 gls.	ARKELL, TUFTS, and Co.	
4000 do. do.	40,000 gls.	82 cs. hardware	
50 do. turpentine	500 gls.	1 pump	

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct.—	Moravia	Morse	Rangoon	Plymouth
	Bengal (s.)	—	Yokohama	New York
26	Abyssinian	Hughes	Rangoon	Liverpool
	Olive	Clark	Singapore	Boston
	Chieftain	Draper	Zebu	New York
	Cromwell	Richardson	Manila	Do.
23	Ada	—	Hankow	London
23	Clothilde	Irton	Padang	Brouwershaven
25	Deerhound	Shearer	Whampoa	London
25	Blair Athol	White	Singapore	Do.
26	Mogul	—	Akyab	Brouwershaven
24	Nina Mathilde	Ferrars	Do.	St. Nazaire
26	Satsuma	Leslie	Ceylon	London
27	Thermopylæ	Kemball	Shanghai	Do.
	Avonmore	Corfield	Hong Kong	San Francisco
	Channel Queen	Lenfesty	Ilo Ilo	Sandy Hook
	Pleiades (s.)	—	China, &c.	New York
	County of Argyle	Miller	Sourabaya	Do.
27	City of Nankin	—	Rangoon	Liverpool
	Bothwell Castle	Anthony	Yokohama	San Francisco
	Vier Gebroeders	V. D. Zee	Batavia	New York

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 22	Lion	Johnsou	Colombo	London
22	Gleam	Burgess	Penang	Do.
23	Chyebassa (s.)	Ballantine	Colombo, &c.	Do.
22	Loyola	Oijinaga	Manila	Cardiff
19	Wega	Mahl	Yokohama	Cronstadt
23	Lesseps	Steen	Singapore	Cardiff
24	Tage	—	Galle via Cardiff	Liverpool
26	Duke of Buccleuch	Russell	Colombo, &c.	London
24	Mistri	Riogean	Shanghai	Cardiff
24	Grasmere	Roberts	Do.	Do.
24	Green Jacket	Roe	Hong Kong	Penarth
24	Peru	Mitchell	Singapore	Do.
22	Brisbane (s.)	Balfour	Do.	Glasgow
25	Cecilia	...	Do.	Shields
24	Queen	Cowie	Do.	Sunderland
24	Assyrian	Langsford	Do.	Newcastle
18	Yrurac Bat (s.)	Munitz	Manila	Cadiz
27	Quang Se (s.)	Sangster	Colombo, &c.	London
26	Dick Rickmers	Rennevich	Singapore	Cardiff
25	Senator Iken	—	Do.	Penarth
24	Hawkhope	—	Batavia and Sourabaya	Liverpool
26	Eastern Province	Mecham	Singapore	Blyth
23	Livingstone	Popp	Hong Kong	Kiel
14	Helena Anna	Baer	Batavia	San Francisco
15	J. C. Ford	—	Yokohama	Do.
26	Hampton (s.)	—	Batavia	Helvoet
28	G. T. Ray	Fraser	Anjer	Liverpool

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date	Steamer.	From	For
Oct. 21	Glenfinlas	China	New York
26	Crocus	London	Sing., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Montgomeryshire. For Singapore, Hong Kong, and Shanghai: Glenroy (str.). For Colombo, &c.: Cheops, Navarino, Capella, Sultan.

SAILING VESSELS.—For Yokohama and Hiogo: Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Deerhound. For Hong Kong: Eleanor, Ceylon, Osaka, Rollo. For Chefoo, Tientsing, and Newchwang: Ousuri. For Penang: Glenisla. For Singapore: Kingdom of Saxony. For Colombo: Seafield.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Priam (str.), Patroclus (str.). For Galle: Annie W. Weston. For Singapore and Manila: Leon (str.). For Batavia and Sourabaya: Questembert. For Singapore (via Cardiff): Lady Lisgar. For Sourabaya: Loochoe. For Anjer: Finzel.

At GLASGOW.—For Singapore, Hong Kong, and Shanghai: Fleurs Castle (str.). For Manila: Antela. For Singapore: Terentia. For Singapore and Penang: Pauline. For Sourabaya: Landseer.

SPOKEN.

ADOLPHUS (Eng. barq.), Singapore to London, Sept. 29, 30 N., 33 W.
COUNTY OF BUTE, Batavia to Rotterdam, Sept. 22, 12 N., 25 W. [sey.
MENELAUS (str.), Livpl. to Sing., China, &c., between Holyhd. and Bard-
ESPIEGLE (barq.), Hong Kong to Marseilles, Aug. 5, 10 S., 82 E.
NORMAN COURT, Foochow to London, Aug. 26, 2 N., 108 E.
GREFVE BERG (barq.), Singapore to London, Aug. 19, 13 S., 90 E.
P.F.B.R. (Harkaway), Manila to New York, Sept. 22, 12 S., 13 W.
H.F.B.R. (Empress), Singapore to London, Oct. 16, 38 N., 31 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the East are somewhat lower since our last issue. Coal freights remain firm at the undermentioned quotations.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 65s. meast. To Samarang: 70s. meast. To Sourabaya: 75s. meast. To Saigon: 50s. weight, 55s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £23 to £24. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 24s. To Colombo: 24s. To Galle: 23s. To Batavia: 25s. To Amoy: 32s. 6d. To Sourabaya: 30s. To Manila: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 27s. 6d. To Galle: 18s. To Singapore: 18s. to 19s. To Batavia: 32s. 6d.

CASUALTIES.

ROTTERDAM, OCT. 28.—The Kosmopoliet II. (Dutch ship), whilst repairing at Schiedam, capsized, owing to some ropes breaking, and filled; she is lying on a soft mud bottom, and will not suffer any damage; she is to be pumped out at once.

Advice from Cuxhaven, Oct. 24, report that the Arracan (of Hamburg) has put back with loss of sails and two anchors and chains.

BATAVIA, — — [Singapore, Oct. 25, 12.20 P.M.]—The Oceanus, Probolingo to Holland, with sugar, grounded, but was got off after discharging part of cargo, and has been towed in here, leaky; she is discharging.

MAURITIUS, —[Aden, Oct. 28.]—The Prinses Amalié (Dutch ship) has put in here leaky, and by order of the surveyors has discharged her cargo for a survey.

ARDROSSAN, OCT. 26.—Preparations were completed to-day, and operations commenced for raising the wrecked steamer Chusan; it has been found that the hull is not so much damaged as was at first anticipated, and it is said that in this portion there are about 500 tons of coal; large quantities of spars from the wreck are being thrown up on the Earlbride coast.

MISCELLANEOUS.

At PORT SAID, OCT. 26.—Glenlyon (str.), from London, to Singapore, China, &c.; 25, Achilles (str.), from Liverpool, to Singapore, China, &c.; Banca (str.), from London, to Singapore, and Java; 26, Ly-ee-Moon (str.), from London, to Singapore and China; 27, Conrad (str.), from Nieu Diep, to Java, &c.; 23, Ocean (str.), from Glasgow to Singapore, China, &c.; El Dorado (str.), from London, to Colombo &c.

At SUEZ, OCT. 25.—Prince van Oranje (str.), from Java to Nieu Diep; Madura (str.), from Java to Holland; 23, Lord of the Isles (str.), from China; Borneo (str.), from Java to Nieu Diep; 22, Ionian, from Java to Marseilles.

At TABLE BAY.—Bayswater, Ansgear, and sailed, Sept. 18, for Java.

At SIMON'S BAY.—Light Brigade, and sailed Sept. 22, for Java; Emma, from Newcastle, and sailed, Sept. 22, after repairing.

LAUNCHES, &c.

THE Eastern and Australian Company's steamer Brisbane, the launch of which we recently reported, left the Clyde for Singapore on the 24th inst. Another of the Company's steamers, the Singapore, will procced in November.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
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Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

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Now ready.

1. RUTTER'S SILK AND TEA TABLES. Price 10s.
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3. RUTTER'S EXCHANGE TABLES BETWEEN ENGLAND, INDIA, AND CHINA. Price 25s.
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COMMISSION AGENT
SAN FRANCISCO.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth, ni produit chimique.

NERVA, MARCHAN D, & Co,
GENERAL COMMISSION MERCHANTS,
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PARIS.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

MacEWEN, FRICKEL, & Co.,
QUEEN'S ROAD, HONG KONG
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
LONDON AND CHINA EXPRESS

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HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-stree ,London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every escription with the Continent, India, China, &c. upon d rms to be ascertained at the Office

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

IMPROVED AND ECONOMIC COOKERY.—Use

LIEBIG COMPANY'S EXTRACT OF MEAT

as "stock" for beef-tea, soups, made dishes, and sauces; gives fine flavour and great strength. Invariably adopted in households when fairly tried.

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YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Anadyr ...	Nov.	8	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Provence ...	Nov.	22	
Tigre ...	Dec.	6	
Amazone ...	Dec.	20	

The Steamers of the 22nd Nov, and 20th Dec. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 8th Nov., and 6th Dec. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
" Constantinople ... ... " Saturday, 5 P.M
" Algiers ... ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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J. LYONS, Manager.
W. H. SMITH, Managing Director

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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FIRST-CLASS English Family Hotel. Highly recommended.

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These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

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Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Khedive...	3,742	600	Nov. 5	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

Steam via the Suez Canal. Last shipping day, 14th November.

FOR PENANG, SINGAPORE, YOKOHAMA, and HIOGO, the well-known Clyde-built screw steam ship ABBOTSFORD, A81, 1,035 tons register, 500-horse power effective; CHARLES PATTERSON, Commander; Victoria Docks. This fine steamer is noted for her rapid passages to Bombay and China, and for the splendid order in which she always delivers her cargo.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Freight payable on delivery of bills of lading.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	Nov. 7
Glengyle	100 A1	1,676	200	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, HIOGO, and NAGASAKI, with liberty to call at Falmouth to embark passengers. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day, Nov. 4. The splendid new Clyde-built full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,750 tons gross register; 1,150 tons net register; 200-horse power nominal; J. REYNOLDS, Commander; East India Docks. This magnificent steamer, built especially for the China trade, has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, AND HIOGO. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day 18th November. The favourite full-powered screw steamer SCOTLAND, 100 A1, 2,645 tons gross; 1,694 tons nett; 400-horse power nominal; JOHN JAMES, Commander: South West India Docks. This magnificent steamer from her very great power offers the most favourable opportunity for goods and passengers; the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, TEMPERLEYS, CARTER, and DARKE, 21, Billiter-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (Corner of Cornhill).

FOR CHINA AND JAPAN.—The undermentioned high-classed ships will be despatched as follows:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong.	Ceylon	A1 12 yr.	E.I.D.	With des.
Chefoo, Tientsin, & Newchwng	Ousuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Braginton	A1 14 yr.	E.I.D.	With des.
Hiogo	Gaucho	A1 13 yr.	E.I.D.	With des.

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, London, E.C. (corner of Cornhill).

SHORT SEA ROUTE to AUSTRALIA, via Marseilles, and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., Hg.Kg. & Japan ...	Min.s.s.(new)	A1 100	S.W.I.D.	Nov. 14
Shanghai ...	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Walton ...	A1 10 yr.	S.W.I.D.	With des.
	Ada	A1 17 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

CASTLE LINE OF STEAM PACKETS FROM LONDON—FOR SINGAPORE HONG KONG, AND SHANGHAI (last shipping day Nov. 16).—The magnificent, new, Clyde-built steamship FLEURS CASTLE, 2,470 tons, 100 A 1, 360-horse power, nominal, G. B. DICKIE, Commander; South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—To follow the "Fleurs Castle."—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, will load in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Eleanor	A1 13 yr.	W.I.D.	With des.
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow
Hong Kong	Rollo	A1 13 yr.	W.I.D.	To follow
Shanghai ...	Deerhound...	A1 17 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glenroy, s.s. ...	2,121	McGregor, Gow, & Co.	Nov. 6
Montgomeryshire, s.s.	1,750	Norriss & Joyner...	Nov. 4
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 15
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	Nov. 17
Scotland, s.s. ...	2,645	Norri & Joynor...	Nov. 19

LIVERPOOL.

Sarpedon, s.s. ...	1,519	Alfred Holt ...	Nov. 12
Priam, s.s.	1,572	,, ...	Nov. 25

GLASGOW.

Singapore, s.s. ...	1,700	T. Skinner & Co.	Nov. —
Bowen, s.s.	1,700	,, ,,	Dec. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 2, 1874.

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VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 584.] LONDON, MONDAY, NOV. 9, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Nov. 9.
JAPAN—Yokohama	July 24	Sept. 7	Sept. 16
Yedo			
Osaka and Hiogo	„ 10	„ 1	„ 12
Hakodadi			
Nagasaki	—	—	„ 19
CHINA—Peking	—	—	„ 9
Tien-tsin	—	—	„ 11
Chefoo	—	—	„ 13
New-chwang	—	—	Aug. 29
Hankow	„ 24	„ 7	Sept. 15
Kiu-kiang	—	—	„ 16
Chin-kiang			
Shanghai	Aug. 7	„ 19	„ 20
Ningpo	—	—	„ 18
Foochow	„ 7	„ 16	„ 20
Formosa	—	—	„ 13
Amoy	—	—	„ 21
Swatow	—	—	„ 23
Hong Kong	„ 14	„ 22	„ 26
Canton	—	—	„ 24
Macao	—	—	„ 25
PHILIPPINES—			
Manila	July 31	„ 6	„ 16
COCHIN-CHINA			
Saigon	Aug. 14	„ 16	„ 29
SIAM — Bangkok	—	—	„ 27
BORNEO—			
Labuan	—	—	„ 14
Sarawak	—	—	„ 26
JAVA — Batavia	„ 21	„ 22	„ 28
Samarang	—	—	„ 20
Sourabaya	—	—	„ 23
MALACCA STRAITS—			
Singapore	Sept. 4	Oct. 3	Oct. 4
Penang	„ 4	„ 1	„ 6
CEYLON—			
Galle	„ 18	„ 10	„ 15
Colombo	„ 18	„ 12	„ 12

THE MAILS, &c.

The P. and O. mail, with the advices dated as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, bringing advices Yokohama 23rd, Shanghai 27th Sept., Hong Kong 3rd, Singapore 12th Oct., which is due, *via* Marseilles, on Monday next, the 16th inst., left Suez on the 2nd inst., four days early, and will probably be delivered on Wednesday next, the 11th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived Nov. 5.—None To Venice, from Shanghai: Mr. R. Bourke, Mr. Uhlmaner. From Hong Kong: Mr. J. Möller, Mr. R. Galton, Mr. Norbal, Mr. and Mrs. Greig. From Singapore: Mr. H. Geillinger.

To Southampton, per P. and O. steamer *Mongolia*, expected Nov. 15.—From Yokohama: Mrs. Pofounds. From Shanghai: Mrs. Wohnes and child, Mr. W. Green, Mr. J. Green. From Hong Kong: Mr. W. J. Harvey, Mr. W. Jardine. From Singapore: Mr. A. Pryor, Mr. E. Jorgensen and child.

Per Nederland Company's steamer *Prinses Amalia*, from Batavia, arrived at Nieuwediep Oct. 30.—Mr. Kens, Mr. Lerutte, Mr. Aremdell, Mr. and Mrs. Beck, Mr. and Mrs. Van Eys, Mr. Kappers, Mr. Brondsema, Mr. Van Doore, Mr. Mulder, Messrs. Winter, Mrs. Hoeroo, Mrs. Winter, Mr. Riviere, Mr. Sonnenberg, Mr. Yullien, Mr. Marion, Mr. and Mrs. Dikkers, Mr. Van Marle, Mr. and Mrs. Godin, Mr. and Mrs. Severyn, Mr. and Mrs. Hulstyn, Mr. Molenaar, Mr. Van Wyk, Mr. Clignett, Mr. Weenink, Mr. Bol, Mr. Leicher, Mr. and Mrs. Boauer, Mr. Zeigers, Mrs. de Boer, Mr. Kok, Mr. and Mrs. de Laat de Kanfer, Mr. Lucker, Mr. and Mrs. Van der Loo, Mr. and Mrs. de Gelder, Mr. Mahien, Mrs. Bonsema, Mr. Ames Doox, Mr. Kruyt, Mr. Schenkel, Mr. Barros, Mr. G. Stroom, Mr. Schwam.

Per Nederland Company's steamer *Prins van Oranje*, from Batavia to Nieuwdiep, expected Nov. 9.—Mr. Paap, Mr. Langereld, Mr. and Mrs. Hoogeveen, Mr. Van Lier, Mr. Jansen, Mr. F. Heekler, Mr. Simon.

PASSENGERS OUTWARD.

Per French steamer *Anadyr*, Nov. 8.—To Yokohama: The Japanese Minister and suite, Mr. Wagener, Mr. Fitz Cunliffe, Mr. Owen, the German Ambassador and suite, Mr. Gramir. To Shanghai: Mr. Gontharet, Mr. W. J. Sayle, Mr. Kent, five Sisters of Mercy, Mr. J. Ure, Mr. Bray, Mr. C. Thorne. To Batavia: Mr. Schreiner, Mr. A. H. J. Diermont, Mr. W. W. Cook, Mr. Duffour, Mr. Bariel. To Hong Kong: Mr. Kyle Mr, Poate, Mr. Byre and child, Mr. A. W. Burn, Miss Kennedy and servant, Mr. E Pye, Mr. F. Leyburn, Mr. C. Petersen, Mr. Bain, Mr. Halhaur, Mr. Peterson, Mr Lathroes. To Singapore: Mr. and Mrs. Jeffries, Mr. Rose, Mr. Peyer. To Galle Mr. G. L. Reid, Mr. and Mrs. Fles, Mr. Foster, Mr. Thomas, Mr. Temples. To Saigon Mr. Treve.

Per French steamer *Provence*, Nov. 23.—To Yokohama: Mr. Pateman. To Hong Kong: Mr. Kruse. To Shanghai: Mr. Lefebre. To Galle: Mr. Journy, Mr. R. B. Harvey, Mr. Ollivam, Mr. Broyer. To Batavia: Mr. Brevet. To Saigon: Mr. Lalanne.

Per French steamer *Amazone*, Dec. 20.—To Singapore: Mr. and Mrs. Sackermann. To Saigon: Mr. Cormean.

Per French steamer *Ava*, Jan. 2.—To Hong Kong: Mrs. Bell.

Per P. and O. steamer from Southampton, Nov. 5.—To Yokohama: Mr. A. Young. To Hong Kong: Deputy Inspr. Gen. D. N. Morgan, Mr. G. S. Hill, Capt. Steples. To Ceylon: Mr. Grubridge, Mr. Maningay, Mr. W. R. Noad, Mr. A. Wise.

Per P. and O. steamer *Sumatra*, from Venice, Nov. 13.—To Singapore: Mr. and Mrs. C. F. Rowland. To Ceylon: Mrs. and Miss Delmege.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Ceylon: Mr. Arthur. To Singapore: Mr. and Mrs. Grutte.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Singapore: Mr. Unwin, Mr. C. Low.

Per P. and O. steamer from Southampton, Dec. 3.—To Shanghai: Mr. G. Rose.

Per steamer *Ajax* (Holt's line), from Liverpool, Oct. 31.—To Penang: Mr. and Mrs. Kuneman. To Singapore: Mr. Emmerson. To Hong Kong: Mr. and Mrs. Piercy and family, Mr. Masters, Mr. Falconer, Miss Radcliffe, Miss Taylor. To Shanghai: Mr. J. A. Betts, Mr. Nightingale, Mr. E. Melly.

Per steamer *Montgomeryshire*, to leave London Nov. 10.—To Singapore: Mr. Alex. Christian, and seven engineers and miners. For Hong Kong: Mr. Archibald Bird, and Master Arthur Barff.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates by this mail are to the 16th Sept.; *via* San Francisco dates of 29th will be delivered on the 12th inst. The following has been telegraphed to the New York papers:—

The arrangements for diplomatic missions have been slightly changed. Nyene Kagronon goes to London instead of Paris. Aiki Singo, formerly Chargé d'Affairs at Berlin, is promoted to the rank of Envoy. Yosida goes to Washington.

The French Government at present takes the lead in pushing the demand for the opening of the entire Empire.

The Mikado gave a breakfast on the 22nd to all foreign diplomats at his own residence. This was the first entertainment at which the Sovereign has freely mingled with foreign guests and received them at his table.

The largest review of troops yet seen in Yedo took place on the 19th, in one of the suburbs of Yedo. Some 10,000 infantry, artillery, and cavalry were inspected by the Mikado and his uncle, Fuesini no Miejo, who has been raised to the rank of general in the army, and in case of hostilities with China is to be appointed to the chief command.

Chili has sent to Japan requesting contributions to the International Exposition to be held there in 1875.

CHINA.

PEKING.

An Imperial edict decrees the degradation of the Prince of Kung, by deprivation of his Imperial Princedom with hereditary succession. The following is a translation of the edict, which appears in the *Peking Gazette* of the 10th Sept.:—

A Decree in the Vermilion [Pencil.] Be it made known to all the Princes and Ministers in the Court that from the time when we assumed the government on the 26th day of the first moon of last year (23rd February, 1873,) until now, whenever speech has been held by us with the Prince of Kung, his language has been marked by manifold shortcomings of decorum. We ordain that as a special act of grace [for his punishment] there be substituted deprivation of his Imperial Princedom with hereditary succession for ever, and that he be reduced

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to the rank of secondary Prince (*Kun Wang*) instead of still continuing to do duty in the Grand Council. Let also Tsai-ch'eng (eldest son of the Prince of Kung) be stripped of his rank as *Beilak Kun Wang*, as a punishment and admonition.

In the present juncture of Chinese politics, the announcement will be received with no slight surprise; and whether it has or has not any significance in connection with the negotiations between the Tsung-li Yamen, of which Prince Kung is chief, and the Japanese Minister and Envoy Extraordinary, the time chosen by the Emperor to proclaim that he has fallen out with his chief counsellor and nearest relative would appear to be particularly inopportune. We are told that the matter is the subject of a great deal of comment among the Chinese at the Capital, and the incident is one which cannot fail to produce some sensation in the provinces.

So far as foreigners are concerned, the Imperial treatment of the head of the Tsung-li Yamên will probably make no difference. If it should diminish the Prince's influence as an intermediary between the Representatives of Foreign Powers and the Throne it should also have the good result of leading to more frequent audience of the Emperor himself, and of dispelling somewhat the seclusion in which his Majesty rules. It is, however, startling to find a Prince of the blood royal the confidential adviser of the Throne, and a man believed to possess remarkable administrative talent, which he has exercised consistently for the benefit of the dynasty, degraded in this peremptory manner.

On the 30th August an audience was given to the Belgian Envoy in the building called the Tsze-kwang-ko, now known to the outer world as the hall where Imperial audience is given to the Foreign Ministers.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

The Japanese Embassy left for Peking on the 6th Sept., after a rather uneventful but not uninteresting stay of six days. The protracted stay of the Ambassador at this place encouraged the belief that negotiations would be entered into between his Excellency and Li Hung-chang. The latter has been represented as desiring an opportunity to discuss the vexed question with the Ambassador. So the interchanges and interviews which were expected to take place between them were naturally awaited with the liveliest anticipations on the part of the outside public. The interested outside public were, however, doomed to disappointment. Nothing whatever, so far as I can learn, passed between them. I doubt whether any single event since the occupation of Tientsin by the allied army in 1860 has awakened such a profound and universal feeling amongst the officials of this province as the advent of the present Embassy from Japan. Whatever may be the result of the present mission it will continue to attract an increasing public interest until the final solution of the present difficulties is attained.

The U.S.S. *Ashuelot* arrived here on the 9th Sept. from Nagasaki, and is to remain during the winter. The *Ashuelot* brings an American astronomical party to observe the transit of Venus in North-China.

Woo Tung-ling, the head executive of the Southern Chinese forces in Chihli, died on the 1st Sept. He was much trusted by Li Hung-chang in regard to the management of the troops.

The weather still keeps hot during the daytime, and the wind is variable. We have escaped all floods this year, and the crops so far have been gathered successfully.

SHANGHAI.

The present mail brings advices from this port to the 20th Sept.; the P. and O. mail from London August 7 was received on the 19th Sept. The following summary of news is from the *North China Herald*:—

Shanghai was visited on the morning of the 14th Sept. with a succession of heavy storms of rain, accompanied by thunder and lightning. Many of the low lying thoroughfares were temporarily flooded, owing to the incapacity of the drains to carry off the unwonted downpour. There was no wind, and dense masses of black cloud hung over the Settlement throughout the day. The only damage done, as far as we can ascertain, was that a Chinese house in Chili road was struck by lightning, and some mortar thrown down from the wall of a room in which several persons were assembled, fortunately without injuring them.

The new Sugar Duty Regulations, to which we referred some time ago, have been published. They seem to be very reasonable in themselves, but, as we have already remarked, are framed in the interest of the Canton and Swatow men engaged in the trade, the Northern men, who deal with foreigners, importing the article through them and re-exporting it, being excluded from the benefit of the reduced percentage upon which duty is made payable, and of the drawback privileges which are held out in regulation four. The Northern men having offered the required bond, it would not be taken, and they were told they should not buy from foreigners, but of the Southern Chinese, who import sugar. If the sugar is bought from a foreigner they are informed that the duty will be levied on the full number of bags, instead of the percentage of 61·5. But the question has perhaps another aspect of even greater importance to foreigners. The *chao-fang*, or defence tax, referred to in the regulations, and so rigidly levied on everything which enters or leaves the Settlements, is distinct from and additional to the *lekin*, or war-tax, and is only levied in the Foreign Settlements, not in the City. Both are taxes instituted under exceptional circumstances, and though there may be sufficient reason at the present moment for their imposition, that will scarcely justify the fact that since the rebellion they have never been relaxed. The sugar duties illustrate forcibly the prohibitive nature of Chinese taxation. The export duty at Canton, import duty at Shanghai, *lekin*, *chao-fang*, and barrier dues, just double the cost of a bag of sugar by the time it reaches even a place so readily accessible as Soochow.

The *Shunpao* reports that nothing has yet been done in the matter of the Woosung forts, the actual site not having been agreed on. One of the Arsenal mandarins recommends that a position inside the Bar should be taken for the purpose, as commanding the entrance to the river and its navigation at a difficult point. The *Ti-tuh*, it is said, advocates the old position, below Woosung, which commands the mouth of the Yangtsze as well as the Whangpoo. Further conferences are to be held at Woosung before deciding on either situation; and that having been accomplished, the question of the material and design will have to be gone into.

Mr. Lueder, German Consul, left Shanghai for Amoy on the 14th Sept., *en route* for his Consulate at Canton, Mr. Annecke, late Charge d'Affaires at Peking, having resumed his post in Shanghai. Among recent passengers for Chefoo were H.B.M. Consul, Mr. Medhurst, and Mrs. Medhurst. Mr. Stronach takes charge of the Consulate during Mr. Medhurst's absence, which will probably last a couple of weeks.

Mr. Mowat has returned from Chefoo, and has resumed his duties as Deputy Chief Judge of H.B.M. Supreme Court. We are sure that in noticing Mr. Myburgh's retirement from the position he has held during Mr. Mowat's temporary absence we only express the general opinion when we say that, whether in chambers or on the bench, his discharge of the functions delegated to him has given every satisfaction.

The application for leave to appeal made by the defendants in the case of L. J. Mullins, assignee on the estate of L. H. Stoddard, *v.* Olyphant and Co., has been granted by the U. S. Consul-General.

The Mih-ho-loong Hook and Ladder Company have added to their *materiel* a case of surgical instruments and etceteras, likely to prove useful at fires when accidents of any sort are met with, whether by external injury or from the suffocating effects of smoke and steam. Past experience shows that the provision is a prudent one.

We have to report the sad news of the death of a well-known and highly esteemed Missionary, the Rev. Dr. M. J. Knowlton, of Ningpo. For more than twenty years he has laboured faithfully to spread knowledge, and especially the truths of Christianity, amongst the Chinese, and many of them feel that by his death they have lost a friend. Dr. Knowlton has published several works in Chinese, though he is best known among Europeans as the author of "The Foreign Missionary." He was an easy, voluminous, and thoughtful writer, and contributed to some of the best publications in China, besides writing regularly for more than one of the American periodicals. The sad event leaves a blank in the community at Ningpo which must be much felt and cannot soon be filled.

A Ningpo correspondent writes urgently about the want of a gunboat at that port, while disaffection is abroad and menaces are being directed against foreigners.

The following items of intelligence are from the *Budget and News Letter*:—

Mr. Fawcett, of the Imperial Coast Lights Department, was brought before the Court of H.B.M. Consul at Chefoo on the 9th Sept., on a charge of manslaughter, in connection with the shooting of a Chinaman near the works of the new light-house at the Shantung Promontory, about two months ago. It will be remembered that having been first taken as a prisoner before the native local magistrate and put in chains, the charge against him was afterwards tried before H.M.'s Consul at Chefoo and a native magistrate, and he was released by the Consul, on the ground that there was not sufficient evidence to establish a criminal charge. On his release he deemed it prudent to withdraw to Japan, but for some reason a warrant was sent after him, and he was brought back, and the charge above stated was brought against him. Mr. Mowat appeared as prosecutor, and after a lengthened hearing he was committed to take his trial for manslaughter. Mr. Hannen, of Shanghai, has been retained for the defence; and the trial is likely to take place on the 21st Sept.

It is said by those likely to be well informed on such matters, that the mutterings of murder against foreigners, of which we have heard much from the outports, are by no means unknown in the City and Settlement of Shanghai. No doubt, here and elsewhere these ill-omened threats have sprung from the rowdy portion of the Chinese population. We think, however, it is time that our Foreign Representatives were taking ac-

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measures to place a larger protective Foreign force in accessible positions along our coast.

A terrible thunderstorm occurred at Hankow on the 13th Sept. For a time the blackened heavens was illumined by almost continuous flashes and bolts of electric fire. The casualties which almost certainly occurred had not been reported when the steamer left.

FOOCHOW.

The following items are from the *Foochow Herald:*—We understand that his Excellency the Viceroy is about to start for Amoy, which place will become the temporary seat of the Provincial Government during the Formosan difficulty.—An amusing story is told illustrative of the secrecy with which the Japanese are endeavouring to conduct the movements of their war vessels; a Chinese gunboat fell in with a Japanese war vessel off the Pescadores. Where are you bound to? asked the captain of the first-named craft. Don't know! was the reply. Where are you from? Don't know.—We believe that there will be no difficulty in obtaining the use of the Tartar Camp as a race course during the ensuing season, notwithstanding the presence of a permanent encampment of 500 troops.

HONG KONG.

Our advices by the present mail extend to the 26th September; the French mail from London Aug. 14 was received on the 22nd September. The following items of news are from the *Overland China Mail:*—

His Excellency the Governor has been pleased to issue a fresh Commission of the Peace for this Colony, and the list of the gentlemen therein is hereby published for general information:—Charles May, Esq., the Hons. W. H. Alexander and P. Ryrie, H. G. Thomsett, R.N., Robert McMurdo, and F. W. Mitchell, Esqrs., the Hon. Cecil C. Smith, T. G. Linstead, Esq., the Hon. R. Rowett, H. St. L. Macniac, W. Deane, M. S. Tonnochy, Frederick Stewart, C. V. Creagh, William Keswick, T. Pyke, James Russell, Alfred Lister, E. R. Belilios, Richard A. O'Brien, M.D., and S. D. Sassoon, Esqrs., the Hon. James Whittall, Henry Lowcock, James Greig, John M. Price, Philip C. B. Ayres, M.R.C.S.E., C. Morland Kerr, H. H. Nelson, M. W. Boyd, H. L. Dalrymple, Alexander MacIver, and Nathaniel J. Ede, Esqrs.

We note that Mr. Newitt, who has for some time been acting with considerable success as superintendent of the Eastern Extension Australasia and China Telegraph Company, has left per *Legislator* for Cape St. James, at which place he takes charge of the telegraph office. Mr. Newitt's recent exertions in discovering the cable thieves entitle him to much praise, and we hope that his zeal and discretion in that matter will obtain for him some substantial recognition on the part of his employers.

The German barque *Joachim Christian*, which arrived here on the 21st, has probably made the quickest passage from Newchwang on record for a sailing vessel, having left there on the evening of September 13, and arrived here at nine A.M. on the 21st. As Newchwang is some sixteen hundred miles distant from Hong Kong, she must have averaged over two hundred miles per day. This vessel left Hong Kong for Newchwang on the 23rd of August last, arrived there September 4, leaving on 13th, and arriving here this morning, having made the round voyage in twenty-nine days.

Captain Ward, lately master of the British barque *Caroline Hutchings*, recently wrecked on the coast of Formosa, returned to Hong Kong on the 19th in the *Hailoong* from Takow. Captain Ward is accompanied by his wife, who, when the *Caroline Hutchings* was driven ashore in the typhoon, was saved with difficulty by being dragged through the surf by a line thrown from the ship to the shore. The Nautical Court held at Takow to enquire into the circumstances of the wreck acquitted Captain Ward of all blame, and passed the highest encomiums upon his seamanship and the manner in which he handled his ship under very trying circumstances.

The case of Prospero Beltrao, who was detained in custody on suspicion or being implicated in the *Satsuma* piracy, was again brought before Mr. May. The Captain Superintendent of Police stated that the Government had received a telegram to the effect that "Her Majesty's Government advised no power to remove *Satsuma* mutineers home for trial"; he could not therefore prosecute. Beltrao was therefore again set at liberty.

We have paid a visit to the works of the Hong Kong Ice Company at East Point, and are glad to see that Mr. Bain is pushing forward his arrangements so as to be able to open his depot in town at an early date. Ice is already being made in considerable quantities, and ere long Mr. Bain expects to be able to supply fully all demands that may be made upon his manufacture. The ice, which is made of pure filtered water, is turned out in slabs six feet six inches long, six feet wide, and at least six inches deep. The facilities promised by the company to the public of procuring cheap ice in sufficiently small quantities will prove an appreciable boon, and we cordially wish Mr. Bain and his absent partner success in their enterprise.

The Independent Order of Good Templars in Hong Kong celebrated the first anniversary of the foundation of No. 1 Lodge in their lodge room in Queen's-road East, on the evening of the 11th inst. The commemoration was celebrated with vocal and instrumental music, and several addresses and recitations were delivered.

The Hong Kong, Canton, and Macao Steamboat Company's steamer *Powan* arrived at the Company's wharf on Saturday evening, the 12th, having on board more than one thousand Chinese passengers. The *White Cloud* has replaced the *Spark* on the Canton and Macao line.

We are informed that a work which will constitute a complete guide to the City of Canton, its temples and sights, is in the press, and will shortly be published. The author is the Ven. Archdeacon Gray, whose long residence at and knowledge of the port should have peculiarly qualified him for the task he has undertaken.

Jui Lin, Viceroy of Canton, is dead, and the event may have some slight effect on the fortunes of this colony. Long known for his favourable feeling to foreigners, Jui was one of the strongest opponents of the "Customs Blockade." His views were, however, overruled at Peking, and he had no resource but obedience to the orders of his superiors.

The following items are from the *Daily Press*:—

Complaints have been made that a Sanitarium, which was erected in the Gap, and was understood to be for use of the general community, has been used exclusively for the Government officials. The subject was discussed somewhat sharply, and the Government, as they could not agree with the non-official members as to the regulations which should be framed, had advertised the building for sale by public auction. The question has, however, been set at rest for the time being by the typhoon, which has levelled the building.

The Report of the Canton Insurance Company, for presentation at the meeting of shareholders convened for the 1st Oct. been issued. The accounts show an estimated balance of $144,473, allowing for all ascertained losses and charges to date, against $165,225 at corresponding period last year. The sum of $250,000 advanced by the General Agents as reserve fund has been placed on deposit in the name of the Company in the Hong Kong and Shanghai Bank.

Captain Kistenmacher, of the American bark *Kedar*, with his crew arrived in two fishing-boats and reports the loss of his vessel on the 6th Sept., on his passage from Laguinmanog to this port.

A case came before the Registrar-General in which certain Chinese were discovered unlawfully detaining native girls for the purpose of shipping them to San Francisco for illicit purposes. The parties were ordered to find security for good conduct in $500 each for six months, which, it is to be hoped, will have a deterrent effect, as this practice, which is most difficult to detect, has long been going on in the colony.

We learn that there has also been a most severe typhoon at Swatow, and the sea ran so high as to flood the Custom-House, which is three hundred yards inland, to such an extent as to damage the whole of the papers in the office. Serious injury has also been sustained in other directions.

THE TYPHOON.

A typhoon which, though of very short duration, has probably proved the most destructive witnessed since 1862—if not exceeding it in that respect—swept over the island between the hours of 6 P.M. and 6 A.M. of Sept. 22-23. At 7 P.M. the wind, which had been blowing freshly since six o'clock, began to come in puffs, which the experienced knew to herald an undoubted typhoon, the first heavy blast being felt at 7.30. From this time forward the blasts increased in intensity and frequency, the utmost force being reached about 2.30 A.M., when the greatest damage was inflicted. The *China Mail* gives the following account of the disaster:—

Between 9 and 10 P.M. it was evident that a storm of more than average intensity was beginning to prevail. The sea was lashing the stones of the Praya Wall, and beginning, apparently in mere play, or as a preliminary effort of its strength and an earnest of its future performances, to twist their granite masses about and up-heave them as though they were feathers. As early as half-past nine, as a few persons careless of the storm were on the way towards the theatre, they were *hailed* by a storm of plaster which flew from the cornices and facings of some of the hongs on the Praya. At the theatre the somewhat gloomy appearance of the representative of the troupe, the few chairs outside, and the absence of the usual throng of gossipers near the hall denoted clearly that the storm was beginning to be felt, and that none but the most devoted votaries of Thespis preferred the chance of being destroyed in a public assembly by the possible wind-compelled collapse of the City Hall, to that of being smothered in the ruins of their own houses, in the comforting company of their own families. But it was not till after the conclusion of the performance, and the return of audience and actors to the disquiet of their homes or hotels, that the demon of the storm began in earnest his work of destruction. Soon after 2 A.M. he let loose a squall of appalling violence, which howled and whistled through the town, seeking every alley and bye-way, and leaving everywhere traces of its wanton spite. The atmosphere was principally composed of tile, brickbats, jalousies, verandah beams, and foliage (where there were trees), an atmosphere somewhat difficult of inhalation, and heavier in its pressure than the usual atmospheric burden each person has to bear

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The shipping became quite uncontrollable. Sailing vessels despised such fragile or untenacious restraints as anchors and chain cables. Steamers even found that the power at their command was insufficient to save them from destruction. As time went on the storm gained in fierceness. Houses in the Chinese quarter were 'blown back into their component parts. Men, women, and children were smothered in the *debris*. Junks in the harbour were capsized and sunk, many of them leaving no hitherto discovered trace, or were smashed to atoms by the drifting vessels which encountered them. Sign boards and even the roofs of houses were borne about "o'er sea and land like waftage of the air." Calamity, ruin, and death ran riot and could not be restrained. The casualties which happened in harbour could not be alleviated by any assistance from the shore, and in the instances in which life was saved on shore it was often at the risk of lives more valuable than those which were prolonged.

It was not till after morning dawn that it was ascertained how severe had been the loss both of property and life. Commencing with the Praya, of which we have as yet been able to make only a hurried survey, the bathing-house has put to sea for good, nothing but wreckage now showing where it stood. In the Recreation Club's boathouse, many of the racing four-oars and private boats have been destroyed, while the hull of what was one of Her Majesty's gun-boats obstrusively its stern on to the boat platform. At the bund by the City Hall has thrust commenced the destruction to the sea wall, which extends along its whole length to West Point. As on former occasions the huge masses of granite have been hurled by the titanic force of the storm far inward, in some cases touching the front walls of the houses. But on this occasion even greater force than usual must have been exerted, inasmuch as we notice in some instances that as many as five or six blocks still clamped together have been washed up in one huge mass. For practical purposes the Praya wall may be said to have almost disappeared, while the earth has in some places been washed away so as to expose the gas and water mains and the telegraph wires, five or six of which combine in certain spots to trip up the unwary loiterer, whose eyes are too fully occupied in contemplating the ruin around him to pick his steps.

The Praya buildings have naturally suffered badly. The City Hall has, as usual, come to grief in the way of glass, in spite of all precautions ; and the north-east corner, devoted to the valuable collection of newspapers, was literally beaten in, the glass being in minute fragments, and the jalousies splintered to pieces. Many of the volumes, it is feared, are injured. Fortunately, the precautions taken with the main body of the library has saved the books from any damage. The front portico of light iron and granite is a simple ruin, blocking up ingress, while the noble tree opposite, which was one of the glories of Queen's-road, has been torn up by the roots, and lies a magnificent ruin across the way. The houses lining the Praya, from the City Hall to the clock-tower, appear mostly to have escaped with slight damages to plaster and glass, but west of Pedder's Wharf the ruin inflicted is enormous. The town clock was stopped at 2.35, which we therefore assume to have been the time when the heaviest gust came down. It is at all events certain that most of the worst damage was inflicted about that hour. To the foreign houses this was mostly slight, verandahs, shutters, and windows being smashed, but little damage being done to the houses themselves. With the Chinese tenements it was different. As the storm howled, and hissed, and raged, whole stories were swept away in rapid succession. The two upper stories of Hoo-tye-loong's store came down with a fearful crash, followed shortly after by the upper storey of another corner house, further west. The narrow and slight but lofty verandahs of the native hongs towards Bonham Strand afforded ample material for the sportive fancies of the wind-god, and the whole Praya as far as the gas works is strewed with the wrecks of verandahs, boards, furniture, &c., in some places a foot deep. The amount of loss of life attending this destruction we have not yet ascertained.

It was, of course, at the wharves and amongst the shipping that the most serious damage was done, and this, sad to say, has resulted in the known loss of very many lives. All the stone jetties and wooden piers along the Western Praya face are wrecks. Russell's wharf, Pedder's wharf, Vogél Hagedorn's wharf, the Steamboat Company's pier, and Pacific Mail pier, &c., are all of them so injured as to require almost entire rebuilding. The most melancholy incidents of the night were the foundering of two steamers and three sailing vessels, the former with the loss, as is supposed, of some 100 lives. In addition to this, several vessels are reported ashore and dismasted. We subjoin a list of casualties below. The Spanish steamers *Albay* and *Leonor* sank bodily off Douglas Lapraik's wharf. In the latter thirty-six out of forty-six were saved, but, sad to say, poor Capt. Echanique, who is reported to have behaved with great gallantry in trying to save others, is amongst those lost. His body was washed ashore this morning, and picked up in one of the lanes leading from the Praya to Queen's-road. Regarding the *Albay* nothing is known as to how many she had on board. It is said that she had ninety Chinese passengers, besides officers and crew, but this needs confirmation. She arrived late last evening. and anchored in shore, the captain, it seems, allowing his fires to be extinguished. If true, he has paid dearly for the error. The *Aldebaran*, *Maury* and *A. E. Vidal* have been reported at their Consulate, sunk ; crews saved. The *Charlotte Andrews* is reported ashore at Green Island, the *Lizzie H.* is dismasted and grounded by Lapraik's wharf, but has since floated off, and the *Morning Light* is dismasted. Twenty-five casualties, which refer only to injuries, not total loss, had been reported at the Harbour Master's by noon. The Siamese vessels are said to have suffered greatly. We must not omit to notice one curious case of rescue. A young Chin-Chew Chinese swam, or more literally, was washed, into the office of the German Consulate, where he was afforded shelter until morning. He was one of those on board the unfortunate *Albay*, but as yet no particulars have been got from him, owing to the want of an interpreter. Messrs. Jardine's steam launch, as also that of the P. and O. Company, has gone down.

The damage to roads and houses throughout the city has been enormous. Queen's-road, Hollywood, Caine and Robinson-roads were impassable from the trees which, uprooted or torn down, crossed them in every direction. Amongst well-known houses which have suffered we note that Government House is much injured in the roof. Sir John Smael's is more than half unroofed. "The Castle" has lost its verandahs and "Stonehenge" nearly all its glass. Ball's Court, Mr. Ede's house, and others on the West-road have also suffered badly. Throughout the western portion of the town verandahs have been torn away in all directions, and at least half the trees which beautified the roads have been destroyed. The telegraph lines are all down throughout the island ; and still worse, the Gas Company's premises have sustained such damage that the supply will be cut off for a day or two.

The Peak has suffered severely. The typhoon took off the roof and verandah of Mountain-lodge, the bachelors' quarters and the Sanitarium being also unroofed. This happened about midnight. The Surveyor-general's house is almost a ruin, Mr. Price having a narrow escape with his life. The Harbour-master's ex-office, lately transferred to the Peak, is also minus its covering. The signal topmast and yard have taken their departure, and the lower mast is almost uprooted but still whole. The trees, croquet lawns, &c., are demolished, the stone seats even being displaced by the terrific force of the wind.

Among the items of which we gleaned so many in our melancholy survey of the ruins we may briefly mention the following :—The Messageries Maritimes' premises are much injured. The Ko Sing Theatre is a ruin. At 10 P.M. the roof of 52, 54, and 56, Hollywood-road fell in. By special providence and the intervention of some European gentlemen and the police seven lives were saved—192, 194, and 196 in the same street are totally ruined. Up to noon to-day orders for the interment of about forty bodies found drowned were issued by the coroner. In Upper Station-street occurred a fearful casualty. Several houses fell in, and many lives were lost. Six children were smothered in the ruins. Their remains showed few traces of injuries. H.M.S. *Princess Charlotte* and the *Meanee* both lost a considerable portion of their wood awnings.

The Praya presents a most extraordinary appearance. It is covered with granite blocks from the sea wall, Chinamen, wreckage, filth from Chinese houses washed out by the sea, and rice, sugar, vermicelli, sails, sacks, and all kinds of perishable merchandise laid out to dry. We must not forget the preserved fish, which is only preserved for a limited period, judging by the abominable odour which exhales from it, and assails the nose of the wayfarer persistently, along at least half-a-mile of the Praya. The London Mission House has suffered severely, many doors and windows being quite blown out, jambs and all. St. Joseph's R. C. Church is literally a ruin, being only a doorway and a heap of bricks. The Civil Hospital was so far unroofed as to require the removal of patients from the upper to the ground floor. Hour by hour evidence that the damage done is much worse than was supposed is accumulating. The injuries to the Gas Works and mains were somewhat extensive. The main pipe at Wanchai was broken by the destruction of the bridge opposite Messrs. M'Donald's slip, and it was some hours before the leak was discovered. At the works the Superintendent's house was partly unroofed, and the gable end of the house occupied by Mr. Donald was blown right down. The ladies residing in those buildings were compelled to take refuge in the engine-house. The furnaces were submerged by seven feet of water. Considerable damage was done to the books and accounts in the office. A part of the Police Station is a wreck. The verandah overlooking Stanley-street and the Justices' Room have been laid in ruins. We regret to learn that telegraphic communication with Saigon has been stopped since the typhoon. The cable-house at Pokfoolum has been much injured by the sea, and most of its contents washed away.

Amongst other casualities in the typhoon we regret to learn that the Hon. Mr. Alexander has had his foot somewhat severely injured by broken glass, being unable to move from Dr. O'Brien's house, whither he had been carried. In consequence of necessary repairs, the City Hall Library is closed to the public. During the height of the typhoon two policemen were struggling along the Praya, at that time covered with furious waves. One of them in trying to climb over a heavy balk of timber, which was washed up near the wharf of Douglas Lapraik and Co., was caught by the wind and hurled into the boiling mass. He recovered his feet with difficulty, and may be said to have preserved his life at considerable risk. We have very great pleasure in drawing attention to the gallant conduct of Mr. George Taufer and his brother, the engineers of the Hong Kong Insurance engine. During the sinking of the *Albay* and *Leonor*, at the height of the typhoon, they most pluckily went to the rescue of the drowning men, and succeeded in saving some thirty-six lives. This is not the first time Mr. Taufer has thus distinguished himself, and we hope that the Government will recommend him for the Royal Humane Society's medal. Although an American, Mr. Taufer will not probably object to receiving from Englishmen a just recognition of his brave conduct.

The damage done to property is fearful. Nearly every house has been more or less damaged, and the finest trees are blown down. Several Chinese houses have been levelled. The loss of native life is appalling. A rough estimate puts it at 1,000, and some 200 bodies have as yet been recovered, while numbers are still coming to shore. The Praya is actually offensive from the number of corpses.

In the height of the tornado, as the steamers *Albay* and *Leonor* were foundering with their crews and passengers, an alarm of fire added to the horrors of the night. Happily the flames were soon extinguished by the fearful gusts of wind, or half the native town must have gone. Their extinction, however, is admitted by the members to have been more owing to the fury of the typhoon than to any exertions it was possible to make with fire engines. Happily the danger was soon over.

The Macao correspondent of the *Mail* writes as follows :—

A most dreadful calamity has befallen this town. It is now a heap of ruins. Its beauty is gone, its prosperity checked, and desolation is everywhere. On the evening of the 22nd the appearance of the atmosphere and the indications of the barometer gave sure signs that something serious was brewing, and that a typhoon was to be feared.

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The wind was not strong, however, but the sea was high, and, although not yet tempestuous, there was a sound of awful menace in the moan with which it broke on the shore. The blowing of the wind steadily increased from the north quarter, and at midnight the inner harbour began to be a scene of destruction, the junks losing their moorings, striking each other and being smashed to pieces. A Chinese gunboat capsized on this occasion with three Englishmen on board. In the town the roofs of the houses began to move, and tiles flew about like hail. Every moment the wind grew stronger, the barometer steadily falling. Suddenly the wind veered to the east. Then the sea, which had been rising gradually, increased to an enormous wave, overleaping its usual limits, and struck in a body with tremendous force the whole course of the Praya Grande. The water rushed into the houses, the quays were destroyed, the large granite stones hurled about, the guns of the batteries dismounted and borne like feathers on the infuriated waves, and junks were smashed against the buildings. In less than an hour the work of destruction was accomplished, every house was invaded by the water and battered down; the spray flew over Government-house and the houses to the southern extremity of the Praya, which they reduced to a shapeless heap of stone and brick.

The desolation of the town now reached its acmé. The crash of falling houses, the screaming of the victims, people running to and fro in the streets pursued by the rushing water, the terrible roar of the wind and of the sea, all this was something awful to hear or see. Suddenly an ominous glare appeared in the heavens. Fires had broken out in different parts of the town, and the flames, whipped on by the gales, rushed in horizontal streams over the largest squares, devouring the buildings that stood even at great distances in their direction. The lurid reverberation of these fires striking from the flying clouds on the sky was repeated by the waters which invaded the doomed town in every direction. On this occasion the loss of life was fearful. People had only to choose their death by water, fire, or the shock of falling buildings, but death was everywhere. Many persons who were hidden in the furthest recesses of their houses found themselves suddenly involved by the flames and perished miserably.

The *China Mail* gives the following particulars with reference to the damage to shipping wrought by the typhoon :—

The loss in the way of ships, buildings, and roads is estimated at over half a million of dollars, but further details may increase this estimate. Fourteen vessels were sunk in the harbour, four are ashore, fifteen dismasted or otherwise injured, while six are missing, and a vast number are leaking and require examining. Amongst the native craft more than one half have been lost. The following is the list of casualties, so far as we have been able to learn them up to the time of going to press.

SUNK OR TOTALLY WRECKED.—Spanish steamer *Albay*, Spanish steamer *Leonor*. British barque *Imogen*, near the Sailors' Home; the captain, Hughes, and crew are reported drowned. American schooner *Sea Bird*, driven ashore at Wanchi, near Messrs. Meyer and Alabor's wharf; cook and steward drowned; the captain, O'Keefe, saved. British ship *Mindanao*, total wreck off the P. M. S. S. Co.'s wharf; the captain, Smith, reported drowned, with some of the crew. British barque *Matilda Atheling* is reported foundered by the *Hong Kong Times;* nothing definite known at the Harbour-master's office. German barque *Aldebaran*, German barque *Maury*, German barque *A. E. Vidal*. American ship *Thérèse* reported bottom up, near Green Island; crew missing.

ON SHORE.—H.M. *Flamer*, near the Bathhouse site. British barque *Lizze and Roza* on shore near the Sailors' Home, with a hole in her bottom. British barque *Falcon* (said by *Hong Kong Times* to have lost her rudder and gone ashore). P.M. Co.'s s.s. *Alaska* ashore, broadside on, near Aberdeen docks. American barque *Lizzie H.* on shore and dismasted off Douglas Lapraik's wharf. British barque *Charlotte Andrews* ashore at Green Island. Steam launch *Blue Bell* ashore in Belcher's Bay.

DISMASTED ONLY.—British ship *Morning Light*, American steamer *Pawtuxet*, British barque *Ardent*, American ship *Lathley Rich* (bowsprit only), British barque *Courier* near Cowee-chow.

MISSING.—Peruvian ship *Macao* No. 2, German ship *Belle Sauvage*. Of other casualties the *Wan Loong* is reported injured. There are also a number of junks and sampans ashore and disabled at Stonecutter's Island, the jail wall of which was washed down. The Siamese shipping in port has suffered in minor ways.

THE BLOCKADE OF HONG KONG.

A very largely attended and influential meeting of the foreign residents took place on Sept. 14, in the City Hall, for the purpose of considering the blockade of Hong Kong by the Canton Customs cruisers. The following, amongst other gentlemen, were present :—Hon. P. Ryrie, Hon. R. Rowett, Hon. J. Whittall, Messrs. H. Lowcock, C. V. Creagh, A. F. Heard, G. F. Heard, J. Greig, J. J. dos Remedios, M. C. do Rozario, F. Grobein, G. Sharp, G. Glasse, E. Vogel, R. Walker, C. P. Chater, J. T. Chater, B. Davies, T. N. Driscoll, W. T. Newitt, A. N. Blakeman, A. L. Agabeg, jun., G. R. Lammert, J. G. Smith, W. Dolan, T. I. Bowler, Williams, J. E. Meyer, J. Alabor, D. E. Caldwell, J. C. Collings, T. J. Groves, A. G. Morris, H. L. Dennys, N. B. Dennys, W. Curtis, D. C. Tata, W. R. Landstein, J. S. Lapraik, C. H. Morgan, L. Barnard, A. Newton, McIntosh, H. E. Braddon, E. Beart, W. N. Middleton, J. F. Cordes, S. D. Sassoon, C. M. Kerr, P. Karberg, M. W. Boyd, E. R. Belilios, H. Hoppius, A. Strack, H. L. Dalrymple, R. Jensen, H. N. Mody, J. K. Davis, Blyth, C. Wagner, D. Welsh, R. Lyall, A. Millar, E. Mellish, W. W. Battles, J. B. Coughtrie, G. A. Knecbone, E. Sharp, &c., &c.

The Hon. P. Ryrie proposed that Mr. H. Lowcock take the chair, and this proposition was passed by acclamation.

The Chairman, in opening the proceedings, said that he did not think he need make many remarks, as he perceived, from the large number who were present, that great interest was taken in the object of the meeting, and they were all as competent as himself to judge of it, and he had no doubt that they as fully recognised the necessity for some steps being taken with regard to the action of the Customs cruisers. If some measures were not speedily adopted, affairs would go on from bad to worse, as the Chinese would think we were powerless or too careless to prevent such encroachments. It was evident that if we did not help ourselves we should get very little help from elsewhere, and he therefore suggested that the meeting urge upon Her Majesty's Government to take the necessary steps. He did not intend to enlarge upon what these encroachments were, as all were well aware of their character. There were three stations at which tolls were levied, and supervision was kept up over every craft which left this Colony. The Chinese were aided in levying the duties by gunboats and steam launches which were, contrary to local law, allowed to pass unmolested in and out of the harbour. In addition to this the Hoppo had established in this Colony an office for the collection of the tolls which vessels have to pay on passing the stations, and this was contrary to international law, and the whole was an interference in direct contravention of the letter from Her Majesty in 1841, opening the port to trade, to Sir Henry Pottinger's proclamation the next year, and to the proclamation by the Chinese in 1849. Of course all that was done at the meeting would be taken into account by the Government, and would have due weight, as being the expression of opinion on the part of the public, and he hoped therefore that the meeting would be conducted in a moderate manner, such as would induce a proper consideration of the question. He then called upon any gentleman who had a resolution to propose to put it before the meeting.

Mr. Greig said he had to propose the first of a series of resolutions with reference to the blockade of Hong Kong, and was glad to notice that the matter had brought together a large concourse of people, the meeting being larger than any he had seen before in Hong Kong. The grievance was not one of yesterday, but was one of old standing, and there was no doubt they were now threatened with complete extinction of the junk trade, the preservation of which was of great importance to the colony. He trusted the resolution would meet with approval, and that the Government would see the justice of all they complained of, and very soon take measures to suppress the evil. He moved the following resolution :—

"That this meeting regards with feelings of amazement and alarm the organised invasion by the Hoppo of Canton of the freedom and sanctuary of the port and harbour of Hong Kong."

Hon. J. Whittall said before that resolution was put to the meeting he should like to make a few remarks. When he signed the circular convening the meeting, he understood that they were to be called together to obtain information and then express an opinion upon it. So far there had been no information given, but only generalities, and he should like something more definite before he joined in the passing of the resolutions. He maintained that the Colony was not suffering from the blockade, that the Chinese had a perfect right to levy their duties, that the trade of Hong Kong had improved, and was now as large as ever it was. If he was not mistaken, he believed also that the junk trade was improving, so much so that he understood it had been suggested that the fees should be curtailed. When he read the resolutions which he had in his hand, he was afraid they contained statements which could not be proved, and he thought before they took any action in the matter they ought to see that they could substantiate them. He hoped that some gentleman would explain how the Colony was suffering from this blockade. (Hear, hear, and applause.)

Hon. P. Ryrie said, in reply to the remarks which had just fallen from Mr. Whittall, he thought that gentleman had only to refer to the Harbour-master's last-published report and he would see that the junk tonnage had fallen off. In fact Mr. Thomsett had said that, considering the system of cruising which was carried on about the island, it was surprising it kept up at all. The figures for last year were less than for the year previous, and as far as he knew they were likely to be less in the current year. (Hear, hear.)

Mr. Welsh asked, if the Chinese trade had fallen off, how it was that the rental in Chinese towns had increased in some cases from $95 last year to $105 this year. It was the same all over the Colony, and if the trade was decreasing how could that fact exist?

Mr. Whittall said if no one else had anything to say he might state his views with regard to the trade of the colony. The business of the firm with which he was connected was not a small one, and they had as good means of ascertaining what was going on as most people. Though he had been trying to ascertain if the trade was suffering, he had not had a single complaint on the subject from any of the legitimate dealers in shirtings. He knew quite well that squeezing was carried on to a large extent in the country, but the blockade of this port, as it was called, had nothing to do with that. The Chinese were simply collecting duties which they were entitled to. When he himself shipped things to Canton he had to pay these duties. Although small irregularities may have crept into this matter, it was not so bad as it was represented to be. He might have been wrong in what he said about the junk trade. Instead of its increasing it might be falling off, but if this were so there were other reasons which accounted for that. With respect to the value of property in Hong Kong, he had made sales of property within the last few weeks, and had obtained more money for it than he had been able to obtain within the last five years. The import trade here had shown a considerable excess of late, and stocks were now considerably less than they were at this time last year, so that he could not think the trade of Hong Kong was falling off. He repeated that the Chinese had a perfect right to levy their duties. They only did that, they did not make the same junk pay duty a second time. When a junk wished to clear from this port she had only to get a permit stating what she was taking away, and the duty was not levied until she reached the port to which she was destined. There was a deal said some time ago about a junk from Formosa that had been tampered with, but that junk was not doing a legitimate business. Her object was to smuggle. A great many Chinese in this Colony smuggled, and he was sure that the Home Government never intended to encourage trade in this place at the ex-

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pense of the Chinese Government. It was only after the war that many Chinese came and settled in Hong Kong, simply because they found what facilities there were for carrying on smuggling here. They made a request, which he and others refused at the time, and that was that a consul should be appointed at Hong Kong. If that request had been acceded to, many of those things which were now complained of would not have taken place. He objected, however, to it, because the Chinese had not a custom-house, but when they found they could not collect their legitimate dues, they established custom-houses in their own waters, and they had done nothing more than they were entitled to do. They should not have a custom-house in Hong Kong, and he thought the Government would be to blame if they allowed it, but he did not understand why they should not see that a proper official, who represented the Chinese Government, came and consulted with our authorities upon the matter. The trade of Hong Kong was not a bit worse than Shanghai, and there was no blockade there. This alleged falling off in the trade in Hong Kong had nothing whatever to do with a blockade, and many of the Chinese merchants had said to him that they were perfectly satisfied with the present arrangement. It was a protection to the honest merchants, and only a disadvantage to the dishonest ones. (Applause.)

Mr. Karberg seconded the resolution, which, on being put, was carried by an overwhelming majority, only seven voting against it.

Mr. Ryrie said the second resolution had been put into his hands to lay before the meeting. His remarks upon it would be very short indeed, as it was well known that in other places he had strongly deprecated the blockade of Hong Kong. Whatever might have fallen from the gentleman who had spoken on the other side, he could only say that his opinion and information were totally the reverse. Not only had one Chinese dealer spoken to him of this matter, but several dozens had complained of the port being hampered in the way it was. Respecting what had been said about the demand that there was for Chinese property in Hong Kong, the reason which had always been given to him, and which he believed to be the correct one, was, that trade in the interior had been so bad, and capitalists were so chary of investing their money in the country, because they had so little confidence in their mandarins or their government, that they came to Hong Kong and bid against each other for the house property. They were quite content if they could only get a small interest, five per cent, or even less than that, for their money, and were content to invest it in that way here, rather than put it in the native banks at Canton. With respect to the resolution which had been put in his hands, there had been a demand for facts with regard to it. He did not think anyone could deny the fact that stations existed outside the harbour, and he did not think anyone would deny that there were Chinese gunboats in the harbour, because they were lying only some two hundred yards from where they were assembled. As regarded the smaller vessels, he had seen with his own eyes steam launches pursuing them out of the limits. They lie in wait and watch the junks, taking care not to board them in daylight when in our waters, but seize on them the moment they are without the limits. The other day when coming from Canton he saw the same thing done by a Hankow boat which was commanded by a European. This vessel lay very near the confines of the harbour; and as the junks came out she followed them, came up with them, and then the gig boarded every junk. There could be no doubt about that. He would now say something about the gunboats generally, a subject which some years since was taken notice of by the Chamber of Commerce, and several letters were written to more than one Consul on the matter. In all these letters they steadily avoided saying about the vessels for revenue purposes. They said they had sanctioned these vessels because they had been useful in putting down piracy. In one letter which he himself had from Mr. Hughes, that gentleman said that none of these gunboats were ever likely to be used to menace the trade of Macao or to go to that port. It was now known that they had blockaded Macao, and if they had done that, of course they would blockade Hong Kong. The great mistake which the Government of this Colony had made was in recognising these vessels as ships of war. On that plea they were allowed to enter the harbour, and clear any hour of the day or night they pleased. That gave them an opportunity of doing whatever they wished. They might just as well be stationed in the harbour if this was permitted. It was distinctly laid down in the new harbour Ordinance that no vessel was to leave without anchor passes or permits. Was it right that any vessel that chose to hoist a little bit of a red flag with a dragon painted on it should be allowed to do whatever she liked in this harbour? He did not see why the Government of the colony should not legislate specially with regard to these vessels, and necessitate their observing some regulations. He did not think many of those present supposed that these vessels were ships of war; if they were ships of war, they behaved as ships of war behaved in no other port of the world. What would be said if an English man-of-war went into Havre, and the moment she saw an English vessel start, immediately followed her, boarded and squeezed her? Did they think the French Government would put up with that for a moment? Certainly not. They would say if these were the regulations respecting men-of-war they had better be altered. (Applause.) The harbour regulations here at present did not touch these Chinese vessels, and he thought the sooner they did so the better. (Applause.) He had no more to say, except that this was the only port in China where this sort of thing was carried on. One gentleman who had spoken referred to the port of Shanghai. There must be a lot of small places on the Yangtsze where smuggling could be carried on. Why, then, should they adopt the system of blockade here only. He did not think there was anything of the kind at Foochow, and though there were war vessels there they were not engaged in this sort of business. He then proposed the following resolution :—

"That the establishment by the Hoppo of Canton of three stations at Foo-tow Moon, Capsing Moon, and Chun Chow, covering the approaches to this harbour, and assisted by steam gun vessels, attended by armed steam launches, these latter being allowed contrary to the laws of the colony, to move about at their pleasure, in and out of the harbour, at all hours of the day or night, in pursuit of junks, constitutes an effectual blockade, the evils of which are increasing every day, and are manifested by a great diminution of the junk trade and consequent withdrawal of general business from the colony."

Mr. Welsh said the resolution stated that the manner in which these launches went about the harbour was against the law of the colony. Would Mr. Ryrie move that the Government be asked to put the law into force. If he would do so, he (Mr. Welsh) would second him.

Mr. Ryrie said he denied the vessels were ships-of-war, or that they had a right to be considered as ships-of-war.

Mr. J. F. Cordes seconded the resolution, which was put, and carried with one dissentient.

Mr. E. R. Belilios then proposed the following resolution :—

That the levy and collection in Hong Kong, at an establishment open for the purpose, by the agent of the Hoppo, of toll upon the Harbour Gates; and the symstematic overhaul, in this behalf, of Chinese junks on nearing or departing from the port, by steam gun vessels, the *Peng Chao Hai* and others anchored opposite to stations in the East, West, and South passages, is a flagrant and unparalleled breach of international usage, alike unbearable by the inhabitants of this Colony, and injurious to Foreign and Native interests.

He said he had very little to add to what had fallen from Mr. Ryrie. He thought no one would deny that the position of this Colony compared unfavourably with the treaty ports. They had had wars with China, and ports had beee opened, but these proceedings on the part of the Chinese had placed Hong Kong in a worse position than any of them, which he was sure the framers of the treaty never contemplated. He trusted that the proceedings which would ensue upon that meeting woulb be the means of causing measures to be taken to remedy the evil (applause).

Mr. Welsh asked if the Chairman could tell him the difference between the $4 on the junks, and the $2½ charged by the American Consul on American vessels?

The Chairman said he was sorry he could not, but he could not see how that affected the question now before the meeting.

Mr. Welsh said it was a question of principle. The Consul levied $2½ in Hong Kong, and he (Mr. Welsh) could not see what was the difference.

Mr. R. Walker held there was this difference, that the action of the Chinese amounted to an invasion of the independence of British territory. He understood that that meeting had been called for the discussion of the cruiser question, and they came there with the full conviction that the facts of the case were already well known. However, the Harbour-master and the Chamber of Commerce were the authorities in anything relating to the shipping and trade respectively of Hong Kong, and their statistics must be taken. (Applause.) No one objected to the Chinamen levying the revenue, and taking steps for its proper collection, but such steps must not interfere with the jurisdiction of another power. Twenty years ago at home cruisers were employed, but they did not go into the English Channel and stop vessels. They had stations on shore which commanded a good view, and it was only where vessels committed a breach of the revenue laws that the coast guard cruisers seized upon them. Mr. Ryrie had given an illustration of what the feeling of the French Government would be if an English vessel levied duties on a ship coming from any of the ports on the coast of France. But he would bring the case closer home to the British Government. Close on the shore of France were the Channel Islands. There the French language was spoken and the inhabitants were of French origin. What would England say if the French Government were to have a set of cruisers at one of the ports of these islands stopping every vessel going in. He need not go into the question of the depression of trade. Many causes had been at work to bring this about, but this meeting had decided that one of these causes was the action of the cruisers outside. (Applause.)

Mr. Hoppius seconded the resolution proposed by Mr. Belilios, which was carried unanimously.

Mr. J. S. Lapraik proposed the next resolution as follows :—

"That the proceedings of the Hoppo of Canton are in direct contravention of the letter of Her Majesty's invitation to trade at Hong Kong, dated 7th June, 1841, of Sir Henry Pottinger's Proclamation of 6th February, 1842, of the spirit of the Treaty of Peace between Great Britain and China, of the Proclamation by the Chinese Government, dated 6th February, 1869, and of the practice of all civilised nations; and, as a consequence, most inimical to British prestige in Hong Kong and the neighbouring provinces of China, the impression being general, on account of the prominent part taken by Englishmen in the matter, that the system is connived at by the British Government, which is powerless to resist it."

He said the Chinese had been invited to trade in the colony by Sir Henry Pottinger, and now the proclamation declaring the port free was being followed up by a blockade. In 1868-9 a proclamation was issued by the Viceroy of Canton, ordering that these revenue cruisers be withdrawn. They were withdrawn for about a year, but afterwards came back again. He believed that that proclamation was still in existence, and he thought the Colonial Government should be called upon to insist upon its being carried out. With regard to the trade of the Colony, he stated that the value of Chinese property had been enhanced merely on account of its becoming a means of investment and not on account of trade. The Chinese felt that investing their money here was safer than in their own country. (Applause.)

Mr. Dolan seconded the resolution, which was put to the meeting, and carried *nem. con.*

Mr. N. B. Dennys said that despite what had fallen from an honourable speaker it must be admitted that the presence of some 200 members of the community on a working afternoon showed that either the public had a very real grievance or thought they had—and in either case it was very desirable to ventilate it. He did not intend to touch upon the evils caused by blockade which abler speakers had or could better have described. But he might observe that the point made by a previous speaker as to the rise in native house rent by no means

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argued a necessary gain to foreign pockets; and it was their interests, he believed, which the meeting had met to discuss. He might also point out that though, as a previous hon. speaker had said, China had the right of levying lawful duties in the way she did, it was nevertheless a fact that Canton duties were levied by these cruisers on vessels going to other ports, say Macao or elsewhere. And the bare fact of cruisers being placed in such positions as they occupied, with the power of squeezing, would alone justify strong protest against such temptation being allowed to vessels acting under a most irresponsible authority, with no head that we could reach. It was this intangibility which made the levies doubly irritating. We did not know whom to kick at except that vague entity, known as the "Chinese Government." To get at that we had to get the Governor, to get the Consul, to get the Viceroy, to get the Hoppo, to get somebody, to get somebody else, to enquire about a gunboat levying illegal taxes; and in taking all these different steps the matter got lost sight of before anything was ever done. What we wanted was immediate action; but before proposing that our Government be asked to take it, he might for a moment ask what was the chief obstacle to our taking effective action. It was not our physical weakness. We had gunboats enough on the station to drive every cruiser beyond Canton. It was not want of sympathy on the part of the local government, who seemed to fully acknowledge the existence of a grievance. He would go further back than the Hon. Mr. Ryrie, and say it was not our recognition of the revenue cruisers as men-of-war, but our unreserved recognition of sovereign rights on the part of China, who did not know how to use them in accordance with the rules of international courtesy. Still, we had put ourselves in this position, and anything we could do must start from the basis that we acknowledged China's right to act as she did in her own territory, and that we had at all events tacitly recognised her cruisers as "men-of-war." Now there were three alternatives to meet the evil under these circumstances. The first, that of appointing an Agent or Consul in the colony who would grant passess, was so unpopular that it was useless to discuss it at present. The second was to place the revenue cruisers under the foreign inspectorate. This would secure comparative honesty of collection, but the fatal plan, so well pointed out recently by a correspondent of the *Daily Press*—that the Chinese would persist in treating Hong Kong, Canton, and Formosa and Chekiang, or any other province, as a separate state for duty purposes would still leave the matter in a state most unfair to local interests. The third, and to the speaker's mind, most feasible proposition was one which would be fair to both nations and consult their dignity while achieving the object which this meeting had in view—*i.e.* removing the throttling grip now maintained on our trade. Why then should we not insist upon China conforming to the civilised usage and confine her taxing boats to the immediate entrances to her ports, while keeping up an effective guard boat service to prevent illicit landing for smuggling purposes, but not to seize junks bound out? Hong Kong was only concerned about her own immediate neighbourhood, and the Chinese now only maintain such a service below the bogue. The speaker's primary object was to move a resolution asking the Government to use prompt action to do away with the blackade. But he thought that with this some effective suggestion should also be made; and having stated what appeared to him almost the only course that would meet all views, while preserving the rights of Chinese sovereignty untouched, he begged to move the following resolution:—

"That, as Hong Kong is entirely without internal resources, and absolutely dependent upon free communication, prompt and decisive action is required to avert the impending annihilation of her trade, when her revenue must speedily decline, and the island again become, as in former years, largely dependent upon the mother country."

Mr. C. M. Kerr seconded the resolution, which was carried unanimously.

Mr. A. F. Heard said there was one point he wished to bring forward, and that was the fact that they had some cause of complaint against somebody, and while they might differ in detail, they were all agreed as to what it was. The entire population of the colony, belonging to almost every nationality under the sun, were represented at the meeting. Not only were they agreed as foreigners, but strong evidence existed of the sympathy between them, and also that the Chinese residents of the colony had the same opinions, as shown by the fact that eighteen Chinese merchants had signed the petition sent home upon the subject; and the fact that so many Chinamen could be induced to testify to the existence of a wrong on the part of their Government was a proof that something more than an ordinary grievance existed, that there was a wrong which demanded an immediate remedy, and that prompt measures should be taken for its removal. They knew that strong pressure must be brought upon Chinese to induce them to come forward, but it was well to state this, as people at home might not be able to appreciate the fact. The Chinese here were either directly or indirectly in the hands of their officials, who had the means of coercing their countrymen on the mainland. He begged to propose:—

"That this meeting cordially sympathises with the objects of the petition to Her Majesty the Queen by Chinese merchants, and the memorial of the Chamber of Commerce to the Right Honourable the Earl of Clarendon, believing that the statements which they contain are substantially correct; and that the petition would have borne many more signatures, but for the almost universal apprehension in which the Hong Kong natives dwell for the safety of their families in China; that this dread causes them to have an almost insuperable objection to testify in public to the unscrupulous exactions of the Chinese Customs and their officials."

This resolution was seconded and carried.

Mr. J. J. dos Remedios proposed the following resolution:—

"That the Chairman convey to H.E. Sir Arthur Kennedy, K.C.M.G. and C.B., Governor and Vice-Admiral of Hong Kong, the request of this meeting that, pending the receipt of replies from home to communications already forwarded, his Excellency, with a view to the abatement of the evil, will have the goodness, in concert with Sir Brooke Robertson, H.B.M. Consul at Canton, to bring under the notice of H.E. the Viceroy of the Two Kwang Provinces Jui, and the Superintendent of Maritime Customs for Kwantung, the outrageous and defiant manner in which H.E. the Viceroy's Proclamation of 6th February, 1869, is disregarded, with the object of obtaining the issue of a fresh proclamation on the subject, and also take such steps in connection with Admiral Shadwell, C.B., F.R.S., as may be necessary for the extirpation of these nests of pirates from the Inland seas and the immediate and final closing of the Hoppo's Agency opened in Hong Kong for the collection of imposts and issue of passes for the Harbour gates."

This was seconded by Mr. Jenson, and carried.

Hon. R. Rowett said that what had taken place at the meeting would not only show that a unanimity had prevailed with respect to the resolutions which had been passed, but that there was a strong feeling on the part of the public on the subject of the Blockade. He therefore begged to propose the following resolution:—

"That the Chairman of this meeting do forward these Resolutions to the Honorable Colonial Secretary, asking that his Excellency the Governor will have the goodness to transmit a copy of the same to the Right Honorable the Secretary of State for the Colonies, with the earnest request of this meeting, that Her Majesty's Government, who are alone competent to deal effectually and permanently with the case, will take such steps as may be necessary to secure the promised freedom of the Port and Harbour of Hong Kong."

He had not intended to say any more, but the remarks which had fallen from some of the speakers should not be allowed to pass without notice. In the first place, the gentleman who had now left the room spoke of the increase of the value of the property in Hong Kong. This was only true to a certain extent. Chinese property in the West end of the town had no doubt advanced in value, and this was very much owing to trade being so bad that people having money put it into houses and land. The property occupied by Europeans would, however, tell a very different tale, for if the proprietor of any of them wished to sell he would get less than he gave for his property. Perhaps the gentleman to whom he had just referred could give a very sorry account of some very valuable property under his charge. The value of Chinese property had not only increased in this colony, but had also increased at Macao. Now that gentleman, who based his idea of the state of trade on the value of property, would scarcely say that that was the case of Macao. He knew certainly that the value of many houses there had increased of late years, because the Chinese were ready to buy property to place their relations where they would be out of the power of squeezing Mandarins. The same thing applied exactly to Hong Kong. China contained two classes, the governors and the governed. The one class squeezes and the other is squeezed, and the richer the subject the more certain was he to be so. Many of the people who come to Hong Kong do not want trade, but desire peace and security; and they find under the governments of Hong Kong and Macao that their liberties are secured. Another speaker had referred to the proposition of stationing a Chinese Consul at Hong Kong. That proposition was immediately opposed by one of the wisest men we had ever had in Hong Kong, Sir Richard MacDonnell, who pointed out to the Home Government the troubles that must ensue from a Chinese Consul being recognised in Hong Kong. Such an official would at once represent a power in the place. He would govern the Chinese, and as they did not understand all the details of English law, they would at once submit themselves to his dictates. A Consul was an official accredited to a foreign port to be in friendly relations with the authorities there, and to act as mediator in case of dispute between the subjects of the Power he represents and those among whom he resides. That he thought could never be the case of a Chinese Consul in Hong Kong. There would be little friendly relations manifested by him. He would simply be a spy, and as a local poet had said, "his name might be Asee." He would in fact be an enemy to the Government of this place. As regarded the blockade, he did not think any one here objected to the Chinese catching smugglers and preventing smuggling. But where did the smuggling begin? Certainly not in these waters. There was no Custom-house here to evade. Why should these people come here and watch the junks that are being loaded? They are not here in that capacity. The Customs' cruisers, which are recognised by the Colonial Government as men-of-war, were not men-of-war at all. He was not aware that in any other country in the world Customs' cruisers were received as men-of-war, and he did not see why they should be here. The Government of Hong Kong might be exceptionally placed, but he thought that was a reason why the authorities should take exceptional care to preserve our trade. (Applause.)

Mr. S. D. Sassoon seconded the resolution, which was passed.

Mr. M. W. Boyd then proposed the next resolution, as follows:—

"That the Chairman do forward copies of these resolutions and of the proceedings at this meeting to the several Chambers of Commerce at Home, to Members of Parliament and others, with the request that in the general interests of the China Trade they will exert themselves to obtain for Hong Kong a restitution of the Commercial privileges granted by Royal Proclamation on the erection of the Colony."

Mr. H. L. Dalrymple seconded it, and it was passed.

The Chairman then said if any other gentleman had any remarks to make, or anything to propose, he had now an opportunity of doing so. He congratulated the community of Hong Kong on the interest which had been manifested on a subject which materially concerned them, and he trusted that the meeting would be productive of good results.

Mr. Coughtrie proposed a vote of thanks to the Chairman, which was heartily accorded, and the meeting then separated

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 4th October; the French mail from London Aug. 26th arrived out

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fon the 28th Sept., and the following P. and O. mail of 4th Sept. was received on the 3rd October. The following summary of news is from the *Straits Times*:—

His Excellency the Governor, accompanied by the Hon. Mr. Braddell and W. H. Read, Esq., left in H.M.S. *Charybdis*, attended by the gunboats *Hart* and *Avon*, for the Indau river, the boundary between Johore and Pahang. It had been reported that the Bandahara of Pahang had encroached upon the territory of the Maharajah of Johore, in contravention of an award by Governor Cavenagh, to whom the boundary question was referred for arbitration; but the matter resolved itself into a quarrel between the headmen on opposite sides of the river, owing to which two murders had been committed. His Excellency also visited the Bandahara at Pahang, who received him most hospitably, expressed his desire to maintain friendly relations with the Maharajah of Johore, and declared his intention of visiting his Excellency at Singapore at his earliest convenience.

At the Legislative Council on the 15th September his Excellency Sir Andrew Clarke explained his past action and his policy in dealing with the Native States, and asked for the support of the Council. His Excellency's speech will no doubt take our home readers by surprise, as it did people here, by its forcible statement of the past and present political situation in the Peninsula, and the enlightened policy it so clearly defines, a policy that it is manifestly our duty, as a British colony in the midst of uncivilised Native States, to pursue towards them; to teach them the arts of self-government, and to aid them in the establishment of peace and order and the development of their almost unlimited resources. Such was the desire of Sir Stamford Raffles, the founder of this Settlement, and if the policy now inaugurated be steadfastly adhered to, we may hope for its realisation.

The Legislative Council met on the 29th—the only meeting during the fortnight,—when the Hon. W. R. Scott, calling attention to further correspondence laid on the table on the subject of the New Harbour Railway, asked what steps the Government was prepared to take towards carrying out the recommendations of the Secretary of State for the Colonies, and argued that Government was committed to undertake the work. He was supported by the Hon. Mr. Shelford, who spoke very ably on the subject, and was opposed by the Hon. Dr. Little, who argued with much force against the necessity for a railway at all. H.E the Governor replied that press of weightier matters had prevented him from giving this subject the attention it deserved, but that personally his views were opposed to the construction of the railway by Government, it being merely a municipal work in Singapore, for the benefit of only a very small section of the community, while there were other works of greater importance and more general utility more urgently requiring attention. Encouragement would, however, be given to private enterprise, and possibly Government aid in the shape of a guarantee in the event of a company coming forward to continue the line to Johore.

The *Sarawak Gazette* reports the following:—

The British barque *Cora Linn*, Capt. Glazebrook, left the Borneo Company's wharf at Pinding, and sailed for London with a full cargo. Trade in Kuching has been unusually active during the last month; we noticed in the river at one time three steamers, namely, the *Royalist*, *Sri Sarawak*, and the *Saltee*; also a full-rigged ship and some ten or fifteen schooners, all of which have since cleared with full cargoes. The *Saltee* is a fine ship, and is usually employed in carrying mails from Saigon to Cambodia. She left the river with a full cargo of 6,000 piculs of sago flour in her hold, while her deck was piled up with rattans nearly to the awning.

THE WAR IN ATCHIN.

From the Military and Civil Commmanding Officer at Atchin the following intelligence has been received *via* Padang, dated the 13th Sept.—1st. Sept. The steamer *Watergeus* returned with intelligence that the Netherlands flag was hoisted at Patti on the 28th, and at Kluwang on the 31st Aug.—7th Sept. A battery on the east face of the Kraton completed, and armed with two 8 *cm.* cannon. 8th Sept.—The attacks announced did not take place, although the enemy were very restless, to-day. 13th Sept. Enjung, on the north coast, has hoisted the flag; state of health unchanged."

The Batavia *Handelsblad* publishes some extracts regarding Atchin affairs from the Colonial Report for 1874, lately made public in Holland; one of these extracts bears upon the letter from the British Government to the Sultan of Atchin conveyed to the latter place in the *Thalia*. It is stated therein that the Straits Government intended at first to despatch this letter by a Dutch man-of-war, but gave up the idea on its being pointed out that this would give rise to misconceptions. As to the delivery of the letter, the Report says:—It was not until hostilities were again in full course that the *Thalia* arrived with it in Atchin roadstead. The commanding officer of the 2nd expedition agreed with the coumander of the *Thalia* for its conveyance to the enemy's camp by an Arab. The latter afterwards brought word that the Sultan, after having read the letter, declared that he did not remember having addressed any application for protection to the British.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—The market had been extremely dull.

SHANGHAI.—There had been little if any change in the market, which had continued very quiet throughout the interval.

FOOCHOW.—No business reported. Quotation for Lead $8.25 per picul.

HONG KONG.—The market continued quiet and unchanged during the early part of the fortnight, and since the 22nd Sept. no transactions had been reported.

BATAVIA.—There was little of interest to report regarding the market for cotton manufactures. White Dutch Staples continued scarce, prices however, although firm, showed no improvement. English Grey and White Goods were in heavy stock and still very dull of sale. Prints and Fancy Goods were beginning to attract attention. Yarns, both Grey and Coloured, were in limited request.

CANTON.—Lead was firmly held, and for LB $8.30 to $8.35 and WB $8.35 to $8.40 could be obtained. Quicksilver was quoted $200 to $201 per picul.

SINGAPORE.—The dulness in the market recently noticed had continued, and any change in values had been in favour of buyers, while business had been on a small scale.

PENANG.—The market during the fortnight had been exceedingly depressed and business had hardly been practicable, even on the most retail scale.

EXPORTS.

TEA.

KIUKIANG.—*Black:* The equivalent of 5,456 chests had arrived, and 1,100 chests been settled at Tls. 19 for Hohow and Tls. 14.2.5 to 17.7.5 for Ninchows. Total arrivals, 172,146 chests. *Green:* Fifty-four chops, say, 18,910 half-chest, had gone to Shanghai on native account. The excess in export was partly accounted for by adverse weather detaining last year's arrivals. Total arrivals, 58,200 half-chests.

HANKOW.—A fair business had been transacted at unchanged values. Buying had been principally on Russian account.

AMOY AND TAMSUI.—Oolongs had been considerably dealt in, and statistics were—Arrivals 147,600 half-chests, settlements 107,800 half-chests and stock 39,800 half-chests. With the reduction in stock, Teamen had in many instances demanded and obtained an advance of $2 to 3 per picul, but at the close the market was quiet and weak. The steamer Glenfinlas was loading for New York at £5 per ton of 40 feet, and the s.s. Galley of Lorne was expected for the same destination. Latest advices from Tamsui report a steady business at about previous quotations.

FOOCHOW.—A steady demand had existed for Congous, and the settlements of these and Souchong Teas had been upwards of 74,000 chests; prices had had an upward tendency and ordinary to good flavoury grades, were quoted half a tael higher. A fine string of Oolongs had been taken for the American market but the price paid had not been reported.

CANTON.—Messrs. Deacon and Co.'s Report says: During the fortnight there has been more eagerness displayed to be interested in Tea than for some time previously. Holders have become very firm, and demand advanced rates, in view of the extensive purchases of raw leaf made for the preparation of Teas under contract, and now there is little available pending the arrival of further supplies.

SILK.

SHANGHAI.—Towards the close of last P. and O. mail an advance of Tls. 5 on Red Peacocks was paid, which encouraged the Chinese to look for higher rates; and a brisk inquiry having since been kept up, had led to an advance in values generally on Tsatlees of fully Tls. 20 on market sorts, and Tls. 10 to 15 on known chops. The latest sales comprise:—Gold Lion, Nos. 1 and 2, at Tls. 370 and Tls. 350; Dragon, Nos. 3 and 3½, at Tls. 380 and 355; Chin Jan, at Tls. 337½; Cock and Worm, Nos. 3, 3½, and 4, at Tls. 382½, Tls. 357½ and Tls.325; and Monster chops, Kahings, at Tls. 305 for Pangling, and Tls. 275 for Loeyling. Settlements for the fortnight, Chinas, 7,500 bales. Total settlements since 1st June, 39,000 bales; against 1873-4, 27,500 bales; 1872-3, 33,500 bales. Comparative unsold stock, 1874, 12,000 bales; 1873, 8,500 bales; 1872, 8,000 bales.

CANTON.—Messrs. Deacon's Circular says:—In spite of the continued adverse accounts of the market, a fair demand existed here prior to departure of last French mail, and settlements, chiefly destined, for France and the Continent, amounted to 280 bales. During the last week only 140 bales are said to have been purchased. Fine Tsatlees are very scarce, and as the fourth yield is a failure, as f ar as clean thread and general quality are concerned, there is little prospect of a decline in rates. Receipts have been nearly on a par with settlements, and stocks remain at about 2,500 bales.

THE "CITY OF PEKIN."—A cable despatch received at New York, Oct. 26, from Rio Janeiro, says the steamer *City of Pekin*, when one day out from New York for San Francisco, lost one of the blades of her propeller, and on the twelfth day out lost another blade. She put into Rio on the 19th ult., otherwise all well. She was supplied with duplicate blades, and also a cofferdam to use in replacing her blades, and she may possibly be detained there from ten to fifteen days. She left Sandy Hook on Monday, Sept. 28, at 8.45 A.M., and with the loss of the blades, as above, made the run to Rio, over 5,000 miles, in about twenty days. The steamers *City of Pekin* and *City of Tokio* are each insured for $750,000 in gold.

☞ *For Mail Shipping, Births and Deaths, Shipping Postscript, &c., see pp. 753-6.*

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, NOV. 9, 1874.

OUR NAVAL AND MILITARY FORCES IN CHINA.

IN our last issue we made a few brief remarks on the subject of our naval forces in China, and this matter, at all times an important one, is of such grave moment in the existing condition of affairs in the Far East that we make no apology for recurring to it at the earliest possible opportunity, for we cannot too earnestly impress upon the authorities the necessity for the immediate and careful consideration of it. We have already mentioned that on a recent occasion, when vessels of war would have been extremely useful, Hong Kong could boast of but one gunboat lying in its waters, and on referring to a shipping list of about the same period we learn that the men-of-war lying at Shanghai were the U.S. corvette *Monocacy* (1,370 tons, ten guns, and 155 men), the French corvette *D'Estrées* (750 tons, six guns, and 150 men), and the British gunboat *Thistle* (465 tons, four guns, and seventy-three men). Thus we find that at the two most important depots of our trade in the East, and at a somewhat critical period, too, the British flag was represented by a couple of gunboats. We can only suppose that the naval Commander-in-Chief does not feel himself justified in detaching more vessels for the protection of those ports, but we submit that this ought not to be the case, and that the number of vessels at his disposal ought at once to be so strengthened as to enable him to maintain both at Hong Kong and at Shanghai a force adequate to cope successfully with any eventuality that may arise. Furthermore, at any rate until the difficulty between China and Japan is finally settled, each of the Consular ports on the seaboard of China ought to be protected by the presence of one or more vessels of war, and at all times our flag ought to be well and efficiently represented on the Great River, where the three British communities occupy a peculiarly isolated and helpless position. The force which we deem to be necessary on the China station is required not only for purposes of protection in cases of emergency, but also to repress piracy, to keep our own *mauvais sujets* in order, and to maintain our *prestige* generally. Of late years far too little heed has been given to these matters, and, thanks to the wretched cheese-paring policy of the late Government, our countrymen in the Far East have had to be grateful for very small mercies indeed, but now, under a new Administration, we hope for better things on their behalf. And in this connection, being fully impressed with the desirability of our always having a powerful fleet in the China seas, as the only means of protecting British life and property, we would urge upon the Government the advisability of withdrawing the military force now maintained at Hong Kong, and of concentrating the whole of our expenditure for naval and military purposes in China upon our naval forces alone. We have weighed the matter well, and we cannot perceive that any advantage at all accrues to us from maintaining, at a vast expense, a regiment of the line at Hong Kong, while the disadvantages of so doing are painfully obvious. The maintenance of a garrison there in the early days of our possession of the island was, doubtless, a wise measure, but the condition of affairs is now entirely altered. The presence of the garrison is no longer required for the local government of Hong Kong, and it is a great injustice to impose on the colony a contribution of £20,000 per annum for a force kept there for Imperial purposes. In the absence of any real work the intemperance and immorality, which are but too widely prevalent among the soldiers, are a standing disgrace to civilisation, and tend to degrade us in the eyes of the Chinese.

From official statistics we find that there are 847 non-commissioned officers and men of the 80th Regiment in the colony, and it is notorious that the Hong Kong jail has at times no less than *forty* soldiers confined within its walls; that is to say, one man out of every twenty-one is locked up at one and the same time for some offence against the laws! The Army Education return shows that out of these 847 non-commissioned officers and men only 223 held certificates of any kind, and those principally of the lower grades, and the issues from the garrison library during 1873 show a decrease of more than fifty per cent.; both these facts clearly demonstrate that there is a sad lack of desire for healthy mental recreation among the troops, and as they must do something, they yield themselves up to vices fostered by the climate. The sooner these men are permanently withdrawn the better; they are of no earthly use in their present position, and they are simply ruining their constitutions, and bringing the names of Britons into bad repute. It would be wise to maintain at Hong Kong a small number of men from the Engineers and Artillery —under specially chosen officers. Troops of the line and a regular garrison are utterly useless—nay, worse than useless,—for Imperial and local purposes, and the money at present expended on their maintenance would be far more efficaciously spent on increasing our naval force on the station, and the £20,000 which would be at the disposal of the local Government could be expended on the police to far better advantage. If any trouble takes place at Canton or elsewhere, what do we do? and of what practical use is the garrison of Hong Kong? We need hardly tell our readers that what has been facetiously styled in the home newspapers "the inevitable gunboat," with its small complement of blue-jackets and marines, is sent to settle the disturbance, but the Hong Kong garrison stops at home, and goes through its routine drill as usual.

THE WAR IN ATCHIN.

"GENERAL VAN SWIETEN has written a letter"—*grandis et verbosa epistola*—and in that letter he assures us that the military object of the second Atchin expedition "has been completely accomplished." The Kraton has been captured and fortified, *with a view to* the subjection of the country. That the Kraton has long been in the possession of a Dutch garrison we do remember to have seen somewhere stated already, so that except to remove doubts among his own countrymen, General VAN SWIETEN need not have taken the trouble to inform the world on that score. But that the reduction of a single fortress on the Atchinese Coasts was the complete object which the second expedition had in contemplation we confess is news to us; and we cannot but hold that if this object has been so "completely" accomplished, the authorities at the Hague dealt but hardly with their late Commander-in-Chief when they superseded him. The fact is, that what the Dutch meant when they sent forth their deliberately-equipped and carefully-prepared forces against the Atchinese last year was effectually to subjugate that nation, if they could. They were not as successful as they hoped to be, and as, with a little more dash and military skill, they doubtless might have been; but no Ministerial declarations, no Parliamentary or newspaper eulogiums, no, not even a letter from General VAN SWIETEN, will ever convince us that Holland would not have pushed her victories further if she only had had the power. VAN SWIETEN, indeed, lets this out himself when he describes the Kraton as having been occupied "with a view to the subjection of the country." General VAN SWIETEN is not the greatest military genius of the age—some unfriendly critics even refuse to allow his claims to the second place—but when we consider that modern artillery and appliances were arrayed against ill-equipped and ill-disciplined Asiatics, and that the Dutch had command of the sea, and a convenient base of operations, we certainly expected to have seen their General accomplish more than the occupation of an already abandoned fort, and that when he found his re-

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sults so meagre he would have wisely abstained from courting criticism by publishing a weak apology for his want of success.

But if, turning from Dutch party politics and newspaper campaigns at home, we cast our eyes towards the theatre of the lingering war, we find our efforts to discover the real position between the contending parties as fruitless as VAN SWIETEN'S triumphs. The world has almost forgotten the Atchinese and their difficulties; and hence the news supplied us from the neighbourhood of the war has become more scanty and unfrequent from month to month. This much, however, seems certain, that the chieftains who formerly supported Atchin, but whose territories are accessible from the coast, have one by one come to terms with the Dutch, and made an unwilling and untrustworthy submission. But inland, in the mountainous districts, over, in fact, by far the greater portion of the Atchinese dominions, the native populations seem to be still wholly unsubdued. We do not know where the main body of the Malay forces are, nor whether they are well armed, and in unbroken health and spirits. In the absence therefore of such essential information, it would be mere rashness to hazard conjectures as to the probable termination of hostilities, or as to what we may expect when the rains are at an end.

The Dutch make no signs of sending out reinforcements; and perhaps they hope, therefore, that the Atchinese—for lack of rice—will soon be starved into submission. If this result is likely, peace will be re-established at less pecuniary outlay than the resumption of active hostilities would involve. But unless the Netherlands Government have good reason for knowing that want of supplies will quickly bring their enemy to terms, we cannot but blame them for pursuing a line of action—or rather inaction—the most expensive to themselves in the long run, the most cruel to the native population, and the most injurious to trade. "The incorporation of the country," says General VAN SWIETEN, "will lead to the civilising of the Atchinese." Perhaps it will—though the example furnished by Java does not inspire us with complete confidence in Dutch civilisation—but if that is the desirable end in view, "incorporate" the country without inhumane and mischievous delays. The Atchinese are doomed: sooner or later they must come under the rule of Holland; but the hesitating policy of the Dutch military leaders is only encouraging their unfortunate enemies in prolonging the resistance, and involves all the non-combatant inhabitants in the miseries of a needlessly-protracted war. The ends of civilisation are best attained by quick decisive blows, which close the strife at once, before war has become chronic, and before a deep-rooted rankling hostility has had time to grow up. As the case now stands, there seems to be a sort of dead-lock, most detrimental to all parties who have an interest in the affairs of Atchin. The Dutch are spending money to maintain a small body of troops in an unhealthy fortress and gunboats along the coast, without any return for their outlay; the Atchinese are kept at bay in the mountains to the utter neglect of cultivation and trade; while the foreigners in Penang and elsewhere who used to buy the Sumatran pepper and distribute it all over the world find their profits cut off, their agents and *employés* thrown out of work, and their useful occupation stopped. And yet General VAN SWIETEN writes to inform the public that "there has been no disappointment!"

A LATE return from Hong Kong gives the number of persons in the jails at 270 Chinese, and fifty-seven Europeans, mostly soldiers of the Hong Kong garrison. This is a very large reduction on the numbers committed in former years, and speaks well for the precautionary steps taken by the Government and the wisdom of the magistrates in disposing of cases brought before them. Considering that the Chinese population of Hong Kong is over 100 000, the proportion of criminals is more apparent. We know quite well that the capacity of the Chinese to commit acts of robbery and piracy is limited only by the chances of detection and punishment. No doubt this class has had large accessions since the abolition of the Macao coolie trade to Peru and Cuba. The reduction is really more surprising to us when we remember a visit that we made to these buildings in 1869, and found them so admirably clean and comfortable that they far surpassed in comfort any coolies' mat shed, and it was quite feasible that many a half naked and hungry coolie would only be too glad to get into such quarters. Should the decrease in the number of prisoners continue we presume that the jail on "Stonecutters' Island," in the harbour of Hong Kong, will be abandoned or turned to some more profitable use.

THE preliminary steps for the formation of a society to oppose the opium traffic have been taken. The old spirit of philanthropy which existed in the days of WILBERFORCE may have been slumbering of late, but it is far from dead, and the opportunity to show itself with all the old force is presented by this movement now on foot against the opium trade. We notice in connection with the movement the names of EDWARD PEASE, JOSEPH STURGE, DONALD MATHESON, General ALEXANDER, Dr. LOCKHART, and Rev. JAMES LEGGE; while the Secretary is the Rev. F. S. TURNER, late of Hong Kong.

IN our last issue we reported that the *Egeria*, a sloop of four guns, had been commissioned for the China station. We have now to notice that the *Fly*, a gunboat of four guns, is to be brought forward for the same station. We trust that the Lords of the Admiralty will see the advisability of giving all vessels appointed to the China station an increased complement of marines.

IT will be seen by reference to the telegrams that our views regarding the probable settlement of the Formosa difficulty have been confirmed. There will be no war. The sum of 500,000 taels is to be paid by China upon the understanding that the Japanese troops are withdrawn from Formosa.

HIS Excellency SANO, the Japanese Minister at Vienna, with Baron VON SIEBOLD and suite, proceed by the present mail. We understand that H.E. SAMESHIMA, the Minister in Paris, will shortly return to Japan. The new German Minister for Japan also proceeds to Yedo.

WE understand that the Borneo Company have sent out an engineer and staff to the coal mines at Lingga, in Borneo, in order to make a thorough examination as to their capabilities. In the meantime the P. and O. Company are testing the coal for steam purposes.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Sept. 15, Paris (str.); Oct. 30, Glenfalloch (str.); from New York, 17, Mary Whitridge.

At HONG KONG and CANTON.—From London, Sept. 12, Glenartney (str.); from Liverpool, 13, Antenor (str.).

At SINGAPORE.—From London, Sept. 19, Malacca (str.); 20, Cawdor Castle (str.); 28, Hong Kong (str.); from Liverpool, 30, L. J. Enthoven; from Cardiff, 18, Amstel; 21, Kennemerland; 30, Henrietta Adriana; from Hamburg, 30, Psyche; from Shields, Oct. 1, Milton (str.); from London, &c., previous to Nov. 1, Glenearn (str.), Normandy (str.); Dewa Gungadhur.

At BATAVIA.—From Newcastle, Sept. 15, Johanna and Willem; from Cardiff, 23, Oriana; from Holland, 26, Java (str.); from New York, 16, Bonito; from Buenos Ayres, 21, Kurrachee; 24, Petunia; Oct. 28, from Amsterdam, Telamak; at New York, previous to Nov. 7, County of Ayr, from Sourabaya; Criterion, from Manila; Andromeda, from Batavia; John C. Worcester, from Shanghai.

At PENANG.—From London, Sept. 25, Hong Kong (str.); previous to Oct. 30, Sylvia, Deucalion.

At MANILA.—From Tyne, Oct. 28, Sorsogan (str.) (?); from Liverpool, Aurrera.

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 25, Sydenham and Contest.

From SARAWAK.—For London, Sept. 13, Cora Linn.

From SHANGHAI.—For London, Sept. 11, Diomed (str.); 15, Borealis; 17, Duke of Abercorn; for New York, 15, Glenfinlas (str.).

From FOOCHOW.—For London, Sept. 13, Lotus (str.); 16, Diomed (str.); 17, Glengyle (str.), Eliza Shaw.

From HONG KONG and CANTON.—For London, Sept. 19, Diomed (str.); for Southampton, 12, Mirzapore (str.).

From HIOGO.—For New York, Sept. 28, Ambassador.

From SINGAPORE.—For London, Sept. 19, Mirzapore (str.); 22, Buenaventura (str.) (via Cadiz); 22, Cameo; 25, Lotus (str.); 28, Diomed (str.); 29, Glengyle (str.); for Channel, f.o., 21, Warden Law; for New York, 19, General Scott; 19, Duna (str.); 23, St. Bernhard; 28, Glen-

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finlas (str.); Oct. 30, Galley of Lorne (str.); for Glasgow, Oct. 29, Ringdove.

From BATAVIA.—For Channel, f.o., Sept. 23, Georges Ville; for Holland, 24, Madura (str.); 26, Aeolus, Noach II., Triton.

From PENANG.—For London, Sept. 21, United Service (str.); Oct. 2, Hope; 3, Verulam.

VESSELS LOADING.

At SHANGHAI.—For London, Antenor, (str.), Woodlark; for New York, Galley of Lorne (str.), Wemyss Castle.

At FOOCHOW.—For London, Argonaut, Thyatira, Hawkesbury, for New York, 21, Taitsing.

At HONG KONG and CANTON.—For London, Melbrek, Beautiful Star, Ardent, Falcon; for New York, Everhard, San Juan, Omega, Lathley Rich, Sir Harry Parkes.

At SINGAPORE.—for Liverpool, Akbar, Clandine; for New York, Anna T.; for Boston, Western Chief.

At PENANG.—For London, H. W. M., Mary Nelson.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, rates for steamers are, £3 10s. per ton of 40ft., and for sailing vessels £3 10s. per ton of 50ft.

At FOOCHOW.—To London, £3 10s. for steamers and sailing vessels, per ton of 40ft. and 50ft. respectively.

At HONG KONG and CANTON.—To London and New York, £2 17s. 6d. to £3, and £2 5s. to £3 per ton of 50ft. and 40ft. respectively.

At SINGAPORE.—For Liverpool, cargo in good supply at £2 10s. to £2 15s. dead weight, and £3 to £3 15s. light freight, but for London cargo is less plentiful, the last vessel had to fill up with dead weight at £2 5s. per ton.

At BATAVIA.—To Channel f.o. £3 12s. 6d. to load at the Eastward; to Rotterdam f77.50 coffee, f62.50 rice, f55 sugar, f110 hides.

At PENANG.—A fair amount of tonnage is offering at previous rates.

FREIGHTS BY TELEGRAM.

Steamers 70s., Shanghai and Foochow. Sailing vessels 60s. to 70s.

SHANGHAI, Nov. 6.—The Licerne and her cargo have been sold for 560 taels.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Sept. 8	Faisle	Macao	London
„ 9	Janet Ferguson	Manila	Boston
„ 10	Silistria	Monte Video	Batavia
„ —	Castine	Passaroeang	Boston
„ —	Tim Whiffler	Ilo Ilo	London
„ 14	Bonito	New York	Batavia
„ 17	Jessie McDonald	Macao	London
„ 18	Belle Justine	Monte Video	Bangkok
„ —	J. C. Munro	London	Hong Kong
„ —	Caranjah	Hamburg	Hong Kong
„ —	Phillips	Boston	Do.
„ —	Denbighshire	London	Yokohama
„ —	A. K. Laurel	Do.	Do.
„ 19	Velox	Cardiff	Amoy
„ —	Golden Spur	Macao	London
„ —	Amadine	Cheribon	Falmouth
„ —	Odin	Do.	Do.
„ —	Lammershagen	Do.	Liverpool
„ 20	Hazard	Passaroeang	Boston
„ —	Calcutta	Ilo Ilo	Sandyhook
„ 21	Flying Spur	Manila	New York
„ 24	Nuevo Lantaro	Singapore	Barcelona
„ —	Escort	Do.	Boston

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d. to 4s. 2⅜d.	4s. 2⅜d.	4s. 2⅝d.
Shanghai „	5s. 8¾d. to 5s. 9d.	5s. 9⅛d.	5s. 9⅜d.
Canton „	4s. 1⅞d.	4s. 2d.	4s. 2⅛d.
Hong Kong „			
Macao „			
Singapore „	4s. 2⅛d.	4s. 2⅜d.	4s. 2⅜d.
Manila „	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0⅜d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306 to 306½	221
„ Hong Kong	27¼ to 27⅜ dis.	—
Bar silver	Tls. 111.3.0	9⅛ prem.
Mexican dollars	„ 74.0.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 7 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $650 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 per cent. premium
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society (new shares) $60 premium.
China and Japan Marine Insurance Company, Tls. 85 per share.
China Fire Insurance Company, $33½ premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 91 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9¼d., at Hong Kong 4s. 2⅛d., at Batavia F.11.75, at Manila 4s. 0⅛d., at Singapore, 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	145	12 p.c.
Shanghai S.N. Company	100	100	90	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	70	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$525	12 p.c.
North China Insurance Co.	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	10	
Union S.N. Company	100	100	17	12 p.c.
Yangtsze Ins. Association	500	500	655	15 p.c.
Union Insurance Society	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited)	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.81	12 p.c
Victoria Fire Insurance Co.	$500	$100	$120	12 p.c.
China Fire Insurance Co.	500	100	131	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

LATEST TELEGRAMS.

SETTLEMENT OF THE FORMOSA QUESTION.

SHANGHAI, NOV. 8.—The difficulty between China and Japan created by the Japanese expedition to Formosa has been amicably arranged. China pays Japan an indemnity of 500,000 taels, in consideration of which the Japanese troops will evacuate Formosa.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, NOV. 5.—The P. and O. Company's steamer Sumatra, with the homeward India and China mail, arrived at 7, and the mail left at 9 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, NOV. 2.—The P. and O. steamer Mongolia, with the heavy Indian and China mail, left here to-day, and may be expected at Southampton on or about the 15th inst.

NEXT INWARD MAIL.—SUEZ, NOV. 2.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on or about the 10th inst.

INWARD MAIL DUE NOVEMBER 30.—GALLE, NOV. 6.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF OCT. 30.—SUEZ, NOV. 6.—The P. and O. Company's steamers Teheran and Peshawur left here at 11 A.M. to-day, for Bombay and Calcutta respectively, with the outward India, China, and Australian mail of 22nd-30th ult.

OUTWARD MAIL OF OCT. 23.—PORT SAID, OCT. 31.—The Messageries Maritimes steamer Sindh from Marseilles, Oct. 25, arrived here to-day.

OUTWARD MAIL OF OCT. 9.—GALLE, NOV. 3.—The Messagerie Maritimes steamer Meikong from Marseilles, 11th Oct., left here to-day for Singapore.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 5, at London, from Manila, &c., Amboto (str.); at Falmouth, from Batavia, Holland (str.); 6, at Kingroad, from Akyab, Guinevere; 7, at London, from Singapore, Empress; from Penang, Aldebaran; 8, Hannah and Mary; 7, at Falmouth, from Akyab, T. D. Marshall; 9, Golden Wave, Antioco Accame; from Java, Nevada; at New York, from Padang, Rosina; off Dungeness, from Batavia, Constance.

DEPARTURES.—From Texel, for Batavia, Anna and Sophia; from Cardiff, for Batavia, Sapphire; from Shields, for Galle, Angelsey; Nov.—from Amsterdam to Batavia, Ida Gertruida; 5, from Cardiff to Singapore, Terrell; 6, from Liverpool to Hong Kong (*via* Swansea,) Harwich. Oct. 22, from San Francisco to Shanghai, Northampton; 24, from Boston to Hong Kong, Mount Washington. Nov. 6, from London to Singapore, China, &c., Glenroy (str.); 7, for Hiogo, Gaucho.

SPOKEN.—Golden State, New York to Shanghai, 30 days out; Nederland en Oranje, Saigon to Rotterdam, Oct. 4, 25 N., 35 W.; County of Ayr, Batavia to New York, Aug. 23, 34 S., 27 E.

At PORT SAID.—Nov. 5, Menelaus (str.), from Liverpool, to Singapore, China, &c.

CASUALTIES.—The Glenavon (ship), for Singapore, was signalled, Oct. 19, in lat. 40 N., lon. 12 W., with maintopmast and all gear apparently gone. Advices from Rotterdam, Nov. 5, state that the Java packet Traphan arrived at Batavia from Amsterdam, Nov. 3, with damage to forepart of vessel and rigging. Advices from Stornoway, Nov. 2, announce that portions of the Maju, consisting of deck, planks, three masts, sails, &c., very much damaged, have been saved, the hull of the vessel is not visible, but is supposed to be a short distance from the shore. New York, Oct. 23, The David Brown, Colcord, from Liverpool to Singapore, which vessel arrived at Rio Janeiro, Sept. 8, and proceeded on the 16th, had put in there with cargo heated. Amsterdam, Nov. 7.—The Constance (Dut. ship), Kimmaer, from Java, has gone ashore at Egmond. Malta, Nov. 6.—The Lotus (str.), Castle, from Shanghai, to London, has put in here with loss of blades of her propeller; the damage will be repaired on the hydraulic lift, and it is expected she will proceed to-morrow.

MISCELLANEOUS.—At Port Said, Nov. 6, Brisbane (str.), from Glasgow, to Singapore; Hankow, (str.), from London, to Singapore, China, &c.; 8, Chyebassa, (str.), from London, to Colombo, &c. At Suez, Nov. 8, Mecca (str.), from Singapore, to Marseilles; Antenor, from China, &c., to London. At Aden, from London, for China, Nov. 4, Lyeemoon. Advices from Havre, Nov. 5, state that the Conrad (str.), Ridder, from Texel and Southampton, to Java, grounded in the Suez Canal, but there was every reason to believe that she would get off and proceed for her destination. The Antioca (Ital. barq.), from Singapore to the Channel, was spoken Oct. 15, in lat. 33 N., lon. 39 W., short of coals and firewood.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAMPBELL—On the 6th Nov., at 17, Talbot-road, Bayswater, the wife of James Duncan Campbell, of a son.

FAIRBAIRN—On the 23rd Sept., at Hong Kong, Mrs. John Fairbairn, of a daughter.

HAGEDORN—On the 19th Sept., at Singapore, the wife of Egmont Hagedorn, of a daughter.

HAYNE—On the 3rd Nov., at Paris, the wife of Arthur Nevill Hayne, 57th Regiment, Colombo, Ceylon, of a son.

MOLLER—On the 22nd Sept., at Bangkok, Siam, the wife of Julius Moller, of a son.

STEAINS—On the 4th Nov., at Berkeley House, Nightingale-lane, Clapham common, the wife of Arthur Steains, of a son.

TOWSE—On the 1st Nov., at Notting hill, the wife of J. Wrench Towse, prematurely, of a son, who only survived his birth three hours.

MARRIAGES.

DICK—MCEWEN.—On the 14th Sept., at St. Paul's Presbyterian Church, Westbourne-grove, by the Rev. Walter Morison, D.D., James C. Dick, of the North-Eastern Bank, Newcastle-upon-Tyne, to Roberta, youngest daughter of the late Robert McEwen, of Singapore.

RAWSON—BROOKE.—On the 4th Nov., at Sibton Church, by the Rev. W. H. Empson, uncle to the bridegroom, assisted by the Rev. W. Bromley, vicar of the parish, and the Rev. C. E. Brooke, William Henry Rawson, jun., only son of W. H. Rawson, Mill House, Halifax, to Frances Jane Brooke, eldest daughter of J. W. Brooke, Sibton Park.

WINTON—JAMIESON.—On the 7th inst., at Calcutta, John Jamieson Winton, Esq., Hong Kong and Shanghai Banking Corporation, to Mary Ann, eldest daughter of Captain Jamieson, P. and O. Steam Navigation Company, of Holly Lee, Dumbartonshire.

DEATHS.

GIBSON—On the 23rd Sept., at Hong Kong, G. S. Gibson, chief officer of the steamer *Poyang*.

GLENNIE—On the 1st Nov., at 7, South-street, St. Andrew's, Fife, N.B., Mrs. Harriet Cook, widow of the late Rev. John Glennie, Minister of Dunnottar, in her 88th year.

MCCUNN—On the 30th Oct., at Clydesdale House, Brighton, Sussex, Archibald McCunn.

MOSES—On the 24th Sept., at Singapore, Johannes M. Moses, aged 75 years.

REE—On the passage from Batavia home, Mr. Theodor Ree, formerly of Singapore.

SMITH—On the 8th Nov., at South Norwood, Rev. William Joseph Smith, M.A., Oxon, British Consular Chaplain at Foochow 1858 to 1863, second son of the late Captain Timothy Smith, H.C.S., aged 46.

Miscellaneous.

MANUFACTURING INDUSTRY IN AUSTRIA.

Austria has been making progress in many branches, but as yet the quality of the work she turns out has scarcely kept pace with the increase in its quantity. One advantage she has, or believes she has. Her work and materials are at least what they profess to be, although in texture and finish they may be somewhat inferior. Such as their work is, they think it should suit Orientals, especially if they can afford to undersell their competitors. They believe that the Eastern export trade—that of China, for instance—is susceptible of great development, and they believe, too, that designers in some of these semi-Oriental provinces can better understand and provide for Oriental tastes than the weavers and spinners of Lancashire or New England. Looking at it from that point of view, the Exhibition they have just opened ought to be of great advantage to Austrians anxious for practical information. They will learn exactly what are the wants, tastes, and means of probable customers. By examining the samples of Eastern manufactures that will be shown, they may obtain frequent hints which their superior intelligence will improve upon. We have adverted to China, and we may take it as an example, both because of the almost boundless extent of a field which, as yet, has been but little *exploité*, and because, as we understand, the Chinese collection that is exhibited now is the same we had an opportunity of examining last year. That collection was formed by the Chinese Government in answer to a request of the Austro-Hungarian Minister, and information with regard to it was freely given by European *employés* in the service of China. It was made up of contributions of exports from fourteen ports; while Shanghai, which is the principal of them so far as foreign imports are concerned, showed a complete collection of imports as well. There you might inspect the piece goods that were most generally in demand; and you learned, by application to European officials in the Chinese Custom service, all about the classes of customers who bought them. The Chinese wear more clothes than the natives of British India, the average temperature of the Empire being lower and the winters being rigorous in some of the provinces. But it is the well-to-do part of the population who have hitherto been the largest buyers of foreign goods; the peasants and farmers generally raising cotton of their own, and either spinning garments for themselves or bartering the raw produce for them with their neighbours. Still, as the demand for foreign goods is increasing every year, it is assumed that the people are gradually being won from that primitive system by the superior attractions of foreign novelties. Hemp, again, is as much a staple article of cultivation in China as in Austria, but Chinese hemp is so decidedly inferior that it might remunerate the Austrians to export for finer purposes. We might go on multiplying details and illustrations: we might run in the same way over the collections exhibited by other Eastern countries, and especially by Austria's Ottoman neighbours on the Danube. We might dwell on that picturesque side of the show, which the general public will be most apt to appreciate; on the unfamiliar articles that are applied to the oddest and most unlikely purposes; on the curious specimens of arts that have flourished from time immemorial, often triumphs of patience, skill, and ingenuity, and especially profitable as studies for the Viennese, who are themselves celebrated for their ornamental and decorative manufactures. But perhaps we have said sufficient to indicate the value and purpose of the exhibition.

THE AUSTRALIAN MAIL SERVICE.

In a letter to *The Times* "An Australian Merchant," referring to some complimentary remarks made by a Victoria correspondent of that journal upon the efficiency of the P. and O. service, says:—"However much pleased Victoria may be with the excellent and regular conduct of her mail service, it is unfortunate that at the moment New South Wales correspondents have reason to be singularly dissatisfied with the P. and O. Company's performance this month. For instance, the mails from Sydney *vid* San Francisco (and carried by a colonial steamer belonging to the Australasian Steam Navigation Company) left Sydney on the 29th of August, and were delivered in London on the 17th of October, in forty-eight clear days. The mails *vid* Suez and Brindisi by the P. and O. Company, left Sydney on the 4th September, and a very small portion arrived in London on the 26th of October, in fifty-one clear days, or three days over the San Francisco time. But the great cause of complaint is, that although the Victoria and South Australian letters were delivered in London on the 26th of October, the bulk of the New South Wales mails marked *vid* Brindisi (and for which the extra postage had been paid) was only delivered this morning, November 2, say in fifty-eight days, having from some yet unexplained reason been carried to Southampton instead of being forwarded *vid* Brindisi. The inconvenience to the commercial community has been very great, as, had these letters been delivered on the 26th, in the usual course, they could have been replied to by the outward mail on Friday last, whereas now there will be a delay of some weeks.

This letter is answered by Mr. Bethune, the Company's secretary, who explains that since New South Wales discontinued contributing to the subsidy for the Suez service the Company's mail steamers have ceased running to Sydney, and the letters have been forwarded by a trading steamer between Sydney and Melbourne. "It would be scarcely reasonable," says Mr. Bethune, "to expect, as your correspondent seems to do, that letters conveyed in this way should be delivered as quickly as by the subsidised San Francisco route, yet on reference I find that it is so, the time from Sydney *via* Suez being fifty days, while hitherto the average *via* San Francisco has been fifty-four days, the delivery in forty-eight days, which has just been accomplished, being quite an exception." The second ground of complaint by "An Australian Merchant" is attributable, in Mr. Bethune's opinion, to the carelessness of the Post-office authorities at the Antipodes.

* Ordered home. † To proceed shortly.

Monetary and Commercial.

In reference to the discussion on the damaged tea brought over as ballast by the *Gordon Castle* from Lisbon, we have ascertained that the purchaser is bound by Messrs. Skinner and Co., the owners, not to dispose of it for consumption in the United Kingdom. It now lies at the Docks, awaiting ultimate disposal. It is to be regretted that the Dock Company and Customs did not prohibit the landing of this rubbish, and have ordered it to be condemned and destroyed; but it is so well looked after that there is no fear of its coming into consumption.

Tenders for £500,000 in bills on India were received on the 4th inst. at the Bank of England. The amounts allotted were—to Calcutta, £441,800, average rate 1s. 10½d.; and to Bombay £58,200, average rate 1s. 10½d. Tenders on all Presidencies at 1s. 10½d. will receive about 21 per cent. These results show an increased demand for remittances to the East.

The directors of the Hong Kong and China Gas Company (Limited) have declared an interim dividend for the six months ending 30th June at the rate of 10 per cent. per annum, free of income-tax.

On the 4th inst. the Marquis of Salisbury received a deputation, consisting of several leading Manchester merchants and others interested in the trade of India, who urged the repeal of duties on cotton yarns and goods imported into India from this country. After hearing the arguments of the deputation the Secretary of State for India admitted that theoretically the duties could not be justified, but as they brought in £800,000 a year, and as it was not possible to obtain that amount from other sources, they must be maintained for the present. His lordship stated, however, that it was hoped the impost would eventually be abolished, telling the deputation nevertheless that it was not the first on the list to be struck off, as reform was more urgently required in other quarters.

The Eastern Telegraph Company's traffic receipts for the month of October amounted to £32,853, against £29,229 in the corresponding period of 1873; and those of the Eastern Extension, Australasia, and China Telegraph Company (Limited) for the month amounted to £16,584, against £17,586 for the corresponding period of 1873. The Great Northern Company's traffic receipts for the month of October were—this year, f.438,817; last year, f.360,437.

The Bar Silver brought by the West India steamer was sold on the 30th ult. at 57 13-16d. per oz. standard, at which price there was a fair demand; subsequent arrivals of £99,315 slightly depressed the price, and these amounts were placed at 57⅞d. per oz., at which rate the market may be considered firm. Mexican Dollars by the French and West India steamers, amounting to about £200,000 in value, have been disposed of, at 56⅜d. per oz., for China.

The Bullion per P. and O. steamer *Khedive*, from Southampton, Nov. 5, was—in gold, to Galle, £2,000; in silver, to Penang, £45,300; to Singapore, £95,600; to Hong Kong, £48,490; to Shanghai, £2,000—total in silver, £191,390.

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ARTICLES OF IMPORT.

Business generally has continued quiet, but no alteration of importance has occurred in prices except as regards Coffee, which has sustained a decline, and Tin, which, with a continuance of activity, has advanced.

TEA.

During the past few days the market has ruled extremely quiet, at no change in prices except for common red leafs at 11d. to 1s. 1d. per lb., which show good value, and must be losing at least 5 per cent. to importers. Medium to fine quality tea is running into small compass, and there is a very good prospect for these classes to admit of a material advance when buyers realise the small quantity to meet the requirements to next July; for though Indian leaf has been arriving freely of late, there is a marked scarcity of the kinds at 1s. 8d. to 1s. 11d., the bulk running into the value of 2s. to 2s. 3d. per lb. The following figures give details of supplies to 31st Dec. next, and it will be seen that during the next two months very heavy imports are due. After, however, deliveries will overtake supplies, and during the spring months the stock will be run down to an unusually low point. It is, therefore, clearly to the interest of importers not to force off their teas to a loss.

ESTIMATE OF THE STOCK OF TEA ON 31ST DEC., 1874.

	lbs.
Stock 31st Oct., as per Customs returns	69,480,266
Arrived to 31st Oct., but not included in stock	3,000,000
Cargoes afloat to 1st Sept.	35,000,000
Steamers to leave China during Sept. and Oct., say four per month, of 1,500,000 lbs. each, and arrive before 31st Dec.	12,000,000
	119,480,266
Indian tea to arrive	5,000,000
	124,480,266
Less sailing vessels likely to make longer passages than 120 days	3,000,000
	121,480,266
Two months deliveries, at 15,000,000 per month	30,000,000
	91,480,266
Against last year, on 31st Dec.	97,000,000

SILK.

Messrs. Durant and Co.'s Circular says:—The past month commenced and ended with public sales, with large business in all classes of Silk in the intervening period—considerable speculative buying no doubt, but consumers also supplying themselves freely. During the whole month the course of prices was continually upward, culminating in an advance upon the lowest moment of August of 2s. upon the lowest classes, with 1s. to 1s. 6d. upon the medium and 6d. to 1s. upon the highest. The market during the last few days has been comparatively quiet, but we have no change of quotations. In Japan and Canton Silk the stocks are smaller than for the last three or four years.

Messrs. Kilburn, Kershaw and Co. report that since the public sales last week the general market has become quieter, but without any alteration in prices. It is not surprising, however, that buyers should now pause after their large purchases of the last two months, continued as they have been uninterruptedly. Canton Silk is in demand at 12s. for No. 4 Tsatlees, but so little of this silk has arrived this season that business has been restricted in consequence; the arrivals of "curio" Loong Kongs, which have been especially good, have been readily taken at full rates. Japan Silk is quiet.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 28	Sumatra (s.)	Raison	Java	Southampton
27	Bristolian	Morgan	Singapore	Newport
	Selimo	Dick	Do.	Penarth
16	Malay	Clough	Hong Kong	San Francisco
16	Endeavour	Warland	Anjer	New York
28	Ganga (s.)	Wilson	Singapore and Saigon	London
28	Brisbane (s.)	Huddlestone	Singapore, via Cardiff	Do.
29	Calabar (s.)	Hutchison	Singapore and Japan	Do.
30	Zoroya	Hutton	Foochow	Do.
30	Belted Will	Braithwaite	Shanghai	Do.
29	Prosperina	—	Singapore	Newcastle
30	Argo	Humble	Batavia	Sunderland
30	Our Annie	Eden	Singapore	Do.
4	Nett Merrymann	Rollins	Batavia	Rio Janeiro
Sep. 23	Cornelis Smit	Dieper	Do.	Buenos Ayres
26	Mendota	Perry	Do.	Do.
Oct. 30	Sulina	Talmar	Galle	Cardiff
30	Estrella	Gano	Manila	Do.
30	Madagascar	Fehrmann	Singapore	Do.
30	Vanguard	Smith	Do.	Do.
30	Pride of England	Nash	Galle	Penarth
31	Ajax (s.)	—	Singapore, China, &c.	Liverpool
31	Loochoe	—	Sourabaya	Do.
31	Cleopatra	—	Singapore	Do.
31	Gloamin	—	Galle	Do.
31	Castria	—	Hong Kong	Shields
30	McNear	—	Do.	Newcastle
29	H. Hickman	Smith	Galle, via Newport	London
31	Hampton (s.)	McOutry	Java	Southampton
Nov 2	Mutlah	—	Singapore	Newcastle
Oct. 30	Hadda	Lund	Wladiwostock	Copenhagen
Nov 4	C. Hickmann	Tingley	Galle, via Newport	London
4	Eleanor	Jobson	Hong Kong	Do.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 30	Duke	White	Singapore	London
30	Irrawaddy (s.)	—	Bassein	Do.
	Menshikoff	Bannister	Hong Kong	San Francisco
30	Sultan (s.)	Owen	Colombo, &c.	London
Nov 1	Bayonnaise	Germain	Java	Falmouth
Oct. 30	Prinses Amalie (s.)	—	Do.	Texel
30	Jason (s.)	—	Do.	Do.
Nov 2	Claudia	—	Rangoon	Liverpool
4	Hector (s.)	Bewlay	China, &c.	London
	Dharwar	Freebody	Zebu	San Francisco
4	Harrowby	Kershaw	Rangoon	London
4	Kildonan	—	Do.	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Scotland. For Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Min. For Penang, Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Montgomeryshire. For Singapore, Hong Kong, and Shanghai: Fleurs Castle. For Colombo, &c.: Cheops, Navarino, Capella, Sultan.

SAILING VESSELS.—For Yokohama and Hiogo: Walton. For Yokohama: Annie Braginton. For Hiogo: Gaucho. For Shanghai: Deerhound. For Hong Kong: Ceylon, Osaka, Rollo. For Hong Kong (via Antwerp): Sophie. For Chefoo, Tientsing, and Newchwang: Ousuri. For Penang: Glenisla. For Singapore: Kingdom of Saxony. For Colombo: Seafield.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Amoy (via Cardiff): May Queen. For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Priam (str.), Patroclus (str.). For Galle: Annie W. Weston. For Singapore and Manila: Leon (str.). For Batavia and Sourabaya: Questembert. For Singapore (via Cardiff): Lady Lisgar. For Anjer: Finzel.

At GLASGOW.—For Manila: Antela. For Singapore: Terentia. For Singapore and Penang: Pauline. For Sourabaya: Landseer.

SPOKEN.

LAMMERMUIR, Anjer to London, Oct. 9, 20 S., 1 W.
MARIE, Java to Amsterdam, Aug. 12, 24 S., 59 E.
TALISMAN, Batavia to New York, Sept. 3, 33 S., 29 E.
BAASTIAN POT, Batavia to New York, Sept. 6, 35 S., 24 E.
TENNESSEE, Java to Amsterdam, Sept. 14, 30 S., 30 E.
JOHANNE, Manila to New York, Sept. 6, 24 S., 42 E.
TELANAK (?), Amsterdam to Sourabaya, Sept. 5, 31 S., 33 W.
GUISEPPINA, Cardiff to Singapore, Sept. 10, 36 S., 14 W.
NANCY, Batavia to Amsterdam, Aug. 27, 28 S., 41 E.
AGAMEMNON (str.), Liverpool to China, &c., Oct. 13, 27 N., 34 W.

FREIGHTS AND CHARTERS.

There is not much animation in the freight market, and rates rule as quoted below. Homewards there is a fair amount of tonnage offering.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight or meast. To Nagasaki: 70s. weight or meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Foochow: 75s. weight, 70s. meast. To Batavia: 65s. meast. To Samarang: 70s. meast. To Sourabaya: 75s. meast. To Saigon: 50s. weight, 55s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore 25s. weight, 25s. meast. To Colombo: 25s. weight or meast. To Batavia and Sourabaya: 30s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: 25s. to 26s. (per ton). To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 24s. To Colombo: 24s. To Galle: 23s. To Batavia: 25s. To Amoy: 32s. 6d. To Sourabaya: 30s. To Manila: 25s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Galle: 18s. To Singapore: 18s. To Batavia: 32s. 6d.

CASUALTIES.

GREENOCK, OCT. 30.—The Sourabaya, floating dock, is having her cargo discharged into lighters here, and will be taken to Paisley to be remasted and repaired.

The Tek Li, Petersen, from Hamburg for Shanghai, with a general cargo, was ashore at the South Foreland, but has been towed off, and is now at anchor in the Roads, but makes some water.

Advices from St. Helena, Oct. 10, state that the Island Belle, Camm, which vessel arrived there from Batavia, experienced a heavy gale from the N.E., Sept. 12, in lat. 36 S., lon. 29 E., during which she shipped a sea that stove bulwarks, two boats, and main hatch; she proceeded on Oct. 6 for Plymouth.—The Howden, Ditchburn, arrived here from Singapore, experienced a succession of heavy gales, during which she lost and split sails.—The Tennyson finished re-shipping her cargo Oct. 9; a survey was held on board, and she will probably get away to-morrow.

MALTA, NOV. 2.—Steamer off. No. 63,643, from Singapore, to London, has put in here with circulating air pumps broken; repairs will require about six days; no other damage; (63,643 is the official No. of the Lord of the Isles, from Singapore, to London, which arrived at Suez about Oct. 23).

A telegram from Shanghai, Nov. 2, states that an unsuccessful attempt had been made to float the Lucerne; she will probably be a total loss; hull completely under water. A later telegram, Nov. 3, announces

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that the Lucerne, with her cargo, has been advertised to be sold on the 10th.

Advices from New York, Oct. 22, report that the O'Thyen, Jordan, for Sourabaya, which put back Sept. 16, leaky and with sails split, &c., sailed for her destination yesterday, having finished her repairs.

A telegram from Shanghai, Nov. 3, announces that the Cawdor Castle (str.), and the St. Francois, from Freemantle, lying alongside the wharf, have been in collision; former vessel leaking, latter sunk; steam pumps have been rigged and set to work.

MISCELLANEOUS

At PORT SAID.—Oct. 29, Bertha (str.), Duke of Sutherland (str.), from London to Colombo, &c.; Nov. 2, Yrurac Bat (str.), from Liverpool to Manila.

At SUEZ.—Oct. 29, Glengyle (str.), from China to London; Nov. 2, Joseph Dodds (str.), from Singapore to London.

Off ASCENSION.—Oct. 12, Thor, from Samarang for Falmouth; H.M.B.D., from Singapore; 14, L.V.N.W. (Crest of the Wave), from Singapore for Boston.

At ST. HELENA.—Sept. 21, Andromeda, from Batavia, and sailed same day for New York; Clymping, Sanders, from Colombo, and sailed same day for London; 25, Blanche, from Batavia, and sailed same day for Falmouth; Oct. 4, Kosmopoliet III., from Batavia, and sailed same day for Rotterdam; 5, Elmstone, Bragg, from Manila, and sailed, 6, for New York; Naval Brigade, from Singapore, and sailed, 6, for Liverpool.

Off St. HELENA.—Sept. 24, Merse, from Manila, to London; Oct. 4, Ulva, Singapore, to Falmouth; 12, Kate Carnie, from Hong Kong, to New York.

At ALGOA BAY.—Sept. 25, Sophie Olsen, from Hong Kong.

The Admiralty have invited tenders for the conveyance of forty-nine tons stores to Hong Kong.

THE Gordon Castle, which was wrecked off Lisbon, is now repairing at the Thames Ironworks and Shipbuilding yard, and will be as good as new in about two months.

THE Calabar, Captain Hutchison, for China, has been detained at Gravesend, making repairs to her engines, but proceeded on the 5th inst.

THE Glamis Castle, from China, which put into Lisbon, left on the 4th inst. for London in charge of two tugs.

A Board of Trade enquiry on the loss of the steamer Chusan has been commenced.

NOTICES TO MARINERS.

China—East Coast.—Intended Fixed Light on Shantung Promontory.—The Engineer-office at Chefoo has given notice that the erection of a lighthouse has been commenced on the Shantung Promontory, from which, when completed, a light will be exhibited. The light will be a *fixed* light showing *white* to seaward and *red* inshore to the southward and westward (the latter to warn vessels when they approach the coast). It will be elevated 200 feet above the sea, and in clear weather the white light should be seen from a distance of twenty-one miles. The illuminating apparatus will be dioptric or by lenses, of the first order. The tower will be round, 64 feet high, and built of stone. Position, lat. 37 deg. 24 min. N., lon. 122 deg. 42 min. E. Also that a temporary *fixed* white light of the sixth order is now exhibited near the above lighthouse, visible between the bearings N.N.E. ¾ E. round by west and south to S.S.E. ¾ E. The light is, from some positions, obscured by a point of the mainland and Alceste Island between S. by E. ¾ E. and S.S.E. ¾ E. It is elevated 160 feet above the sea, and in clear weather should be seen from a distance of eight miles.—Hydrographic-office, Admiralty, Oct., 1874.

Gulf of Siam.—Fixed Light, entrance of Bangkok River.—Information has been received from the Acting Consul-General in Siam, that a light is now exhibited from a screw-pile lighthouse recently erected inside the bar at the entrance of Bangkok River, Siam. The light is a *fixed* white light, elevated about forty-four feet above the level of high water, and in clear weather should be seen from a distance of about ten miles. The illuminating apparatus is of the third order. The lighthouse is situated on the edge of the bank in lat. 13 deg. 29 min. 26 sec. N., long 100 deg. 35 min. 20 sec. E.—Hydrographic-office, Admiralty, Oct., 1874

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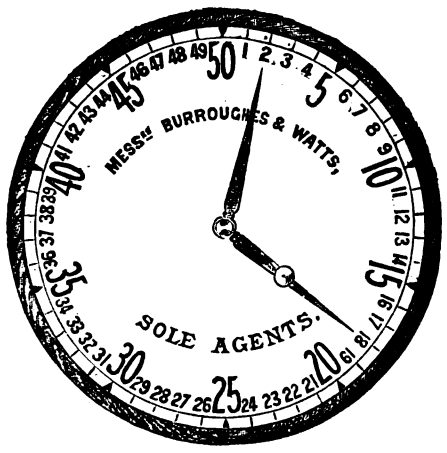

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...	Tons	H.p.	...	...
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.
*Mirzapore	3,763	600	Dec. 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Lombardy	2,723	450	Dec. 10	Mediterranean, Aden, Bombay.
*Mongolia.	2,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

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Provence ...	Nov.	22	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	Dec.	6	
Amazone ...	Dec.	20	

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The Steamer of the 6th Dec. connects at Galle with the Steamer for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
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„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

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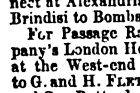
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 15
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	Nov. 17
Scotland, s.s. ...	2,645	Norris & Joyner...	Nov. 19
LIVERPOOL.			
Sarpedon, s.s. ...	1,519	Alfred Holt ...	Nov. 12
Priam, s.s. ...	1,572	„ ...	Nov. 25
GLASGOW.			
Singapore, s.s. ...	1,700	T. Skinner & Co.	Nov. —
Bowen, s.s.	1,700	„ „	Dec. —

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	To sail
Glenfinlas	100 A1	2,120	330	To follow
Glenartney	100 A1	2,106	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Gleneagles	100 A1	2,120	330	New boat

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TO SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, AND HIOGO. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day 18th November. The favourite full-powered screw steamer SCOTLAND, 100 A1, 2,645 tons gross; 1,694 tons nett; 400-horse power nominal; JOHN JAMES, Commander: South West India Docks. This magnificent steamer from her very great power offers the most favourable opportunity for goods and passengers; the elegant and spacious cabins being replete with every comfort.

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Chefoo, Tientsin, & Newchwng	Onsuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Brasington	A1 14 yr.	E.I.D.	With des.

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Port.	Ship.	Class.	Dock.	To sail.
Sing., Hg.Kg. & Japan ...	Min.s.s.(new)	A1 100	S.W.I.D.	Nov. 14
Shanghai ...	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
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THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow
Hong Kong	Rollo	A1 13 yr.	W.I.D.	To follow
Shanghai ...	Deerhound...	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow

Apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

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Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,500 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	(building)

The PRINSES AMALIA is appointed to leave Southampton about 23rd Nov. for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £58, and upwards; second-class, £33.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 585.] LONDON, WEDNESDAY, NOV. 11, 1874. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 11.
Japan	Yokohama	Aug. 7	Sept. 21	Sept. 29*
	Yedo			
	Osaka and Hiogo	—	—	„ 26*
	Hakodadi			
	Nagasaki	—	—	„ 19
China	Peking	—	—	„ 12
	Tien-tsin	—	—	„ 20
	Chefoo	—	—	„ 21
	New-chwang			
	Hankow	July 24	„ 7	„ 24
	Kiu-kiang	—	—	„ 20
	Chin-kiang			
	Shanghai	Aug. 7	„ 19	„ 27
	Ningpo	—	—	„ 21
	Foochow	„ 7	„ 16	„ 20
	Formosa	—	—	„ 23
	Amoy	—	—	„ 21
	Swatow	—	—	„ 23
	Hong Kong	„ 21	„ 27	Oct. 3
	Canton	—	—	„ 1
	Macao	—	—	„ 2
Philippines	Manila	„ 14	„ 20	Sept. 27
Cochin-China	Saigon	„ 28	Oct. 2	Oct. 9
Siam	Bangkok	—	—	„ 5
Borneo	Labuan	—	—	„ 2
	Sarawak	—	—	„ 7
Java	Batavia	Sept. 4	„ 6	„ 8
	Samarang	—	—	„ 2
	Sourabaya	-	—	„ 4
Malacca Straits	Singapore	„ 4	„ 3	„ 12
	Penang	„ 4	„ 1	„ 6
Ceylon	Galle	„ 25	„ 18	„ 19
	Colombo	„ 18	„ 12	„ 17

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The Pacific mail, *via* San Francisco, and the French mail, *via* Marseilles, bringing the above advices, were delivered this morning, the latter being five days in advance of its due date. The next inward (P. and O.) mail, with advices Yokohama 6th, Shanghai 9th, Hong Kong 15th, Singapore 22nd October, which is due, *via* Brindisi, on Monday, the 23rd inst., left Galle on the 30th ult., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Amazone*, arrived Nov. 9.—From Yokohama: None. From Shanghai: Messrs. Dyce, Findlay, Heyn, Buissonet, Metler, Caspersen, Gouillond, Cheetans, Garcin, Mr. and Mrs. Bradfield, Mr. and Mrs. Howard, Mrs. Maw. From Hong Kong: Messrs. Mundy, Stevens, Schoerer, Serie, Pellisier, Mrs. Townley, Mrs. Passfield. From Singapore: Messrs. Gill, Gumberg, Poole, Van Hageningen, Schroeder, Kroëf, Escher, Van Groënan, Weeseman, Ankersmit, Claisen, Mr. and Mrs. Lucassen, Mr. and Mrs. Van Trist. From Galle: Mr. and Mrs. Still, Mr. Hubbard.

PASSENGERS OUTWARD.

Per French steamer *Provence*, Nov. 22.—To Yokohama: Mr. Fateman. To Hong Kong: Mr. Kruse. To Shanghai: Mr. Lefebre. To Galle: Mr. Journy. Mr. R. B. Harvey, Mr. Ollivam, Mr. Broyer. To Batavia: Mr. Brevet. To Saigon: Mr. Lalanne.

Per French steamer *Amazone*, Dec. 20.—To Singapore: Mr. and Mrs. Sackermann. To Saigon: Mr. Cormean.

Per French steamer *Ava*, Jan. 2.—To Hong Kong: Mrs. Bell.

Per P. and O. steamer *Sumatra*, from Venice, Nov. 13.—To Singapore: Mr. and Mrs. C. F. Rowland. To Ceylon: Mrs. and Miss Delmege.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Ceylon: Mr. Arthur. To Singapore: Mr. and Mrs. Grutte.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Singapore: Mr. Unwin, Mr. C. Low.

Per P. and O. steamer from Southampton, Dec. 3.—To Shanghai: Mr. G. Rose.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 23rd Sept.; and by the Pacific mail we have six days later news, viz., to the 29th Sept.; the French mail from London, 31st July, arrived out on the 15th Sept., and the following P. and O. mail of August 7 was received on the 21st Sept. The following summary of news is from the *Japan Mail*:—

There is no news from China, and the suspense created by its non-arrival is trying. In Yedo there is much excitement, activity, and spirit, and those who have seen the drilling of the troops, who are every day mustering there in increasing numbers, speak with high praise of their appearance and soldierly bearing. If a call has to be made on the nation it will certainly be responded to by all classes with readiness and enthusiasm. The nobles have come forward to offer a part of their revenues, the *samurai* their swords, and the traders will have to do the same with their money; nor are we disposed to think they will do it unwillingly.

The following is a translation of the original official notice of the German Minister Resident, relative to the sentence passed on the murderer of Mr. Haber:—

The undersigned, the Minister Resident of the German Empire, herewith publishes the sentence of the Imperial Japanese Government upon the murderer of the Acting-Consul of the German Empire at Hakodate, the late Mr. Haber, and further notifies German subjects and those enjoying German protection, that the sentence has been forwarded to Hakodate with the object of being forthwith put into execution. To Takasaki Hiditchka, Shisoku of the Akita Ken:—"You, in your foolish and short-sighted view, have believed that the decay of the knowledge of the mother country, regarded by you with reverence, had its origin in the peaceable intercourse with foreign countries, and therefore you have cherished the one-sided view that it would be best to kill a foreigner. In order to realise your plan, you secretly left your home and went to Hakodadi. Arrived there, you met, in a part of the town called 'Yatchigashira,' the Acting Consul of the German Empire, the late Mr. Haber; you then forthwith drew your sword, pursued, and murdered him in a most brutal manner. This being a most atrocious deed, and considering that you have committed a highly dishonourable act, you herewith are, according to the criminal code, sentenced to be expelled from the Class of Soku, and afterwards to be beheaded."

NOTICE.—*To the Colonial Department, the Fu's and Kens.*—Whereas, according to the Notification No. 110 of the 11th month of the current year, the Shisoku of the Akita *ken* Takasaki Hiditchka, having been sued for wilful murder of the Acting Consul of the German Empire, and this trial having been concluded, he has been sentenced as above mentioned. The crime for which the murderer has been sentenced being a serious one, which is calculated to injure the peaceful relations with foreign countries, the head of the criminal would have to be exhibited according to the Criminal Code before its revision, but whereas the Code has been revised, the sentence is that of decapitation only. In bringing this to notice, it is herewith made known and ordered, as was done some time ago, that our subjects should be made to understand this notification well, so that in future such crimes shall not again be committed.

The meeting of the residents convened to take into consideration the insufficiently protected state of the settlement was held on the 21st Sept. at the Chamber of Commerce. Mr. Wilkin was called to the chair, and explained the objects of the meeting. The following resolutions were then passed.—Proposed by Mr. Hooper and seconded by Mr. Strachan.

That the frequent burglaries now occurring are to be attributed to the inadequacy of the native police force for the protection of the foreign settlement.

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Proposed by Mr. Wylie and seconded by Mr. North,

That it is desirable to continue to urge upon the Japanese Government, through the medium of the Board of Consuls, the necessity of an increase of the police force, and a thorough patrol of the foreign settlement, and special examination of suspicious characters crossing the bridges during the night. Carried.

Proposed by Mr. Cope and seconded by Mr. Pistorius,

That a committee of five be appointed, who shall place themselves in communication with the Board of Consuls, and act generally on behalf of the foreign community in this matter, reporting progress from time to time through the newspapers, and if necessary summoning a public meeting. Carried.

The committee was then elected :—Messrs. T. Walsh, P. E. Pistorius, A. Evers, A. J. Wilkin, and E. G. Vouillemont. The meeting, which was very thinly attended, then dissolved.

The remarks of the Chairman on the subject of the registration of servants deserve the consideration of the residents. He said the Governor had established an office for this purpose, that this office was under his own control, and that no fee was charged for registration. The Chairman believed that this new system was free from the objections which were justly raised against the old system, and thought that, if adopted by the residents, it might do much to stop the non-violent class of robberies. The old system had been abolished because it was so odious to foreigners, while the new one appeared to have the approval of the Consuls. The former was made the instrument of "squeezing"; the latter promises to be free from this very important objection.

An inquest has been held at the Camp of the Royal Marines upon the body of Corporal Curtis, who was found drowned close to the steps leading down to the Homura Creek, near the Iron Works of Messrs. Whitfield and Dowson. How Curtis came by his death it is impossible to say. One of the men of the Battalion was doing something to the boats slung opposite these steps when his attention was called by a Japanese to a body in the water close by. It proved to be that of Corporal Curtis, who was last seen alive at about nine o'clock near the Temple at the top of Homura. Curtis was a steady man, and a great favourite in the Battalion which has lost him. The sides of the Creek being unprotected by rails are on dark nights sources of danger, to guard against which there should be either lamps or rails erected.

Both the American and French Consuls have dealt some heavy and effective blows at the gambling-houses. The keeper of the *Hôtel de l'Univers* has been threatened with deportation in case his house is again used for public play, and General Van Buren has heavily fined Wm. Nuttall, a proprietor of one of these establishments, and stated his intention of doing all that lies in his power to protect the community against them.

The *Japan Gazette* publishes the following translation of a spirited address to the *samurai* by Watanabé, Vice-Governor of Osaka :—"It is not long since the Saga insurrection was ended. Then as now you were courageous in combating the enemy in the service of your country. Your fidelity to the State merits reward; I recall it and shall never forget it. The officers who were then in Osaka for the defence of the district, and to whom I have reported your noble conduct, and your fidelity to the country, have been highly approved. But before you could even start the insurrection was finished. To-day the country demands other services from you. The Formosan war has produced great complication between China and Japan. The hour has come for you to show your bravery and fidelity to the country. You have no desire to remain indifferent to this great affair, in which is bound the glory or the ruin of our empire. Courage, then! and may your example be quickly followed by thousands of your brothers. You will fight our new enemies. You will die for the country; but your name will be honoured by the nation, and all the world will speak of you with respect and admiration."

A meeting of the agents of the insurance companies has been held at the Chamber of Commerce rooms, a large number of English offices being represented. The subject of the wooden cornices, with which many of the recently-built houses are surmounted, and the formation of a salvage company occupied the attention of the meeting.

We read in the *Gazette* that the Mikado held a review of the troops in garrison in Yedo on the 19th inst. at Itzusima. The manœuvres were very satisfactorily performed by the soldiers, and reflected much credit upon their instructors, the French Military Mission.

A meeting of the nobles was held on the 25th Sept., to consider the question of contributing a part of their revenues to assist the Government during the expected war with China.

His Majesty the Mikado has entertained the foreign representatives at breakfast at Hama-goten.

We learn that the newly-appointed American Minister to China will leave San Francisco by the next mail steamer.

A telegraph cable has been successfully laid across the Tsugar Straits between Awomori and Hakodadi.

The prospects of the rice harvest are excellent throughout the country.

CHINA.

—o—

PEKING.

The *Peking Gazette* of Sept. 11 contains the following announcement :—

A Decree.—We have respectfully received the benign mandate of their Majesties the Empress Dowager and the Empress Mother [as follows] :—The Emperor sent forth a decree yesterday in which the Prince of Kung was stripped of his Imperial Princedom with hereditary succession in the same grade for ever, and was reduced to the second degree, Tsai-ch'êng (his son) being at the same time stripped of his title as *Beileh Kün Wang*. As regards the shortcoming in decorum of the Prince of Kung on occasions when speechhas been held with him, it is true that a penalty has been incurred for this offence; but remembering how the Prince of Kung, from the time when his support began to be rendered in public affairs, has not been wanting in exertions so distinguished as to merit acknowledgment, let, as a special grace, his rank as Imperial Prince with hereditary succession in the same grade for ever be restored to him, and let the title *Beileh Kün Wang* be likewise restored to Tsai-ch'êng. It behoves the Prince to respond to the desire of his Sovereign to convey a salutary admonition, and for the future to be more and more diligent and careful, contributing largely toward relief from difficulty and embarrassment, to the end that his trust be worthily discharged.

The *Peking Gazette* translations also contain a singularly forcible and sensible attack on the abuses connected with the *likin* system, and on the growth of opium in China, by a member of the Censorate. The memorial shows that there are men in the Empire capable of appreciating the fearful shortcomings in its administration, and who recognise the need there is for reorganisation. It is beyond the power of words, says the Censor, to depict in full the malpractices connected with the collection of the *likin* tax, which imposes grievous hardships on the population, and throws difficulties in the way of trade *in transitu*.

A rumour has been current among both foreigners and natives that the Peking Government declined to enter into negotiations with the Japanese High Commissioner Okubo, and that his application to be admitted to an Imperial audience had met with a refusal. The rumour is unconfirmed, however; and it is improbable that the Ambassador would have gone on to Peking, after waiting at Tientsin for return advices by courier, if he were not assured of his reception.

SHANGHAI.

The present mail brings advices from this port to the 27th Sept.; no later mail from London had been received. The following summary of news is from the *North China Herald* :—

The present mail by the *Amazone* is the last which leaves under the time arrangement for the south-west monsoon, and consequently twelve days will elapse before the departure of the next English mail, which leaves on the 9th October. Severe weather on the coast ushers in the change. A heavy typhoon is reported to have occurred at Hong Kong on the 22nd, while Shanghai has already had to endure half a week's steady rain. Outdoor engagements and amusements have had to be put off in consequence; but enough rain has now fallen to hold out prospects of an early change to the settled fine weather which is so pleasantly characteristic of the Shanghai winter.

The *Glenartney*, which left Woosung on the 31st of May, and was the first steamer home with new teas, reached here again on the 24th September, and has therefore made the round voyage in 116 days, including all detentions, in port or *en route*, and a loss of some four days by the late heavy gales. She is, we believe, the first steamer which has to be credited with the achievement.

A case in which Messrs. Siemssen and Co. sue Messrs. S. C. Farnham and Co. for $13,000 damage and demurrage in consequence of the breaking of a shaft which the defendants put into the steamer *Yangtsze* was begun on the 26th Sept. at the U.S. Consulate-General, before G. F. Seward, Esq., Consul-General, and Associates, and has been concluded. Judgment was reserved.

On the 24th Sept., at H.B.M. Court, before R. A. Mowat, Esq., Mr. P. Loureiro sued Mr. Stripling, acting superintendent of police, to recover $99.75, the alleged value of six balls of opium, his property, said to have been seized and detained through the illegal action of the municipal police. Mr. Litchfield appeared for the plaintiff, and Mr. Stripling conducted his own case. The facts were that a coolie in the plaintiff's employ was stopped by a *likin* runner on the Garden-bridge, who found the six balls of opium in a sycee basket he was carrying. The runner endeavoured to seize him, but the coolie resisted, and a Chinese policeman, in the employ of the Municipal Council, coming up at the moment, the *likin* man appealed to him for aid, and all three went to the Hongkew station. Sergeant Skinner was on duty there, and the coolie saying he did not know where he was taking the opium, although he had plaintiff's printed certificate vouching, as was contended, for plaintiff's ownership of it in his possession, the sergeant sent the men and the drug to the Mixed Court. Plaintiff himself went to the station to demand the opium, but it was not there, and he sued Mr. Stripling for its detention and value. In reply to his hon[illegible],

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the sergeant said he acted under the general orders given to the police, and not under special orders from Mr. Stripling. His honour said he could not see how Mr. Stripling could be held responsible, and gave judgment against the plaintiff.

The C. N. Company's steamer *Glengyle* was laid up after the discharge of her last cargo from the river ports, and has since undergone painting and slight repairs. We hear that she has been chartered to carry Chinese troops to Formosa.

A contingent of thirty Chinese boys from the Government Preparatory School, with a numerous suite of friends and attendants, has left by the *Oregonian* for the United States. The youths appeared to accept their expatriation very resignedly.

The Chinese corvette *Sen Sing Fah*, the first of the vessels built at the Foochow Arsenal, has arrived from Foochow, and awaits orders. She is a vessel of 600 tons, and carries six guns (four 20-pounder smooth-bores and two 15-pounder Krupps), is of 150-horse power, and has a crew of 130 men.

The French barque *Union*, with her cargo, now lying stranded on the Block House spit, has been sold by public auction at the sale rooms of Messrs. Mackenzie and Co. They were knocked down to Mr. Beer for the sum of Tls. 8,800. Messrs. Olyphant and Co., agents for the Chinese Insurance Company (Limited), as underwriters on the cargo, protested against the sale, but the Chancelier of the French Consulate-General, who was present, stated that the protection of the French Government would be given to any purchaser.

The China Merchants' Steam Navigation Company have just had built for them, opposite the Hongkew Wharf, on Broadway, a large machine shop, where all the work connected with their steamers, wharves, and hulks is to be executed. They have also bought from Messrs. Farnham and Co. the wharf and godowns, &c., they had on lease from that firm. The price is stated to be Tls. 75,000. These they purpose connecting with their offices in Hankow-road by a telegraph wire.

A meeting of the Shanghai Volunteer band has been held at the Main Guard. The principal business was the appointment of a leader, the gentleman who formerly held that office having left Shanghai. This important post has been accepted by M. Remusat, whose experienced co-operation will, no doubt, be of the greatest service to the association. M. Remusat pointed out the necessity of securing the services of one or two professionals, in order to render the band thoroughly efficient. The funds that have accumulated during the summer recess will be devoted to this purpose, but as the amount in hand is very limited, the secretary reminded the members that it could not be expected to go far. It was, therefore, resolved to appeal to the members of the S.V.C. to supply the deficiency. All the preliminaries being settled, the order was given to "fall in," and under the direction of the new leader, the band had a most satisfactory practice. It was agreed to meet regularly once a week for the same purpose.

The trial of Thomas Fawcett, charged with the manslaughter of a Chinaman named Yuen-chong-chow, at the lighthouse works on the Shantung Promontory, on the 30th July last, took place at Chefoo on the 21st Sept., before Sir E. Hornby, Chief Judge, and a jury. A verdict of "Not Guilty" was returned.

HONG KONG.

Our advices by the present mail extend to the 3rd October; the P. and O. mail from London Aug. 21 was received on the 27nd September. The following items of news are from the *Hong Kong Daily Press*:—

THE TYPHOON.

The particulars of the sad disaster of the 22nd and 23rd Sept. are gradually coming to light; but even up to the present time the full effects of the typhoon can only be surmised. It is certain that the estimate of the number who have been lost is considerably under the actual total, which cannot be less than eight thousand at Hong Kong and Macao together, even if that comes up to the fact. Vessels arriving at the present time report meeting with dead bodies a long distance before reaching the port, and corpses continue daily to be washed ashore in various parts of the island. The damage done to property also turns out to be much larger than was anticipated. Persons well able to judge estimate that in Hong Kong alone the property lost in the form of vessels, damage to houses, buildings destroyed and goods damaged, cannot be short of a million pounds. The steamers *Albay* and *Leonor* still lie in the harbour, the latter with thirty or forty dead passengers in her, and it is doubtful whether they can be raised; and, although efforts have been made to move the Pacific Mail steamer *Alaska* from her position ashore at Aberdeen, they were, we regret to say, unsuccessful.

After the typhoon great difficulty was experienced in removing the dead bodies which came ashore in all directions. The destruction of life in native craft vastly outnumbers anything that has occurred before. In ordinary typhoons the places of shelter which the Chinese, who have a marvellous instinct in foreseeing the advent of these terrible visitations, seek, are sufficient to protect the large bulk of the junks and sampans. The poor people had, in the present instance, relied upon the shelter which had afforded them protection on former occasions, but were utterly mistaken in their calculations, as their craft were driven from their places of refuge, and—in the words of an eye-witness, who himself had a narrow escape in his vessel—large junks broke up actually like match boxes. One of the officers who was on board the Pacific mail steamer *Alaska* says that he saw a batch of fully a hundred junks founder all at once. The misery which has been spread both in this colony and at Macao is something appalling. One of the saddest considerations is, that numberless junks have utterly gone to atoms with every soul on board, so that hundreds of people must be kept in lengthened suspense as to the fate of friends and relatives, of which no one lives to tell the tale.

In addition to the misery which has been spread by the loss of life and property on the water, many sad stories are told of the ruin which has been wrought through loss of propery ashore. Some have lost almost their all, and few owners of property have escaped without some loss. Some of the stories told of the anxiety gone through on the night of the typhoon are startling. One gentleman, whose wife was ill, had to carry her from room to room in his bungalow, the roof going off one after another, and finally he had to seek the friendly shelter of a neighbour's house; and others with families suffered worse suspense, some instances having occurred of children being ushered into the world amidst the uproar and turmoil, and while large portions of the roof of the houses in which they were born were being blown away. Many, we hear, were forced to leave their dwellings, and large numbers had to pass the night on the lowest floors or in cellars, in hourly fear that their houses would go.

After the typhoon efforts were made by the police to clear away the dead bodies, but considerable complaint, which certainly appears well justified, has been made by the public of the slowness and inadequacy of the measures adopted. For a whole day almost nothing was done, as the Chinese coolies refused to work, partly on account of a superstition which the Chinese have against handling dead bodies—their idea being that if they touch a body they will be injured by the spirit of the dead man if they do not perform the funeral rites at his grave—and partly, no doubt, from the more practical idea that by holding out they would get better pay. In the confusion a large number of bodies were taken to the Civil Hospital, and remained there until the effluvium was such as to become dangerous to the patients. This state of affairs being represented steps were taken for the removal of the bodies, and more vigorous efforts made to get on with the work. The prisoners in the gaol were called out, and more coolies were then obtained. Complaints are, however, made that no application for assistance was made to the military, with whose aid the work, which has not been accomplished in a week, might, probably have been got through in at most a couple of days. At the present moment there are, as above noticed, between thirty and forty bodies on board the steamer *Leonor*, which lies close to the Praya in the centre of the town. Had military aid been invoked at once attention might have been brought to bear in this direction. To remove the bodies, as will have to be done, in a state of terrible decomposition with a thermometer at 85 degs., cannot but be attended with very great danger.

SAVING OF A PORTION OF THE CREWS AND PASSENGERS ON BOARD THE STEAMERS "ALBAY" AND "LEONOR."

We have been able to obtain the following details with reference to the gallant conduct of the gentlemen who assisted in saving a portion of the crews and passengers of the *Albay* and of the crew of the *Leonor* during the typhoon. We take this opportunity of correcting an oversight in our previous notice of the matter, namely, that of mentioning the names of other gentlemen who assisted in company with E. and G. Taufer, of the engine-house. Messrs. A. P. Mac Ewen and C. W. Baird, of Messrs. Holiday, Wise and Co.'s, Lieut. Prior, of the 80th, and Mr. Lembke exerted themselves to the utmost, and contributed largely to saving the unfortunate men who were brought ashore. The particulars of the action were as follows:—They heard that a ship, which proved afterwards to be the *Albay*, had got ashore about twenty minutes past one o'clock, and upon ascertaining the state of affairs, the Messrs. Taufer, of the engine-house, went out with lamps, but the violence of the wind was such that they could not be kept lighted. They then made torches of turpentine and waste, and Mr. E. Taufer made the end fast while his brother threw it on board, by which means three men were landed. While Mr. E. Taufer was holding on to the rope a severe sea struck him and carried him away into the lane, his foot being at the same time hit by some object which had been washed up; and about the same time the lights on the ships went out, and total darkness ensued. After a little Mr. McEwen, Mr. Beard, Lieut. Prior, and Mr. Lembke took the ropes in hand and succeeded in picking up several men, and as they came off brought them into the engine house. Mr. McEwen then went to the police station, and reported to Captain Deane, who expressed his regret that on account of the severity of the weather he could not send out any of his men to assist. Mr. McEwen then returned to the scene of action. The captain, chief and second mates stayed at the engine house all night, being too exhausted to move, and the remainder were taken by the party who saved them up to the police station. This was effected only with great difficulty, and the only way they could get them on was by Mr. McEwen and the others leading the way and shouting out repeatedly to them, so that they might know in what direction to follow. In this manner they reached their destination, and on their arriving at the Police Station the men were taken in and attended to. At about three to half-past three o'clock the party again went out with lamps to see what further assistance could be rendered. There was no one within reach at the time; but shortly after a Chinaman came swimming ashore. On asking him who he was he said he was the fireman of the *Leonor*, which vessel had got ashore outside the *Albay*. They then enquired of him whether there were any men on board, and he replied that he did not know. While holding the lamps out they heard cries, and they then flashed the light outwards towards the ship's mast and found that there was a man hanging on among three masts which had got entangled. The sea having by this time to some extent subsided, the brothers Taufer launched a boat, and went out and took five off the foremast of the *Leonor*, two of them the second and third engineers, and the remaining three Chinese. On a subsequent journey they brought back five more Chinese, and on a third trip two more men. Mr. Cox and another gentleman, of Messrs. Lane, Crawford and Co.'s, helped to

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launch the boat, supplied them with rope, and rendered assistance to the unfortunate men.

MISCELLANEOUS PARTICULARS.

We are glad to hear that H. E. the Governor has addressed a letter of thanks to Mr. McLeod and the other gentlemen who assisted in putting out the fire in Bonham Strand on the night of the typhoon.

We regret to learn that the Hon W. H. Alexander, Registrar of the Supreme Court, received a rather serious wound on the front of the leg just above the foot, by the falling of a window during the typhoon. On account of a difficulty in procuring medical assistance the wound bled for some time, and Mr. Alexander is in consequence somewhat weakened.

Fifteen seamen of the Peruvian ship *Macao No.* 2 having been saved and returned to the colony in a sampan, presented themselves at the Magistracy, and (such is routine) were placed on the charge sheet charged with being destitutes. They said the Consul was at Macao, and no boarding house would take them in as they had lost all, and their keep was not guaranteed by the Consul. His Worship told them that he would commucicate with the Consul, but in the meantime they could stay in the gaol. A boarding house keeper in Court however consented to keep the men himself till Monday in his house, when it may be ascertained from the Consul what he will do with them.

On the 28th Sept., at high water, an attempt was made to haul the *Alaska* from her position on shore at Aberdeen. The *Kiukiang*, *Fame*, and *Little Orphan* were employed, but they tugged unfortunately to no avail. The *Celestial* hulk was lashed alongside for the purpose of lightening the steamer. The large 14-in. hawser used was snapped by the *Kiukiang*. The P.M.S.S. Company express themselves much indebted to the Commodore and the authorities at the Naval Yard for the supply of hawsers, &c., which they generously placed at their disposal. We are informed that further and more carefully prepared efforts will now be made to get the steamer afloat, and we trust sincerely that they will prove successful. By latest accounts there was no change in the position of the steamer. She was still tight and fast, and had not suffered in any way. We learn that it is hoped in the course of a few weeks to have her floated off, which is considered to be only a question of time and systematic operations.

The missing on board the British bark *Malvern* are Captain Myles and wife, chief mate, boatswain, carpenter, steward, cook, five able seamen, two ordinary seamen, and two apprentices. On board the Peruvian ship *Macao No.* 2, the mate, second mate, three seamen, and ten Chinese passengers perished in the breaking up of that vessel on an island near the Cap-sing-moon Pass. There is yet some hope that the Spanish bark *Teresa* will turn up again, as she was to have left the same afternoon as the French ship *Radama*, which vessel, set down as missing, returned to port again on Saturday. Several gangs of prisoners were out on Saturday in Taiping-shan and other places clearing away the wreck of houses, from under the *debris* of which many dead bodies were drawn out. The sailors at the Home were employed by the police to bury the dead found on land and water. The police on Saturday exerted themselves to assist, and some hundreds were interred at Lap-sap-wan, Stonecutter's Island, and Kowloon. The stench along the Praya from the dust-bin rubbish spread about, from putrid rice, fish, and such like Chinese merchandise, is dreadful, and had not the dead bodies been taken away this colony would assuredly have been visited by a plague.

Considerable damage has been sustained by the Camphor Works, East Point. The works are eight feet above high water mark, and the tide rose five feet in the building, thus showing that it was no less than thirteen feet above high water mark.

The ship *Macao*, has broken up on some rocks at the corner of Lantao Island, to which she drifted. She is now a complete wreck. The ship *Everhard*, wrecked close upon the Point, has also gone to pieces. The P. and O. cargo boat has also been found near the same spot, not much injured.

We hear that Inspector Youngson, of the police force, who is stationed at Sowkewan, has been performing wonders in meeting the difficulties resulting from the typhoon there, and has, in fact, acted almost as a hero, having single-handed taken matters in hand, had the dead buried, and so averted the consequences in the form of disease which must otherwise have accrued. Inspector Burns, of Yowmahtee, is also deserving of great credit. He was most active during the storm, and succeeded in saving twenty-six Chinese from a junk which had capsized. He went off in a sampam, and cut a hole in the bottom with a hatchet, and so took the men out.

A letter from Macao says :—

It is impossible to describe the complete desolation which reigns over this place, in consequence of the late typhoon. The mortality among the Chinese has been unprecedented, and the length of the beach in the whole of the inner and outer harbour is lined with corpses. No less than four hundred dead bodies have already been picked up, and they are coming ashore thick at each flow of the tide. The police and the soldiers are busily engaged gathering them together, and in order to avoid a pestilence, which it is considered will infallibly follow longer delay, the bodies will be burnt at Portado Ares, as it is impossible to obtain hands to bury them.

At Taipa and at Colowane the destruction and loss of life have also been enormous.

The National Battalion has been ordered out by the Government for the better protection of the city, as plundering is going on in all directions. The misery which has been caused is terrible and wide-spread, and the Governor has, with praiseworthy consideration, ordered that food shall be supplied to the poor Christians from the parish churches.

The French barque *Chateaubriand* left this for Newchang two days before the hurricane, and must have suffered severely.

We are glad to learn that Inspector Grimes and Sergeant Miller rendered signal service during the recent hurricane. When the storm was at its highest they assisted in landing the crew from the barque *Lizzie and Rosa*. They also, at great exertion and with no little danger, rescued about fifty seamen of all nationalities from drowning, and rendered valuable assistance at the fallen houses.

The British barque *Lizzie and Rosa* has been sold by auction by Mr. Armstrong, and realised $3,500.

SIAM.

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BANGKOK.

Our advices extend to the 24th Sept. The following items are from the *Siam Weekly Advertiser* :—

Sept. 5, 1874, 5. P.M.—H.M. was present in the Throne Room Amarindr Winichai, and promoted T'au-kam-mul to the rank and title of P'ra-pra-tuma-wisate, Governor of the Province Kantarawichai. This region was formerly known as Ban-kan-t'ahng, and is now promoted to provincial privileges, under the jurisdiction of the Province Kalalasin. Instructions have been sent to T'au Pi-ah, the Government officials, and to all the people residing in the region Kantarawichai, in compliance with the directions of the governors of the neighbouring provinces.

Sept. 9th, 1874.— During the forenoon the Buddhist priests were fed and religious services relating to the relics (bones) of H. M. P'ra-putt'a-yautfah-chula-loke, the First King of the present dynasty, at the idol place. H.M. the Supreme King was not present at this ceremony, but one of H.M.'s younger brothers was present instead.

As a continuation of these ceremonies, in the afternoon H.M. the King visited the Lawn Sanáhmyàh a short time, thence went to the temple, where the priests went through the Buddhistic incantations, and the Priest Amaramohlee delivered a homily on the occasion.

Sept. 15th, 1874.—During the forenoon, ten priests were fed at the temple, and religious services were listened to in connection with the royal relics. These religious ceremonies relate to the demise of the past Kings of Siam. H.M. the King was not present at this ceremony, but directed Prince Chitr Charoen to be in attendance, listen, and serve the priests with the customary devotion and presents.

At night H.M. visited the place, listened to the Buddhistic incantations of the priests and their homilies, and subsequently made the customary presents to the ten priests.

The exciting and all absorbing events of the week have been extensive preparations and studied demonstrations to show the national respect and high appreciation of their young but remarkable King.

The people of other nationalities are deserving of great praise for their cordial co-operation in efforts to honour H.M. on the occasion.

The evening of the 19th was the commencement of display.

The banks of the river, the creeks, and the sides of the streets all over the city gave demonstrations of the busy activity and cheerful zeal of people living in locations covering extensive surfaces of many miles, displaying by lights, attractive devices indicative of loyalty, respect, and gladness.

The bands helped to contribute to the pleasures of the evening by playing choice airs. As they played the Siamese national, all eyes were directed to catch a glimpse of H.M., who made his appearance accompanied by H.R.H. Bhanurangse swang, wongs and other younger brothers, attended by the Royal Body Guards. As H. M passed each bowed and received from H.M. a gracious recognition. The King gracefully as well as graciously entered into conversation with the princes, nobles, foreign Consuls, and foreign residents, making the moments pass away charmingly.

On the evening of the 21st the residence and grounds of H. E. Chow Phya Bhanuwongse Maha Kosa Dhipoti, the Minister of Foreign Affairs, was beautifully ornamented, illuminated, and crowded with invited guests and spectators. A large band, having thorough command of the use of foreign instruments, enlivened the occasion with inspiriting music.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 12th October ; no later mail from London had arrived out. The following summary of news is from the *Straits Times* :—

In consequence of the plague having broken out at Jeddah, the following orders have been issued by the Governor in Council with respect to vessels arriving from that port :—

1. Every vessel arriving at any of the ports of the colony from Jeddah shall hoist the usual quarantine or yellow flag at the mainmast-head, and shall remain outside the limits of the port till visited by the Health Officer and admitted to communicate with the port.

2. On the arrival of every such vessel the Health Officer of the port or his deputy shall forthwith proceed on board, and shall examine into the state of health of the passengers and crew ; and if it shall appear to him after enquiry that no case of plague has occurred on board the vessel during the passage, he may, after twenty-four hours' observation, and subject to the control of the Governor, admit such vessel to free communication with the port and settlement.

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If it shall appear that any case of plague has occurred on board any such vessel within twenty-one days the vessel shall be taken to the quarantine anchorage, and there detained without communication with the shore or with other vessels till twenty-one days after the latest case may have happened on board.

3. In all cases the Post-office packets and mails in any such vessels shall be forthwith delivered and subjected to such fumigation or other preventive process as the health officer of the port may direct.

4. Coals and cargo may be shipped on and landed from vessels immediately on their arrival in which no case of plague may have occurred within twenty-one days.

The E. and A. Mail Company's chartered steamer *Jeddah*, Capt. De Bar, from Melbourne 12th, Sydney 16th, Brisbane 19th, Keppel Bay 21st, Bowen 22nd, Townsville 23rd, and Somerset 26th September, had arrived at Tanjong Pagar Wharf. A boat with seven shipwrecked sailors arrived at Townsville on the 20th Sept., with the 2nd officer in charge, who reports that the ship *Guinevere*, of London, bound from Melbourne to Manila, was lost on the 4th Sept. on Pocklington reef, near New Guinea. Three boats containing all hands (twenty-five) left in company, but soon parted. One boat with five men arrived at Townsville on the 21st inst.; the third boat, with the captain, chief officer, and ten men, was still missing. They say none on board were aware that there was any settlement north of Port Denison, and were proceeding southward, when they discovered the lighthouse at Cape Bowling Green, landed there, and were directed to Townsville, and the *Jeddah* was requested to keep a look out for the missing boat. Up to the 26th September, the date of departure of the *Jeddah*, no further news had been received in Somerset regarding the boat.

Captain Thorburn, of the British barque *Ida*, arrived here from Manila by the Spanish steamer *Paragua*, and reports the total loss of his vessel on the 29th August, on a reef improperly marked in his chart, when entering the port of Cebu Philippines. The chart was a French one, dated 1863, and corrected up to 1869. After the vessel struck, bearings were taken, Cebu bearing N.N.W. ½ W., and S.E. end of Mactan N.E. by E. After getting aground, signals were made and guns fired to attract the attention of two Spanish men-of-war at anchor about three miles distant, but without effect. A boat belonging to the *Swiftsure* was, however, manned by a few English gentlemen, who put off to the stranded vessel, and rendered all the assistance in their power, but it was impossible to get the ship afloat, and she became a total loss. She was laden with a cargo of rice from Saigon, only a small portion of which, we learn, has been saved. The crew have, we understand, been sent to Hong Kong.

The *Sarawak Gazette* of the 1st Oct. contains the following items of interest:—

The British ship *Annie Gray*, of 726 tons register, Capt. R. More, from Hong Kong, August 18, anchored at Rejang on the 22nd ult. Her cargo consists of 3,130 bags salt, 100 bags rice, 5 boxes Chinese tobacco, $2,000 specie, and 18 packages merchandise. The greater portion of the salt will be transhipped to Kuching. The *Annie Gray* will load a full cargo of bilian timber for Hong Kong on account of Kong Shoon Lee.

The new Kongsi, Messrs. San Tai Long and Co., have also a load of timber ready for shipment, and they expect their vessel, the *Charlie Palmer*, at Rejang in twelve or fifteen days.

Notice is given to the shareholders in the Galena Mining Company, Limited, that, in accordance with the Articles of Association, a third call of $6 per share will be payable on or before the 10th Nov., after which date interest at the rate of 15 per cent. per annum will be charged on all unpaid calls.

LEGISLATIVE COUNCIL.

At a meeting of the Legislative Council, held on the 5th Oct., Mr. T. Scott gave notice of his intention to move, at the next meeting of Council, "That in the opinion of this Council it is inexpedient that the Acting Assistant Colonial Secretary shall also act as Clerk of Councils."

The Colonial Engineer laid upon the table the report of the Committee on the Penang Wharf scheme.

The third reading of the Bill for the Regulation of Passenger Ships was moved by the Acting Colonial Secretary and seconded by the Treasurer.

A resolution to the following effect was carried unanimously: "That this Council desires respectfully to submit to the Right Hon. the Secretary of State for the Colonies, that in the interests of the trade of these settlements and for protection of British subject, it is desirable that a British Consul be appointed at Jeddah."

The following amended resolution was also carried:—"That this Council view favourably the project for connecting the Indian Telegraph lines in British Burmah with Australia, *via* the Malay States and the Straits Settlements, in connection with a submarine cable to Australia and New Zealand. Provided that communication be established with the Dutch lines in Sumatra; and provided further, that the united contribution for this Colony and the protected Malay States—Johore, Salangore, and Perak—shall not exceed £16,000. And the Council further request that his Excellency the Governor will take such steps as may be necessary for giving effect to the resolution."

The Governor said he would direct that the papers relating to the seizure of Chin Hoon's steamer be laid upon the table.

THE ATCHIN WAR.

The following important intelligence from Atchin is published in a *Penang Gazette* Extra of 6th Oct.:—

We have received some rather important intelligence from Atchin, which confirms what we have already stated concerning the tactics of the present Commander-in-Chief. On the 28th September the Dutch troops took no less than eight stockades situated in the hostile Campongs Lankruk and Lampulu. They likewise captured eleven pieces of cannon, their loss actually amounting to merely two slightly wounded. The success has placed in the hands of the Dutch a strategical position of great importance, and we only hope we may soon hear of additional attacks of a similar nature. It is only by a quick succession of decisive victories that the Dutch may hope to bring the Atchinese to terms, and we certainly believe that the longer the struggle lasts, the more difficult does the task become, especially now the blockade of most of the Atchinese ports has been raised.

Several dependent States have lately acknowledged Netherland supremacy, the following being a recapitulation of all the places that have accepted the Dutch flag, and which are consequently opened for trade:—

On the West Coast: All the small States from Trumon to Weylah, including Tampat Tuan, Analaboo, Labuan-Hadjee, and Mukkie; likewise the ports Patty and Kluang.

On the North Coast: Gegeang, Aerleboo, Passangan, Teloksamoi, and Endjung.

On the East Coast: Edi Busar, Padawa Ketjil, Padawa Busar, Pasci, Kertie, Perlak, Tamiang, Sunghy Ijoe, and Sunghy Riah.

As far as our geographical knowledge of Atchin extends, we believe that we are correct in stating that the West Coast of Atchin is now under the Dutch flag, with the exception of the territory between Wylah and Patty, and from Patty to Kluang, Rigas being the only port of importance that has not yet submitted.

On the North Coast, Pedir, Merhoe, and Samalang are the only important States that have not yet acknowledged the supremacy, and on the East Coast Simpang Oolim still refuses to come to terms. Respecting Juloh we are informed that negotiations are still pending.

We join our wishes to those of the mercantile community of the place and trust that during the approaching favourable season (North-east monsoon) the Dutch may be enabled either by negotiations or by force of arms to bring the war to an end, and to sustain peace and order in the Kingdom of Atchin.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The market had been fairly active. A large business had been done in Cotton Yarn, the lower qualities of Nos. 16 to 24, and better qualities of Nos. 28 to 32, having attracted most attention. In Grey Shirtings sales had been limited, but a better feeling was apparent at the close. The business in Drills and 7 lb. T-Cloths for army purposes, continued; but the demand for Blankets had somewhat lessened. Cotton Sateens were more enquired for, whilst Velvets, Taffachelass, and Indigo Shirtings were steady. In Woollens and Mixtures generally the better feeling had continued, and fair transactions in Italian Cloth, Plain and Figured Orleans had taken place at improving rates. The demand for Camlet Cords had been sustained, and a fair business had been done in Mousselines-de-laine. There had been a speculative demand for Cloth at low rates. In Metals the business of the fortnight had been almost entirely in the hands of Chinese, who had imported from Hong Kong considerable quantities of Flat, Round, and Square Bar Iron.

HIOGO-OSAKA.—A fair amount of business had been done, and deliveries of many articles showed a comparative improvement. Prices generally had been well maintained, and for some Woollen fabrics an advance had been established. Cottons.—Yarns: The demand for these goods was moderate, and confined to the best chops, inferior makes being very difficult to move. Grey Shirtings: Settlements had again been considerable, including a large proportion of 7 lbs. cloth. Superior chops were scarce, and readily saleable at high quotations. T-Cloths: The demand appeared to be slowly on the increase. Turkey Reds: Fair inquiry for the lighter descriptions, and stocks of these limited. Black Velvets taken to a large extent at former rates, which were well maintained. Taffachelass: A good demand had been experienced, resulting in advanced quotations. Worsteds and Woollens.—Camlets had attracted somewhat more attention. Black Orleans continued saleable, and prices had further advanced, owing to the limited supply. Mousselines de Laine: The business done in the various descriptions of these goods had been considerable. Prices were a little higher for the lower qualities of Plain, but otherwise unchanged. A fair demand had existed for Lastings, Figured Orleans, Checked and Striped Lustres, and Italian Cloth, and prices generally had improved.

CHEFOO.—Messrs. Wilson, Cornabe, and Co.'s circular, dated Sept. 8, says:—Our last circular was issued on the 1st ult., and since that date a fair business has been done in Grey Shirtings and T-Cloths; but the rates accepted have been considerably under the equivalent of Shanghai values for a like class of goods. Drills have been dull of sale, but we look for a good demand as soon as they are generally more enquired after during the autumn months. In fancy cottons there has been very little done. Metals: Iron, both nail, rod, and bar, has continued in fair enquiry, but prices have, if anything, a downward tendency. Lead has been quite neglected.

SHANGHAI.—The market had continued very quiet, but there were signs of approaching improvement.

MANILA.—Messrs. Smith, Bell and Co.'s Circular says:—During the past fortnight the market for Plain Staples has continued very quiet, and the operations reported in same have been of a limited character, notwithstanding that prices exhibit a decided tendency in favour of

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buyers, which may be accounted for by the general dulness of trade for some time past in Piece Goods, and the somewhat large stocks of these at present held by most dealers, which they consider equal to meet the demand for some little time to come. Most classes of coloured goods are in much the same position, but importers are now holding their stocks of Ginghams and Cambayas at firmer rates. As, however, the rainy season, taking the past few years as a guide, is now drawing to a close, we hope soon to see a better demand set in, and a considerable advance established upon the prices which ruled during the last two or three months.

SAIGON.—The market had continued very dull.

EXPORTS.

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TEA.

YOKOHAMA.—The market had been active, and an advance of $1.50 to $2 had been established. Settlements, from the 8th September to date, amounted to 10,200 piculs, the market continuing fairly supplied by arrivals. Prices closed firm. The P.M. steamer Colorado left on the 12th Sept., with 278,691 lbs. from this port; and the s.s. Vasco de Gama on the same date, with 371,082 lbs. The barque Bothwell Castle sailed on the 17th for San Francisco, with 509,230 lbs. for all destinations. The Ambassador had completed her cargo, and will have early despatch for New York. The New Republic, 580 tons, was on the berth for the same port, at £2 15s. per forty cubic feet. Quotations: Common, $27 to 29 per picul; Good Common, $31 to 34 per picul; Medium, $35 to 38 per picul; Good Medium, $39 to 41 per picul; Fine, $43 to 46 per picul; Finest, $48 to 51 per picul; Choice, $55 upwards per picul.

HIOGO-OASKA.—During the early part of the month business was brisk at about previous quotations, but as settlements increased the market had gradually hardened, and closed very firm at quotations, dealers evidently looking to obtain full rates by holding their present stocks. Purchases for the month aggregate 7,500 piculs; making total settlements for the season to date 35,950 piculs, against 15,875 piculs for the same period last year. Stocks were about 2,800 piculs, consisting principally of higher grades. Medium and good medium Teas were in small supply. Quotations: Common, $22 to 26; good common, $27 to 30; medium, $32 to 35; good medium, $37 to 38; fine, $40 to 44; finest, $44 to 49; choice, $50 to 56; choicest, nominal.

SHANGHAI.—There had been rather a quiet market during the week. In Congou there was only a small business reported, though actual settlements had exceeded the figures given below. Quotations were weak, but as yet unchanged for common grades, whilst Teamen were very firm in dealing with all the better parcels. Green Teas moved slowly, and quotations had a downward tendency. Judging from figures of stock, it would seem as though Teamen had endeavoured to support prices by keeping back supplies. The following settlements had been made:—Black, 7,883 chests at Tls. 15¾ to 24; stock, 10,600 chests. Green: Fychow and Moyune, 13,884 half-chests at Tls. 28 to 41½; Pingsueys, 4,496 half-chests at Tls. 14 to 36½. Export to date to Great Britain (exclusive of lost cargoes:)—

	1874-1875.		1873-1874.
Black	56,930,737 lbs.	against	48,815,603 lbs.
Green	3,780,190 „	„	6,073,480 „
	60,710,927		54,889,083

SILK.

YOKOHAMA.—Telegraphic advices of a better feeling in the Home markets had produced an active demand here, and prices had advanced $10 to 20 per picul. At this advance the quotations were maintained. Arrivals had not been large. Stocks of new Silk had been reduced, and offered but a poor assortment. Settlements, from July 1 to date, 2,700 bales, against corresponding period—season 1873-4, 3,500; do. 1872-3, 6,000; do. 1871-2, 4,500. Stock, 500 bales old and new Silk. Silkworms' Eggs: Total arrivals were about 800,000 cards, against 30,000 last year at the same date, and very large quantities were reported to be in stock at Yedo. The Japanese were anxious sellers, at from 40c. to 70c. for annual Green, ordinary to best; some choice parcels were held at 80c. About 160,000 cards had passed into foreigners' hands, but scarcely one-third had been settled at the above prices.

SHANGHAI.—The high prices demanded by Chinese had curtailed business, holders, as a rule, being very firm for a slight advance; re-reels especially had been settled at full rates. The following were some of the quotations:—Yah-kee Chop, No. 3, Tls. 395 per picul (on joint account); Clouded Dragon Chop, Nos. 2 and 3, Tls. 345 and 325 per picul; Black Lion Chop, No. 3, Tls. 330; Bird Chop Kin-ling, Tls. 305; Tungsen's Gna-ling, Tls. 275; Market No. 4 Tsatlees, Tls. 310 to 335; Common Tsatlees, Tls. 240 to 270; Pang-e-tai's Raw Hainings (barter), Tls. 310; Common Laeyang (Skeins), Tls. 205 to 215; Re-reeled Tsatlees, Tls. 300 to 360; do., Hainings, Tls., 310 to 420. Settlements were about 2,000 bales, including about 500 left over from last mail, making total to date 40,500 bales, against 30,000 bales to same date last year. Arrivals since the 19th Sept. amounted to about 2,500 bales, and the unsold stock had increased to 13,500 bales.

WE are glad to hear from the Japanese Legation that they have received official confirmation of the amicable settlement of the Formosa difficulty. We also learn that Mr. WOO YENO, late Vice Minister for Foreign Affairs at Yedo, is appointed Minister Plenipotentiary of Japan to this country, and will arrive here shortly. Mr. YOSHIDA KYONARI, who now fills the office of Under Minister of Finance, has been appointed the representative of Japan at Washington.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to Sept. 25, 1874	62916663	40842240	444472	12389673	116403047	20620
From June 1, 1873, to Sept. 25, 1873	56564670	32403384	—	10374973	99343027	24111

TO THE CONTINENT.

		Bales.
From June 1, 1874, to Sept. 25, 1874	3913833	17144
Do. do. 1873, to Sept. 25, 1873	5023947	9233

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Sept. 25, 1874	19883761	1424
Do. do. 1873, to Sept. 25, 1873	8639862	2705

TO AUSTRALIA.

From June 1, 1874, to Sept. 25, 1874	...10,678,538
Do. do. 1873, to Sept. 25, 1873	...10,024,374

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	33,813
1850 to 1851	63,972,000	23,144	1865 to 1866	119,393,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	59,181	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57 263
1862 to 1863	121,373,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 17 ...	Sir Lancelot	„ ...	1,149,957
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale	„ ...	930,783
„ 8 ...	Killarney (str.)	„ ...	1,000,000
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ..	Norham Castle	„ ...	1,010,045
„ 21 ...	Lothair	„ ...	1,132,056
„ 25 ...	Leucadia	„ ...	1,293,823
Sept. 1 ...	Wylo	„ ...	1,185,524
„ 5 ...	Lotus (str.)	„ ...	2,212,763
„ 14 ...	Borealis	„ ...	1,047,008
„ 17 ...	Duke of Abercorn ...	„ ...	1,543,395
„ 17 ...	Eliza Shaw	„ ...	962,360
„ 17 ..	Hawkesbury	„ ...	1,518,963
„ — ...	Bokhara (str.)	„ ...	900,000
Oct. 21 ...	Hallow'een	„ ...	—
July 26 ...	Norman Court	Foochow ...	1,184,625
„ 28 ...	Ascalon	„ ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
Sept. 1 ...	Glengyle (str.	„ ...	1,736,745
„ 12 ...	Undine	„ ...	1,108,416
Aug. 1 ...	Golden Spur	Canton ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 25 ..	Lord of the Isles... ...	„ ...	88,216
„ 27 ...	Singtai	„ ...	401,960
Sept. 10 ...	Diomed (str.)	„ ...	1,519,803

COMMERCIAL POSTSCRIPT.

TEA.—The sales announced for the week comprise over 17,000 packages, nearly all "without reserve." 2,872 packages, consisting of Ping Suey and Moyune green teas, were sold on Monday at very depressed rates, showing generally a decline of 1d. to 2d. on recent quotations. 6,000 packages passed on Tuesday, and in the case of green teas a still further depression was shown. Comparatively few congous have been sold, but these sold below private contract rates.

SUGAR.—The public sales have been small. Of Manila (Ilo Ilo) 200 tons are reported sold at 18s.; 3,400 bags Penang late at 17s. 6d. to 19s.; 250 tons cane Jagghery at 16s. 6d. to 16s. 9d.; and to arrive 300 tons cane and date Jagghery, now shipping, at 17s. per cwt.

COFFEE.—A rather quiet market, without alteration in prices. 241 casks 68 barrels and bags Plantation Ceylon sold—low middling to middling, 107s. to 111s. 6d.; bold, 114s.; small, 100s. to 105s.

LATEST TELEGRAMS.

THE FORMOSA DIFFICULTY.

SHANGHAI, NOV. 9.—The Japanese Ambassador employed in negotiating with the Chinese Government has returned here from Peking. Mr. Wade, the British Minister, assisted in bringing about the amicable arrangement which has been effected between the Chinese and Japanese Governments.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Sept. 19, Charles Albert (str.); 20, Muriel (str.).

At HIOGO and OSAKA.—From London, Sept. 14, Muriel (str.); from New York, 25, Contest.

At SHANGHAI.—From London, Sept. 24, Glenartney (str.); from Liverpool, 18, Antenor (str.).

At HONG KONG and CANTON.—From London, Sept. 28, Cawdor Castle (str.).

At MANILA.—From Liverpool, Sept. 23, Emiliano (str.).

At SINGAPORE.—From Newcastle, Oct. 1, Claudine.

At SAIGON.—From Bordeaux, Oct. 7, Calcutta; from Marseilles, Sept. 17, Clementine.

DEPARTURES.

From HIOGO and OSAKA.—For London, Sept. 22, Chusan (str.); for New York, Aug. 25, Ambassador; for Portland, Sept. 8, Harrington.

From SHANGHAI.—For New York, Sept. 22, J. R. Worcester.

From MANILA.—For London, Sept. 17, Atma; for Channel, f.o., 11, May Queen; for Sandy Hook, f.o., 22, Swiftsure; for New York, 14, Warrior, Don Quixote; for Boston, Formosa.

From SAIGON.—For Havana, Sept. 23, Aurora.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLEN—On the 23rd Sept., at Shanghai, the wife of the Rev. Young J. Allen, of a daughter.

BARNARD—On the 27th Sept., at Rangoon, the wife of F. J. Barnard, late of China and Japan, barrister-at-law, of a son.

CHURTON—On the 23rd Sept., at Shanghai, Mrs. Churton, of a daughter.

CORNABE—On the 18th Sept., at Chefoo, the wife of W. A. Cornabe, of a son.

HOUSTOUN—On the 17th Sept., at Pootung, Shanghai, the wife of Mr. Houstoun, of a daughter.

MAACK—On the 9th Oct., at Singapore, Mrs. H. F. Maack, prematurely, of a son, who died shortly after.

SWABY—On the 7th Sept., at the Mint, Osaka, the wife of L. Swaby, of a son, who died on the 11th Sept.

WHITE—On the 18th Sept., at Shanghai, the wife of F. W. White, Commissioner of Customs at Ningpo, of a son, prematurely, stillborn.

MARRIAGES.

DUNLOP—PRESGRAVE.—On the 10th Oct., at Christ Church Cathedral, Mutwal, Colombo, by the Rev. James Bacon, B.D., Walter Dunlop, of Colombo, to Jessie Josephine, second daughter of the late Capt. Duncan Kyd Presgrave, commanding H.M. 8th Regiment, B.N.I.

DEATHS.

BAYLIS—On the 15th Oct., at Parell, Bombay, Mary Edith, daughter of Alfred Baylis, of the P. and O. S.N.Co.'s Service, aged 15½ years.

BOYD—On the 23rd Sept., at Shanghai, E. J. Boyd.

BRODIE—At 5, Roseberry-crescent, Edinburgh, A. Oswald Brodie, late of the Ceylon Civil Service, aged 58.

CARPENTER—On the 21st Sept., at Shanghai, Mrs. L. Carpenter, the beloved wife of the Rev. S. Carpenter, aged 63.

CONDER—On the 8th Nov., at Forest-hill, the Rev. Geo. Wm. Conder, Minister of the Queen's-road Congregational Church, in his 53rd year.

EMERSON—On the 8th Nov., at High Wycombe, Buckinghamshire, John Emerson, late of Ceylon, aged 56.

HOPKINS—On the 21st Sept., at Shanghai, the infant daughter of Dr. Lloyd Hopkins.

JARVIS—On the 19th Sept., at Shanghai, F. G. Jarvis.

MANSELL—On the 8th Nov., Joseph Mansell, of 71, Addison-road, Kensington, and Red Lion-square, aged 71 years.

SCHUTZE—On the 7th Nov., at Fitzroy-square, Franz P., son of F. S. Schütze, of Macao.

SMITH—On the 8th Nov., at South Norwood, the Rev. William J. Smith, M.A., Oxon, British Consular Chaplain at Foochow, aged 46.

TOWNEND—On the 6th Nov., at his residence, Shrapnel-park, Byfleet, George Townend after a few hours' illness, aged 36.

WHITE—On the 20th Sept., at Shanghai, Alicia, the beloved wife of Francis W. White

TEA ADULTERATION.

On the 3rd inst. a meeting of the City Commission of Sewers was held at Guildhall, Mr. W. S. Gover, their chairman, presiding. A report was brought up from the Sanitary Committee upon a reference from the last Court to them, to inquire and report relative to the sale of teas at the London Commercial Salerooms on the 28th ult., and stated in the catalogue to have been analysed by the "Public Anaylist for the City of London, and pronounced fit for sale in this market." When this statement was read at the last meeting of the Commission of Sewers by Mr. Elias Davis, Dr. Sedgwick Saunders, the Medical Officer and Public Analyst for the City, was absent by illness, and he was afforded no opportunity of answering it before the Commission until this meeting, when the Sanitary Committee, who had in the meantime been directed to inquire into the matter, brought up their report. In that report they stated that, having heard Mr. Elias Davis and the medical officer of health at length, they found that the sample of tea laid by Mr. Davis on the table of the Court at their last meeting was not the same as that which was analysed by Dr. Saunders at the request of Messrs. Hawes and Hertz; that it was not the same as was subsequently analysed by Professor Wanklyn at Dr. Saunders' request; neither was it the same as that which was advertised in the circular of Messrs. Sillar and Co.; and having had laid before them a sample of that which was analysed by Dr. Saunders, at the request, as he stated, of Messrs. Hawes and Hertz, and which had been subsequently analysed by Professor Wanklyn, the committee was of opinion that such tea was fit for human food. Dr. Saunders, being in his place at the present meeting of the Commission, stated in effect that on the 19th of Sept. last he received an application from Messrs. Hawes and Hertz, of 14, Mincing-lane, requesting him to analyse some tea which had been accidentally wetted with Thames river water, and afterwards carefully redried in a kiln. Having ascertained that the brokers so applying were of the highest respectability, and believing it to be his duty in the interests of the public to determine whether the tea so sent to him was suitable for consumption as human food, he proceeded to make his analysis. Before, however, doing so he showed the sample of tea to an experienced tea buyer, who assured him that it was perfectly good and saleable, and that he could not detect anything the matter with it. The tea alluded to consisted to outward appearance of good black tea of rather large leaves, free from coarse stalks, sweet to the smell, and without the slightest taint of damp, or mildew, or decomposition. The result of his analysis showed that the tea was perfectly sound and fit for human food, its hygrometrical condition was the normal average, namely, 7 per cent.; that the per centage of ash—particularly the soluble portion of it—was equal to that found in ordinary commercial air-dried tea, but that the quantity of extractive matter was rather below that usually obtained from tea of the same character. Owing to this deficiency, he, for the better protection of the public, obtained an independent analysis of the same tea from Professor Wanklyn, and, finding that gentleman's results to agree with his own in every essential particular, and he having expressly stated in his report that the tea was perfectly fit for human food, he (Dr. Sedgwick Saunders) did not hesitate to certify accordingly. Dr. Saunders added that he gave no authority to Messrs. Hawes and Hertz to make any public use of his certificate, and had no knowledge of their having done so, until he saw the reference to the subject in the Money Article of *The Times*. Dr. Saunders produced a portion of the tea in question, which the Sanitary Committee reported as "serviceable and good," and which had not the slightest resemblance to the tea-dust laid upon the table by Mr. Elias Davis, and alleged by that gentleman to have been the tea examined by Dr Saunders. Mr. J. C. Davis, in bringing up the report of the Sanitary Committee, took occasion to say he had no doubt Mr. Elias Davis was duped into making the statement he did before the Commission at their last meeting, and that the medical officer should be very careful in giving certificates in such cases unless the whole bulk was examined, and not merely a sample. Mr. Elias Davis explained that, after calling the attention of the Commission to the statement in question in *The Times*, he referred to spurious tea in certain warehouses in the City, and laid a specimen on the table containing a large proportion of iron filings. He now believed that the medical officer had been made the dupe of other parties in an unguarded moment. Mr. Elias Davis now regretted the whole transaction from beginning to end. It had been a painful subject to him, but he took it up in the public interest and from a sense of duty, after reading the statement to which he had referred. This explanation of Mr. Davis was emphatically cheered by several members of the Commission. Mr. Ashby dwelt on the necessity of a public officer of the Commission being above all suspicion, and commended the promptitude with which the subject had been investigated by the Commission. Mr. Deputy Farrar remarked that Dr. Saunders had entirely disavowed all knowledge that the certificate he gave would be publicly used as it had been. The brokers were greatly to blame in having published that certificate. The most discreditable part of the matter to Deputy Farrar's mind was that Mr. Davis had put on the table a sample of the tea supposed to represent that which had been at the bottom of the Thames, and another sample of tea which had not been certified by the analyst. At the same time he believed Mr. Davis in doing what he did had acted from a high sense of public duty. That observation of Mr. Farrar was much cheered. Mr. Deputy Lowman Taylor thought Dr. Saunders had given a satisfactory explanation, and had given moreover an assurance that in future he would take care that any certificate he might give should not be used in public. The matter was then allowed to drop.

THE LOSS OF THE "CHUSAN."—The Board of Trade inquiry into the loss of the steamer *Chusan* at Ardrossan was resumed on the 9th. A portion of the day was spent in the examination of Mr. Pearce, one of the partners of the firm of John Elder and Co., Glasgow, the builders of the unfortunate vessel. Mr. Pearce stated that the vessel was not intended for seagoing purposes, although she was constructed so as to make her perfectly safe to go to China. His opinion on this point was strengthened by the fact that the vessel came through the storm without showing any signs of weakness or making any water. The Board of Trade surveyor gave it as his opinion that the *Chusan* was unfit for the voyage to China in the fall of the year, and that she broke up on the rock in consequence of a deficiency in deck strength.

MAILS FOR JAPAN AND CHINA.—Information has been received from the United States Post-office of a change which has been made in the days for despatching mails to Japan and China by the United States mail packets from San Francisco. The packets now sail from San Francisco on fixed days of the week—viz., on every alternate Saturday; the days appointed during the remainder of the present year being—Saturday, December 12; Saturday, December 26, and, thenceforward, every fourteen days. Correspondence intended to be forwarded by this route must be specially addressed "*via* San Francisco," and, in order to insure its arrival at San Francisco in time for the packet, should be posted about three weeks before the date fixed for sailing from that port.

THE Messageries Maritimes steamer *Amazone*, with the present inward mail, arrived at Marseilles on the 9th inst., at 8 A.M. She brings 112 passengers and a general cargo, including 548 bales of silk, 19,728 packages of tea, 215 packages of sundries; also specie, value £67,663, for London, which part of her cargo will be forwarded to its destination per Company's steamer *Gange*, due in London on or about the 23rd inst.

AT a meeting last week, at Winchester, in aid of the Society for the Propagation of the Gospel, the report stated that, through the munificence of two anonymous donors of £1,000 and £500 per annum, the Society has been able to extend its missions to the new and interesting fields of labour in China and Japan.

THE Russian Government has resolved to construct a line of railway connecting Russia with Siberia and China. As it is to take the southern route by way of Orenburg, and as the commercial classes are in favour of a northern route *viâ* Yekatherinenberg, great disappointment is felt, and some excitement is said to prevail. The Government is to be asked to reconsider its decision.

THE screw steamship *Whampoa*, Captain J. C. Jacques, has just arrived in London from Calcutta, having made the run from Suez to Dover of 13½ days, completing the voyage home in 32 days, including all stoppages.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, NOV. 11, 1874.

THE CHINESE EMIGRATION CONSOLIDATION ORDINANCE, 1874.

THIS Ordinance, the purpose of which is to consolidate and amend the law relating to Chinese passenger ships, and the conveyance of Chinese emigrants, was read a first time by the Legislative Council of Hong Kong on August 31st, and, with a few verbal alterations, passed its second reading on Sept. 7th, as No. 5 of 1874. Its provisions are very definite and minute, and if it be carefully worked, we doubt not that it will adequately secure the comfort and safety of the Chinese for whose benefit it has been framed.

The measure before us consists of two main portions, the former providing "Regulations under the Chinese Passengers' Act," and the latter treating of "Emigration from Ports out of the Colony." In Part I. it is directed that notice of a vessel being laid on the berth as a Chinese passenger ship must be given to the Emigration Officer in writing, with full particulars as to her destination, &c., and that no such vessel shall proceed to sea without a licence from the Governor, who at the same time has the power of exempting vessels, provided that their Chinese passengers are "free emigrants and under no contract of service whatever." By Section 6 no one is allowed to act as an Emigration Passage Broker unless he shall, with two sufficient sureties, have entered into a bond (which must be renewed annually) for $5,000, and have obtained a licence "to let or sell passages," the fee for the same being $200. Each passenger is to receive a contract ticket, printed in a plain and legible type, and accompanied with a Chinese translation in plain and legible characters, and such ticket is to be delivered and explained to him before the Emigration Officer, after which no alteration is to be introduced. Offences under this section are punishable by fines varying from $50 to $400, or by terms of imprisonment varying from six weeks to six months. Section 7 provides carefully for the hospital accommodation and medical inspection of emigrants, and they will not be allowed to embark without a permit showing that they have undergone the required medical examination. Under this section a Chinese medical practitioner, if duly qualified, may be surgeon of a passenger ship. Section 8 makes modified regulations for voyages of not more than thirty days' duration, these being specified in Schedule F. The next Section orders that the owners or charterers of passenger ships shall, at their own expense, provide depots for the lodging of emigrants, and that they shall lodge there at least three clear days before embarkation, the depots being under the supervision of the Emigration Officer. By Section 10 it is enacted that all Orders in Council relating to the quantity of water to be carried by passenger ships, having a certain description of condensing apparatus, shall apply to Chinese passenger ships. By Section 11 only steamers are allowed to clear, between April and September, for ports west of the Cape of Good Hope, or for Australia, New Zealand, Oceania, and Tasmania. By Section 12 the Emigration Officer has the power to land any emigrants who are unwilling to leave the port, or who have been procured by fraud, and to send them back to their homes at the expense of the passage brokers. By Section 13 breaches of the provisions of this Ordinance are punishable by a fine not exceeding $500, or by imprisonment, with or without hard labour, for any term not exceeding six months.

Coming to Part II. we find that Section 14, which is divided into seventeen subsidiary clauses, gives very elaborate directions respecting "Emigrant Ship Fittings;" all barricades and gratings for the confinement in any way of Chinese emigrants are prohibited, and even the manufacture, purchase, sale, or possession of such fittings will be deemed offences against this ordinance, unless there be lawful excuse, "the proof of which shall lie on the accused." Actions, however, in this respect must be brought "within three months after the thing done, and not otherwise," and all prosecutions must take place at the suit of, or, at any rate, with the consent of the ATTORNEY-GENERAL. Section 15, a very long one, provides "Rules as to Chinese Emigrant Ships." Among the subjects treated of are licences, their form and conditions, and the mode of application for them; punishment for furnishing untrue particulars; the governor's power to revoke and cancel licences; building, equipping, despatching, selling, hiring, &c., &c., vessels without a licence; seizure, search, and detention of suspected vessels, and proceedings consequent thereon. We are glad to notice that ample provisions are made for indemnifying the owners of such vessels as may chance to be seized or detained without "reasonable and probable cause."

Part III. orders the repeal, subject to certain provisions and conditions, of portions of two Ordinances and of the whole of ten others. To this Ordinance there are annexed ten schedules, but they extend to so great a length that we can only indicate their purport very briefly. Schedule A gives the form of Emigration Passage Broker's annual bond, and Schedule B the form of his licence under Section 6 par. 2. Schedule C provides the form of notice to be given by a Justice to the Emigration Officer of the forfeiture of a licence, and Schedule D the form of contract passage ticket, which, we may mention, must be signed and registered by the Emigration Officer. Schedule E enacts the regulations alluded to in Section 8, par. 1, respecting Chinese passenger ships proceeding to sea upon voyages of not more than thirty days' duration. They seem calculated to promote the comfort of the Chinese, and we should think there can be little chance of their grumbling at the dietary scale, which is as follows:—For every passenger per diem not less than 1⅓ lb. of rice or bread stuffs, ⅓ lb. of dried and (or) salt fish, 1 oz. of Chinese condiments or curry stuff, 1⅓ lb. of fresh vegetables, 2 lb. of firewood, and one gallon of water to be carried in tanks or sweet casks. By Schedule F the following are declared to be voyages of not more than thirty days' duration:—For steamers which can steam five miles an hour without sails, voyages from Hong Kong and coast ports as far north as Shanghai to Calcutta, Pegu, Sumatra, Java, the Straits Settlements, Labuan, Sarawak, Manila, Bangkok, or Japan. For sailing vessels, voyages from the same ports to Sumatra, Java, the Straits Settlements, Labuan, Manila or Bangkok between October 1 and March 31, but during the rest of the year only those to Labuan, Manila, or Bangkok. Schedule G gives the form in which, under Section 8, the Emigration Officer is to certify that all the conditions and requirements of the Ordinance have been duly complied with, &c., and Schedule H the form of his certificate, that there are no prohibited or objectionable fittings on board. The last two schedules are forms of warrant and citation under paragraphs 10 and 14 of Section 15.

CHINESE WOMEN AT SAN FRANCISCO.

CONSIDERING how useful the Chinese are in a country where labour is scarce, one would think that the dominant race, having none else to perform its menial work, would do all in its power to induce them to settle there permanently. Not so our Transatlantic cousins, at least in the Western States; where it is lamentable to see the dead-set which is, from time to time, made against the patient, hard-working Celestials and all which they hold dear. The P. M. S. S. Company's steamer *Japan* brought over among her passengers some twenty-five women from China; some of these, we believe, were already married, and others were sent over for the purpose of being married. Incited, however, we doubt not, by the anti-Chinese league, the Port officer at San Francisco declared them to be prostitutes, and prohibited their landing! A San Francisco corre-

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spondent describes this affair in an amusingly exaggerated letter to the *New York Times*, and satirises the folly of his fellow citizens in no measured terms. Immediately on the arrival of the "consignment," he says, "a howl went forth, "and some fanatical ass swore out a warrant against the "lot, and the Pacific Mail Company inclusive, for importing "moral-corruptors." The unfortunate women, together with their husbands *in esse* and *in posse*, were bandied about from one local Judge to another, and it seemed highly probable that the steamer company would be compelled to take them back to China. Luckily, however, common sense has prevailed, even in San Francisco, and "Judge "FIELD, of the United States Supreme Court, not being "in the way of political influences and untrammelled by "local prejudices, has decided that the whole proceedings "are illegal," and has further directed that all these "musters" of celestial loveliness shall be forthwith discharged. "There is rejoicing in Sacramento-street," we are told, "and the delighted Celestial igniteth the festive fire-cracker." With every desire that the morality and respectability of San Francisco should be rigidly preserved, we hope that its inhabitants may shortly be brought to see the suicidal folly of thus persecuting the Chinese settlers, at any rate in matters in regard to which it is notorious that they are keenly sensitive.

Literature.

A First Japanese Book for English Students. By JOHN O'NEILL. London: Harrison and Sons, 1874 *Cours de Langue Japonaise.* Par FELIX EVRARD. Premiere partie. Yokohama: Imprimerie *d L'Echo Du Japon*, 1874.

These two first Japanese books propose to instruct the beginner in very different ways, and beginners commencing the study of Japanese will probably find more benefit from the French than the English work. Mr. O'Neill's book is written by a student for students, and although it may possess many advantages, it has drawbacks which are perhaps inseparable from such a production. As a student himself, Mr. O'Neill seems to have overlooked the fact that it would be very difficult for a beginner to attempt to attain, by the aid of his book, any useful knowledge of the Japanese colloquial, which ought to be the object of every "First Japanese Book." Mr. O'Neill launches the beginner, who must, of course, be presumed to be entirely ignorant of Japanese, on to a Buddhist sermon, one of Kiu-O's Do-Wa, or Path Discourses, *i.e.* sermons on the Path of Morality. To smooth the thorny path of the beginner, he gives an interleaved transcription in English letters, an unmistakably literal translation, with interlinear glosses, explanatory notes, and a Japanese-English vocabulary. We fear that if the student does struggle through the sermon from conscientious motives, he will do so at the expense of much toil and labour, and will never attempt it again.

With regard to Père Evrard's book, we have before us only the first part, containing thirty out of the sixty lessons of which the work is eventually to consist. It was not originally intended for publication, having been composed for the use of one of his friends, but the author was induced to print the matter he had already put together for that purpose, leaving the completion of the work to a future period. Père Evrard's plan is as follows:—He gives first a few lines of Japanese in Roman letters, then a literal translation, to which is added a French version of the Japanese "text;" next a conversation on the subject of the lesson, and afterwards exercises or phrases composed of the words used in that and previous lessons; finally, there is "la théorie et l'analyse," by which the author means that, as rules present themselves, he points them out and puts them into shape. In our opinion, he makes rather a mistake in omitting all stops in the Japanese "texts:" on this subject, however, we are glad to see that he is open to conviction.

Both these books, which are professedly elementary, are wanting in much that a beginner requires to enable him to make a start in a foreign language. To do that he requires, as it appears to us, a series of graduated lessons, which at first should be extremely simple; teaching him, for example, all that appertains to the daily requirements of life, &c., and increasing, though but gently, in difficulty. A slight modification of the method adopted by the late Rev. Thomas Kerchever Arnold, M.A., in his Latin, Greek, French, German, and other elementary works, would be a very great boon to all students to whose lot it falls to be obliged to study the languages of the Far East. The nearest approach to this is the very useful little elementary book on Chinese which the Rev. Joseph Edkins published some years ago. The two books which we have briefly noticed are both lacking in one most essential particular; their author quite overlooks the great want which a student feels at the outset of his career for an English-Japanese and a French-Japanese vocabulary, and without which he cannot turn to much account his elementary knowledge of the language as he acquires it.

"Islam, its History, Character, and Relation to Christianity," the third edition of which is published by Messrs. Longmans, will be heartily welcomed, both on account of its merit as a literary work and its importance as a protest against the too prevalent notion that the work of evangelisation carried on amongst the Moslems may be taken up or left alone at pleasure. The author, Dr. John Muehleisen Arnold, has revised and condensed the present edition, and the title is changed from Ishmael, or the Bible and Koran, to its present form. "Islam" may be regarded in the light of a labour of love, written primarily for the purpose of reviving the missionary work in the East, for although the author acknowledges the value of the missionary work now going on amongst the Moslems, yet it is evident that he wishes to see it maintained in a more persistent manner. He acknowledges the encouragement received at Cambridge, and states that the publication of the present edition is due to the request of missionaries in the East for fresh copies. Judged in the light of a history of Mohammedanism alone, the work is at once a proof of the author's capacity, and the reception accorded to the earlier and incomplete form of the book augurs well for the future of the present volume, which may be considered as a complete and valuable addition to our Eastern literature.

The current number of the *Cornhill* contains a paper entitled "Feudal China," from the pen of the Rev. F. S. Turner, late of Hong Kong. The author, in instituting a comparison between the progress of the Western and Eastern worlds, urges in justification for what he calls the stereotyped notion that the rate of progress in China has been less rapid than that of Europe, that in the former country there has been no glacial period to establish a marked break between any two portions of its history. But he combats the idea that the admiration of the past with the Chinese is so profound that for 3,000 or 4,000 years they have done nothing but hash up the broken fragments of primeval ideas and reproduce the forms of their earliest national life. Again, the development in Europe is the results of the interfusion of diverse types of civilisation, whereas the Chinese development is entirely of home growth. Mr. Turner, however, condemns the notion which he says has got abroad that the state of things in the Far East is precisely what it was in the days of Marco Polo, and he denies that a stagnation exists either as regards religion, philosophy, or poetry. He is of opinion that China will remain stereotyped to our popular imagination only so long as we preserve our profound ignorance of the vast amount of internal activity which has been at work within her borders for ages.

The *Geographical Magazine* this month, although presenting no special feature of attraction to those interested in the Far East, contains some very valuable papers. The Oxus Expedition, the Yarkand Trade, a chapter on Human Agency in the Dispersion of Plants, together with many others, make up a good number. There is a review of the report presented to the Legislative Session of the Portuguese Cortes on the abolition of the Macao coolie trade. The concluding words of this document are worthy of reproduction. "In abolishing emigration by contract from Macao," says the report, "the Government firmly believes it has fulfilled a duty. The evil being once recognised as incurable it became necessary to put a prompt and effective stop to it. The traditions and honour of Portugal required this."

Amongst the possible candidates for the Rectorship of St. Andrew's University, the nominee of the scientific section is said to be Dr. Darwin; others say Mr. Herbert Spencer or Mr. Matthew Arnold. Mr. Herbert Spencer declined the honour on a previous occasion, while those who on the last election supported Lord Neaves are supposed to desire that the Marquis of Salisbury or Dean Stanley should be elected.

The illustrations in the November number of *Art* are quite up to the usual standard of excellence. The subjects chosen are "Diana Lassatra," by Nettleship; "Ioannes Evangelista," by Correggio; and an "Ideal Figure of Art," by T. N. Maclean. Mr. Cave Thomas contributes another chapter on the "Revised Theory of Light."

Macmillan for November has a very good table of contents, a paper on "Sir Robert Peel and the Comte de Jarnac," and a paper on "Prussia and the Vatican," which is of especial interest. "Castle Daly" has reached its twenty-seventh chapter.

Naval and Military.

The Fly, double-screw composite gun-boat, 4 guns, 584 (464) tons burthen, 489 (120) horse-power, Commander John Bruce (1871), is being fitted at Devonport Dockyard, and will shortly be commissioned for the China Station.

The Egeria, composite-sloop, was commissioned at Devonport on the 2nd inst. by Commander Ralph L. Turton, and is being rapidly got ready for sea. She is expected to sail for China in about a fortnight.

The Secretary of State for the Colonies has appointed Surgeon-Major T. J. Orton, Army Medical Department, colonial surgeon at the Straits Settlements, with a salary of £750 a year and right to private practice.

The Cadmus, 17, wooden corvette, Capt. William H. Whyte, from China, *via* the Cape of Good Hope, arrived at Devonport on the 6th

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inst. to be paid off. The Cadmus was commissioned at Devonport on Dec. 1, 1870, and left England on Nov. 20, 1871. Medals for good conduct and long service, with gratuities of £15 and £10 respectively, have been awarded to John Cocks, leading stoker, and to John Bate, Captain of the quarter-deck.

Information has been received at the Admiralty of the death of Captain E. T. Nott, late in command of the Malabar troopship. The gallant officer entered the navy in 1845, and was employed in the boats of the Hastings at the destruction of a horde of Chinese pirates, and while afterwards acting mate of the same ship commanded a boat at the capture of Prome, and the subsequent operations on the Irrawaddy in 1852.

The German corvette Hertha, which left Kiel on the 28th ult., on a two years' cruise, arrived at Spithead on the 4th inst., and saluted the flag of Admiral Sir Rodney Mundy; she then commenced to take in coal. On the 6th she sailed for China and Japan, calling at Plymouth on her way down Channel.

The German ironclad corvette Ariadne, 6, Captain C. Ruchne, arrived at Malta on the 24th ult., from Plymouth, on her way to China. The gunboat Lapwing, Commander Sir W. Wiseman, arrived on the 23rd, from Plymouth and Gibraltar, on her way to China, and proceeded on the 31st.

The Audacious, Capt. P. Colomb, flagship of Vice-Admiral Ryder, arrived at Gibraltar on the 4th inst., and was under orders to leave again on the 7th inst. for China, touching at Malta *en route*.

A telegram has been received from Hong Kong announcing the arrival of the Victor Emmanuel on the 4th inst., with supernumeraries on board, all well.

Samuel Bishop, the leading stoker of the Avon on the China Station, has been awarded the medal for good conduct and long service, with a gratuity of £15.

From the annual report of the Royal Naval Scripture Readers' Society, just published, it appears that twelve readers are now employed.

The despatch vessel Vigilant, Lieut.-Commander Ryder, arrived at Port Said on the 6th inst., *en route* to the China station.

Lieut. G. C. Prater (1873) is appointed to the Audacious, and will proceed to China in the Egeria.

HER MAJESTY'S SHIPS ON THE CHINA STATION.

The following are the vessels which constitute the China squadron :—

Ship.	Guns.	H.-power.	Captain.
Audacious (flag ship)	14	800	Capt. P. H. Colomb.
Avon	4	120	Com. A. T. Powlett.
Charybdis	17	400	Capt. T. E. Smith.
Curlew	3	160	Com. E. J. Church.
Dove	2	60	Lieut. J. G. Jones.
Dwarf	4	120	Com. the Hon. E. S. Dawson
†Egeria	4	120	Com. R. E. Turton.
*Elk	4	120	Com. R. H. Harris.
†Fly	4	120	Com. Jno. Bruce.
Frolic	4	100	Com. C. E. Buckle.
Growler	4	120	Com. W. Stewart.
Hart	4	120	Com. T. H. Royse.
Hornet	4	120	Com. O. S. Cameron.
*Iron Duke (flag ship)	14	800	Capt. W. Arthur.
Kestrel	4	100	Com. C. B. Theobald.
Lapwing	3	160	Com. Sir W. Wiseman.
Midge	4	120	Com. J. F. G. Grant.
Modeste	14	350	Capt. F. T. Thomson.
Mosquito	4	60	Lieut. R. H. Paul.
Ringdove	3	160	Com. U. C. Singleton.
Swinger	4	60	Lieut. E. A. Bolitho.
Sylvia	3	150	Capt. H. C. St. John.
Thalia	6	400	Capt. H. B. Woollcombe.
Thistle	4	120	Com. F. Stirling.
Victor Emmanuel	2	600	Capt. G. H. Parkin.
Vigilant	2	250	Com. H. E. Ryder.

* Ordered home. † To proceed shortly.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, NOV. 4.

The news brought by last mail that Mr. Van Daalen, the editor of the *Java Bode*, had been condemned to one year's imprisonment for having calumniated the Governor-General has been received here anything but favourably. The number of those who sympathise with the articles of Mr. Van Daalen is very small; the general opinion has been, and still is, that his policy was wrong, that it showed a very low tone; but this would have been sufficiently punished by the loss of subscribers. It may be that Mr. Van Daalen used too strong terms, but I fear that his conviction will throw open the door for a great many similar cases. This prosecution has made far more sensation than the news that about one hundred European residents in Java had forwarded an address to the King, protesting against further taxation in Java. There is, I think, no one who approves of the scheme, but the residents have been somewhat too hasty.

The members of the Second Chamber met yesterday for the despatch of business. The several section reports show that the majority is anything but conciliant, anything but inclined to support the Ministry. Several papers are afraid that the Session may again be lost in *parlages* about political questions. Some of the members declare in the section reports that they regret to observe signs that the Ministry will not be limited to a *cabinet d'affaires*, and they express fear that no homogeneity exists amongst the Cabinet. It has created surprise that not a word is heard about the Reform question. Many express an opinion that our political condition is most confused, and that it will be advisable to support the Cabinet in order to prevent matters becoming still worse the more because there is no strong majority on either side in Parliament. Some members protest against the financial policy of the Cabinet, and complain that nothing is done to introduce improvements in our very bad system of taxation. They object that our revenue is still dependent upon the contribution of ten millions from India. We built our railways with colonial money, and we ought to be ashamed to obtain our new fortresses from the same source. Of much importance is the reply of the Mimister of the Colonial Department to the section report upon the Colonial Budget. Of course it is very lengthy, so that I can only give you the outlines. In the first place, he urges the necessity that the Chamber should show at once whether they approve the policy of the Minister or no. It is no more a question whether it is necessary or desirable to establish our authority in the northern part of Sumatra. We are there, and we must stay there. If we left Atchin we should greatly injure our authority throughout the Archipelago. The condition of affairs is most grave. The general health of our troops has somewhat improved, but the Atchinese give no proofs of an intention to give in. The Minister cannot yet state positively if it will be necessary to send a third expedition to Atchin, but he thinks it will not be wanted. Up to the 31st July, 2,124 lives had been lost in the different expeditions, and an amount of f.23,614,000 had been expended. The maintaining of the coffee culture is another question. The Minister thinks that it would be dangerous to further curtail the system of consignments. He has a plan for the reorganisation of the East India army, and to introduce other improvements which have become of the greatest urgency. With reference to our Colonial navy, Mr. Van Goltstein states that the supply of men-of-war will be quite sufficient when six paddle steamers of the 2nd or 3rd class, four paddle steamers of the 4th class and nine screw steamers of the 4th class are ready. These supplementary forces will be forthcoming by 1875, or even earlier.

According to the *Dagblad*, the newly elected M.P. for Hoorn, Mr. Fransen Van de Putte, will reside during the winter in Italy. Within a week or so he will leave the Hague. As soon as Prince Alexander has returned from his trip to Germany he will start with H.M. screw-steamer *Leeuwarden* for a voyage of six weeks in the Mediterranean.

I regret that I have to record the death of the Old Catholic Bishop, Hermanus Heycamp, who died at Rotterdam. He was born in 1807; his loss is much lamented.

It seems that the plan to establish an East India Brigade at Haarlem will not be realised. The burgomaster of that town communicated in the last sitting of the Council that the Minister was of opinion that it is not desirable to build a barrack for this purpose before the Chamber has given a definitive decision upon the matter.

The Society for the Welfare of the Javanese have again solicited subscriptions to an amount of f.6,000, in order to improve the education of the natives. The managers demonstrate that not enough is done by the State, and that what is accomplished is not done in the best way. I do not believe that the endeavours of the Society will be successful. The Government quite agrees with the argument that the education of the natives must be improved. The Minister hopes that since a new director has been appointed for this department he will be able very soon to report improvements.

In a former letter I told you that at the meeting of shareholders of the East India Railway Company, which was held on the 27th of October, no decision could be taken about the proposed loan and the altering of the statutes because too few shares were represented. Another meeting for the same purpose will be held here on the 24th instant. The opinion in our financial circles is that the plans will be approved of.

Much agitation prevails here about the new canal to the North Sea. The Government does not incline to complete it, and our burgomasters and aldermen are not inclined to grant the promised subsidy of three millions because the canal will not be ready in due time. As matters stand now there is some chance that we shall have no canal at all.

Some days ago the decorations of the Knighthood of the "Military William" Order were presented to Captain Huyer and to Major Cavalje, of the East India Army.

The Government has laid before the members of Parliament a Bill with reference to dogs. If this Bill becomes law everyone who keeps a dog will be obliged to provide the beast with a collar bearing the name of the owner. Wherever a mad dog is seen all the dogs in the whole province must be muzzled for sixty days.

The monument which will be erected on the grave of Major-General Kohler, the Commander-in-Chief of the first expedition to Atchin, is quite ready. It is—the papers say—beautiful. The managers of the Steam Ship Company Java will convey it without any charge for freight.

PRODUCE MARKETS.

There has prevailed a good demand in our market for Colonial Produce. Important parcels have changed hands both in public auctions and by private tender.

COFFEE.—The market is very firm since the auction, and very small lots are offered at auction prices. An advance is demanded for yellow sorts. There is a good demand for export. The quotation is for good ordinary 56½c. to 57½c.

TEA.—The auction of Java held by the Dutch Trading Company went off most satisfactorily; some very small lots only were bought in. The market closes firm.

SUGAR.—Notwithstanding that large lots of beetroot are offered prices are kept up very well. The position of the article is, however, most uncertain, and this, of course, checks business. The small lots which were sold obtained prices varying from f.½ to f.1 above November value.

RICE.—Nothing doing.

SPICES.—Attention has been fixed on the parcels which were offered for sale by the Dutch India Trading Bank. The whole quantity which was brought under the hammer was sold at firm prices. Vanilla meets with an enormous demand, and first quality Bourbon realises f.75 per half kilo.

TOBACCO.—To-day and to-morrow will be offered by private tender

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15,749 bales Java. There is still a good demand for export.

COTTON.—Dull, without transactions.

JAVA INDIGO.—There is a steady trade at unaltered prices. For inferior quality there is but a very limited demand. The stock includes 1,480 chests.

SHIPPING.

ARRIVALS.—Oct. 30, at Texel, from Batavia, Prinses Amalia (str.); 31, at Texel, from Batavia, Jason.

DEPARTURES.—Oct. 28, from Brouwershaven, for Sourabaya, Krimpen van de Lek; Nov. 1, from Texel, for Rangoon (via Liverpool), Mathilde; for Sourabaya, Ida Geertruida; 2, from Texel, for Batavia Anna Sophia.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, NOV. 10.

Contrary to the general expectation, the German Parliament was opened by the Emperor in person and with the usual formalities in the White Saloon of the Palace at Berlin, Prince Bismark being present, who handed to his Majesty the Speech from the Throne, which has been much commented on in a very unjust manner by the foreign press, from not being properly understood. I think what I said in my last letter about the re-organisation of the revived arm of the service called the *Landsturm* ought to allay any fears of an aggressive policy on the part of Germany; but if any doubts existed of the peaceable intentions of the Emperor and Prince Bismark (who drew up the Speech from the Throne) they must surely have disappeared after a perusal of the last paragraph, in which the Emperor gives a solemn assurance of his wish to remain at peace, and he is not in the habit of tampering with his word once given.

The business of the Session has now commenced in earnest, and among the first subjects for the consideration of the House was the Bill for the introduction of the new German currency in the Province of Alsace-Lorraine, where the circulation of French coins predominate, and there is no fixed relation of value with the German money. It is not intended for the present to prohibit the use of French coins, but the Bill introducing the reichsmark and pfennig fixes their value in francs and centimes in such a way that the franc is to remain a legal tender for all payments at the rate of eighty pfennigs as its equivalent, and five centimes to be equal to four pfennigs. At this rate of exchange French coins may be used in payment of taxes, duties, postage stamps, &c., in all Government Departments. No objection was made to the Bill, and it passed without a division. But though it went off so smoothly *per se*, it gave rise to a lively debate on another cognate subject that was unintentionally dragged into it. In the course of the debate a member complained of a paragraph in the "explanatory motives" accompanying the Bill that caused a wrong construction to be put on it. The words are, "The German gold coins already in circulation offer some, but not sufficient, replacement of the French gold coins now no longer current." From this he argued that any one not acquainted with the circumstances would conclude that if there was no superfluity of gold coin in the Empire, there was at least no direct scarcity, which was quite at variance with the facts of the case, as the new gold coins were so rare that public opinion believed they were all gone out of the country. He should like to receive some official information to calm down the apprehensions of the public, who were inclined to believe that it was in some way connected with the fixed price for coined silver as compared with gold.

Privy Councillor Michaelis could not deny that complaints had been made of an insufficiency of metallic currency in Alsace-Lorraine, in consequence of which the Government had quite recently sent thither a large supply of gold coin. It was not true that gold to any great amount had been exported, for though it was impossible to keep a check on the exports, the English and French import lists showed how much had been received from Germany, and the amount was quite insignificant Nor was it likely to increase for a long time, because the gold when fully introduced must first be absorbed by the people at home, before large sums could be collected and made available for export, even supposing the rate of exchange to be in favour of Germany, whilst at the present rates it would not pay to export gold.

Herr von Kardoff gathered from the remarks of the Government Commissioner that it was believed that the public were apathetic with regard to the introduction of the gold currency; but this was quite a mistaken idea, for the public were most anxiously waiting for the 1st of January, when the Currency Law would come into general operation everywhere but in Bavaria and Wurtemburg.

Dr. Bamberger protested against the way in which the debate was drifting into a subject for which the House was not prepared to enter into a discussion, and, as it was not on the order of the day, he thought it would be better to postpone any further consideration of the subject till the proposed Bank Law Bill was introduced, when the members would have ample opportunity of expressing their views and opinions.

After a few words of explanation from Herr Camphausen, the Minister of Finance, the subject was dropped and the Bill passed without any amendments in its original shape, and without a division.

The Bundesrath has been deliberating on the expediency of creating a uniform and universal sign to express the word "Reichsmark," and proposes the capital letter M. But this would manifestly cause great confusion, as 20m. may as well mean 20 metres as 20 marks. Besides the letter is already appropriated and in general use to represent metres. The sign made use of here to denote marks, which is something like our "&," is not generally known and understood in the interior, and it would be therefore far better to fix a new and arbitrary sign common to all Germany.

The Prince-Chancellor has sent a circular to all the Governments of the separate states proposing one uniform mode of packing the new coins in bags and rolls, to be observed at all the public revenue offices in the Empire. It would facilitate the control and save much time in counting large sums. He proposes that gold coins be packed in bags of 10,000 marks each, silver ditto in bags of 1,000 marks, nickel ditto of 100 marks, and copper ditto of fifty and twenty marks. For packing in rouleaux it is further proposed to use paper of uniform colour, pink for gold, white for silver, blue for nickel, and grey for copper.

A sensational telegram in *The Times* of last Monday, purporting to come from their correspondent at Berlin, and stating that the Russian Government have made up their minds at last as to the route for the Siberian railway, and decided in favour of the Orenburg line, requires confirmation, to say the least of it. The original emanates from a private telegraph agency at St. Petersburg, established by a German of the name of Krausner, and appeared in the Berlin evening papers of Saturday, and there is no reason to doubt that the correspondent telegraphed it on to *The Times* immediately. I may add that though the telegram in question appeared here in the Sunday papers nothing further about it is known, which is the more remarkable, as owing to the close relations of a commercial and financial nature between Russia and this city everything connected with those subjects is immediately known here. In the spring of this year the Russian Government granted a concession to an association of capitalists for the extension of the line from Morschansk—to which town the railway is open all the way from Moscow—to Orenburg, crossing the Wolga by a permanent railway bridge at Ssamara; by the terms of the concession the whole of the works are to be completed and the line opened for public traffic in three years, or the deposited caution-money will be forfeited. The works have been caried on with great energy all the summer on several sections simultaneously, and will be continued till interrupted by the frost. The concession was granted when Count Bobrinsky was Minister for Public Thoroughfares, but shortly afterwards he altered the whole principle of granting concessions, and made such a muddle of it that he quarrelled with the other Ministers, and finding his position no longer tenable resigned his appointment and retired into private life. Being the possessor of very extensive landed property in an agricultural district he is now residing on his estates. After an interregnum of two or three months, he was succeeded as Minister for Railways and Public Works by Admiral Possiet, who must be well known on the Eastern Coast of Asia, having served a long time on that station, where he founded the naval arsenal and dockyard at Vladivostock in Possiet Bay, after the cession of that district to Russia by the Treaty of Peking in 1860. The gallant Admiral has, it is true, entered on the duties of his office, but asked for and obtained a two-months' leave of absence, with the intention of travelling over all the Russian railways and inspecting those now in course of construction, and we have not yet heard of his return to St. Petersburg. My own belief is that the Orenburg Railway has nothing whatever to do with the Siberian line, and is being constructed for a very different purpose; and if it should be extended to Troisk and thence to the Amoor it would be a very roundabout way of going to Irkutsk and China, whereas a continuation from the present terminal station of Nijni Novgorod through Kasan, Yekatherinenburg, Omsk, and Tomsk, would lead thither in almost a direct line.

Herr Zappe, Acting Consul for Germany at Yokohama, has been appointed real Consul at that port.

COMMERCIAL.

Nothing has happened to interrupt the even course of our Produce Markets, which all continue in a calm and satisfactory condition. Of Tea the sales by importers were confined to 100 packages of Kaisow Congou, 200 ditto of Souchong, and 67 ditto of Pekoe,—all at previous rates. Rice appears to be giving way; some transactions in inferior and broken are reported at lower rates, and other sorts might be bought cheaper. Cassia-Lignea is firm, and meets a moderate sale at 65 to 66 marks. Flores is in demand at 110 to 112. Pepper has had a trifling fall, but is now recovering, but is still somewhat lower than last reported. Of Spelter there is none in loco, and is offered at 25½ marks for arrival per rail.

There is an improvement of from ½ to 2 per cent. in the value of most of the shares of the Hamburg banks, but the transactions in them were of limited extent. The following are the last quotations:—Norddeutsche 147½ to ¾, International 103¾ to ⅞, Commerz and Disconto, 83, Hamburg and Berlin 100, Hypothek 117½. Others not quoted.

SHIPPING.

No arrivals to report, and the only departures are the Papa to Hong Kong, and the Cassandra (str.) to Singapore and China.

The Tek-Li, for Shanghai, put back to Cuxhaven from stress of weather, as reported in last letter, has again proceeded to sea.

Miscellaneous.

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MR. GLADSTONE ON THE VATICAN DECREES.

The echoes of Mr. Gladstone's article upon Ritualism in the *Contemporary Review* have scarcely died away, when he again appears upon the field of current controversy in a Pamphlet upon the Vatican Decrees in their bearing on Civil Allegiance. The Pamphlet, indeed, arises out of the article, and is perhaps an illustration of the perils a statesman incurs who indulges in pamphleteering. His words are apt to touch some feeling or interest besides that which he had immediately in view, and a demand arises for explanations and justifications. Valuable, indeed, as the present Pamphlet may be in many respects, we cannot but contemplate with some alarm the mass of reading, if not of writing, which it may possibly entail upon its author. It is described on the title page as "A Political Expostulation." The Expostulation is addressed to English Roman Catholics, and it formally challenges them, in justice to themselves and their country, to demonstrate, if they can, how the obedience now required of them by the Pope can be reconciled with the integrity of their civil allegiance.

But these considerations enhance rather than otherwise the interest of the pamphlet. It deals with a controversy which is agitating Europe, and Mr. Gladstone's interposition will be of importance far beyond the limits of this kingdom. The main scope of the pamphlet

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is to justify a single passage in the previous article. Referring to the question "whether a handful of the clergy are or are not engaged in an utterly hopeless and visionary effort to Romanise the Church and people of England," Mr. Gladstone had said :—

"At no time since the bloody reign of Mary has such a scheme been possible. But if it had been possible in the seventeenth or eighteenth centuries, it would still have become impossible in the nineteenth : when Rome has substituted for the proud boast of *semper eadem* a policy of violence and change in faith ; when she has refurbished and paraded anew every rusty tool she was fondly thought to have disused ; when no one can become her convert without renouncing his moral and mental freedom and placing his civil loyalty and duty at the mercy of another ; and when she has equally repudiated modern thought and ancient history."

This pamphlet has called forth a letter from Dr. Manning, in which, addressing *The Times*, he says :—

"This morning I received a copy of a pamphlet entitled 'The Vatican Decrees in their bearing on Civil Allegiance.' I find in it a direct appeal to myself, both for the office I hold and for the writings I have published. I gladly acknowledge the duty that lies upon me for both those reasons. I am bound by the office I bear not to suffer a day to pass without repelling from the Catholics of this country the lightest imputation upon their loyalty ; and, for my teaching, I am ready to show that the principles I have ever taught are beyond impeachment upon that score.

"It is true, indeed, that in page 57 of the pamphlet, Mr. Gladstone expresses his belief 'that many of his Roman Catholic friends and fellow-countrymen,' are, 'to say the least of it, as good citizens as himself.' But as the whole pamphlet is an elaborate argument to prove that the teaching of the Vatican Council renders it impossible for them to be so, I cannot accept this graceful acknowledgment, which implies that they are good citizens because they are at variance with the Catholic Church.

"I should be wanting in duty to the Catholics of this country and to myself if I did not give a prompt contradiction to this statement, and if I did not with equal promptness affirm that the loyalty of our civil allegiance is not in spite of the teaching of the Catholic Church but because of it."

The Times, at the request of Lord Acton, has published what his Lordship calls a preliminary reply to Mr. Gladstone's public Expostulation. This reply, which is addressed to Mr. Gladstone, is lengthy, and concludes with the following remarks :—

"That opinions likely to injure our position as loyal subjects of a Protestant Sovereign, as citizens of a free State, as members of a community divided in religion, have flourished at various times, and in various degrees, that they can claim high sanction, that they are often uttered in the exasperation of controversy, and are most strongly urged at a time when there is no possibility of putting them into practice—this all men must concede. But I affirm that, in the fiercest conflict of the Reformation, when the rulers of the Church had almost lost heart in the struggle for existence, and exhausted every resource of their authority, both political and spiritual, the bulk of the English Catholics retained the spirit of a better time. You do not, I am glad to say, deny that this continues to be true. But you think that we ought to be compelled to demonstrate one of two things—that the Pope cannot, by virtue of powers asserted by the late Council, make a claim which he was perfectly able to make by virtue of powers asserted for him before ; or that he would be resisted if he did. The first is superfluous ; the second is not capable of receiving a written demonstration. Therefore, neither of the alternatives you propose to the Catholics of this country opens to us a way of escaping from the reproach we have incurred. Whether there is more truth in your misgivings or in my confidence the event will show, I hope, at no distant time."

THE IMPORT TRADE OF JAPAN.

Some interesting remarks on the causes of the decrease which has occurred of late years in the imports of Japan are contained in the annual report of the German Consulate at Nagasaki. It is evident, says the writer, that the Japanese merchants have greatly over-estimated the requirements of the country, in consequence of which there is a superfluity in all the markets of European manufactured and other goods, and prices have fallen accordingly. It is certainly singular that a country of about thirty millions of inhabitants should not be able to consume a greater quantity of European goods than it has hitherto done, and this can only be accounted for by the fact that the majority of the people are very poor, wearing but little clothing in winter and often none at all in summer, besides which the hand-woven Japanese cotton stuffs are very durable and wear a long time, so that many Japanese would rather buy them than European stuffs, though the latter are cheaper. It is also to be remarked that the Japanese take great care of their clothes, and consequently do not often require to buy new ones. The Japanese merchants, too, are very tenacious in keeping down the prices of imported goods ; the competition of Europeans has accustomed them to low prices, and they now do all they can to prevent a rise. The overstocking of the country with European goods of all kinds caused very heavy losses last year, both to foreign and native traders, and has produced a feeling of stagnation and apathy in business which has never been observed before. "An important incident," continues the report, "in the history of last year's import trade was the rumour which was circulated in Japan that the Government intended to issue an edict according to which all Japanese subjects were thenceforward to dress in the European style. The absurdity of this rumour was evident, for much more money is required for European clothing than the majority of the population could afford ; but the Government was just at that time introducing a number of novelties which were equally unexpected, and there were a great many Europeans as well as Japanese who, though they did not quite credit the report, yet allowed themselves to be intimidated by it. This caused a great want of confidence in business ; the Japanese became cautious and reserved, while the foreigners did all they could to sell their goods, as they were not suited either in size or in material for European clothing. At last it became certain that the dreaded edict was not to be issued after all; but the distrust and the fall in prices which it caused remained, and have continued ever since." The report states in conclusion that there is no present prospect of an improvement in this state of things, and that great caution should therefore be recommended to all persons who have business dealings with Japan.

RANGOON AND WESTERN CHINA.

At the inaugural banquet of the Morley Working Men's Conservative Association Sir Charles H. Firth, in proposing the toast of "Her Majesty's Ministers and both Houses of Parliament," said how well the Conservative Ministry was doing its duty, not only to its party but to the nation generally. Even their opponents were giving them credit for the statesmanlike manner in which our affairs were being managed ; and they were bound to do so, for the country could not be better governed by any Ministry. He hoped it would be given to the present Government to open up commerce with more nations than we had at present the privilege of dealing with. He observed with much satisfaction the arrangements which the Marquis of Salisbury had made with the view of finding out whether it was practicable to get a railway between Rangoon and Western China, so that trade with this country (which was at present so much wanted) might be opened up with that great empire. They wanted a Government which would undertake such valuable work as that, and not one which would break to pieces, and alter institutions, and fritter away session after session about things which they cared nothing about. England had been called a nation of shopkeepers. They were, and they were proud to be a nation of shopkeepers ; and one thing which they desired was that Her Majesty's Ministers and the Houses of Parliament would look to the commerce of the country, and not allow Germany to rob us of what we had so long enjoyed and been so proud of. Germany, through its war, had acquired greater prestige, and was carrying its spirit and enterprise into commerce. The Germans were able to produce goods cheaper than we could ; and the French nation, which had been such an admirable customer to us, being crippled in finances, was now obliged to buy in the cheapest market, and that market was Germany, instead of England

THE WAR IN ATCHIN.

The *Pall Mall Gazette* says :—Referring to the recent discussion in Holland of the policy pursued in Atchin, and General Van Swieten's defence of it, it may be interesting to note, from independent sources, that the actual measures taken for garrisoning the citadel won—which is known locally as Kotta Raja—agree exactly with the moderate proposals originally made, and defended by the General as sufficient. Colonel Pel was left at the Kraton with a force of 2,600 infantry, 600 artillery, and 60 engineers, which General Van Swieten calculated would be enough to hold easily the strong works previously put in order, and to detach a column of one thousand men at any time from them, so as either to dislodge any hostile body showing itself near, or to keep perfectly clear the strip of three miles of ground which intervenes between Kotta Raja and the harbour where the Dutch vessels lie. Colonel Pel's instructions directed him to guard what had been won effectively, including, of course, the all-important communication with the sea ; but to undertake no offensive operation not actually required for his own security, and to use all proper means to make peace with the native Powers. As it is known that a number of dependent chiefs have since voluntarily entered into terms with the Dutch, while the attacks of the war-party among the Atchinese who keep the Sultan from submission have been shattered quite as easily as that of the Ashantees last year on our own post of Abracrampa, it may be inferred that the Dutch are fairly established in Sumatra, and little likely to quit it. It is as well to note, in contradiction of the loose statements of certain correspondents as to the deadly nature of the climate of Atchin, that the greater part of Colonel Pel's garrison are volunteers from the late expedition, and that there has been no difficulty in supplying the vacancies in it by men offering themselves for the relieving parties.

RUSSIAN OPINION OF ENGLAND IN THE FAR EAST.—The Russian press has a very enlightened idea about our relations with China and Japan. The *Invalide* says that England, having failed to involve Japan in a pernicious war with China, is now trying to humiliate the Mikado by refusing to withdraw her garrison from Yokohama. The Mikado is, however, determined to urge his demand, and, in return for an amendment of existing Treaties, will admit foreigners to the interior. While Japan is so fast becoming an important naval Power, to the great annoyance of the British Embassy, "China," the same semi-official organ continues, "is equally anxious to strengthen her defences. She has already 100,000 men armed with European rifles, her European gunboats have proved a perfect success in a raid against the Yellow Sea pirates, and she has just ordered a fresh supply of Krupp cannon, at the cost of 14,000,000 roubles." The Corea Government have accorded the Chinese sundry commercial privileges, which it is expected will be shortly extended to other nations.

A CORRESPONDENT, writing to the *Pall Mall Gazette*, with reference to Colonel Gordon's expedition, quotes a letter from the Colonel, dated 2nd of August, in which he says :—"I have done a good stroke of work in getting rid of three large slave stations, though it has given me some trouble. They used to send down 1,000 slaves per annum. It is little by little any good can be done, and to do it you must not spare pains, but go everywhere and see for yourself. The sources of the Nile can wait for a time, as they have done for some hundreds of years ; and human beings are more important than they are." And in another letter :—"I have no high-flown ideas of being able to civilise Africa ; all I can do is to give the blacks peace and security."

THE Nederland Company's steamer *Voorwaarts*, from Southampton on the 21st September, arrived at Batavia, *via* Padang, on the 29th Oct., having made a passage of thirty-seven days' inclusive of stoppages.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Corea	Shanghai	London..	Sept. 19	...	150	...	...	...	...	...	...	...	222	246250	...	...	...	...	...	...	...	...	181	645	...	...	49	...	153	...	...	...	...	...	...
Star of the South	Singapore	,,	Oct. 2	316	125	...	...	...	...	...	...	15	1135	...	...	...	...	...	...	...	...	...	257	...	...	...	51	...	430	9500	218	...	...	...	...
Miako	Hong Kong ...	,,	,, 7	...	176	...	...	...	156	...	...	21	891	...	...	...	...	...	...	...	100	...	97	...	...	440	656	501	92	...	212	...	...	37	...
Evelyn	Yokohama	,,	,, 9	...	74	2	55	...	...	...	...	...	18	...	...	...	...	...	...	700	...	...	57	147	...	440	301	50	592	5088	...	...	...	270	10
Do.	Hiogo	,,	,, 9	...	...	...	20	...	...	...	...	...	85	...	...	...	...	...	...	20020	...	...	...	...	...	...	120	...	...	44	...	...	...	8	5
Lion	Colombo	,,	,, 22	...	8	96	...	...	...	...	...	...	872	...	...	...	...	...	...	...	...	...	9	200	...	...	44	624	...	500	25	...	...	...	...
Gleam	Penang	,,	,, 22	...	115	52	...	...	...	...	...	...	200	...	...	...	70	...	245	...	...	...	148	340	...	600 cs.	44	...	150	...	...	...	...	...	...
Mora	Yokohama	Livrpool.	Sept. 18	284	100	...	21	...	6	...	...	11400	...	9378	...	...	...	...	...	40010	...	...	13	...	...	...	...	174	...	...	...	...	...	...	...
Hawkhope	Batavia	,,	Oct. 24	...	150	21	...	...	...	...	14	...	581	131435	...	...	...	...	836	10760	...	11	16	...	...	...	...	111	...	100	214	...	...	...	...
Do.	Sourabaya	,,	,, 24	55	...	...	...	...	...	...	...	...	12	...	...	...	...	...	65	...	...	...	5	...	...	...	...	...	...	...	199	...	...	...	...
County of Stirling	Batavia	Glasgow	Sept. 29	170	342	...	...	...	...	...	...	3350	633	7988	5980	...	135	100	...	9300	...	...	99	...	...	...	...	...	...	...	150	...	...	...	...
Stanfield	Singapore	,,	Oct. 10	158	373	...	10	...	...	...	...	...	60	...	...	...	...	...	650	...	1250	40	...	281	...	...	...	...	105	875	171	...	470	...	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Corea	Shanghai	170000	1776	...	...	...	...	...	...	10	25	4	...	...	...	...	44	...	1495	...	...	...	...	...	...	...	...
Star of the South	Singapore	12714	455	...	...	45	...	...	...	150	118	10	17	...	...	350	...	...	400	...	...	...	175	510	...	...	...
Miako	Hong Kong ...	83500	1506	6	...	142	...	...	...	100	...	...	70	...	...	...	18	188	12	234	...	42	...	33	...	...	...
Evelyn	Yokohama	...	411	...	2& £20	53	2	...	...	150	...	1039	...	...	...	...	...	52	13	...	...	...	1110	197	20	...	...
Do.	Hiogo	...	...	235	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lion	Colombo.....	49000	1387	...	...	...	...	...	...	104	...	191	...	...	...	...	...	...	...	...	...	...	468	40	...	...	...
Gleam	Penang	...	180	...	...	...	...	...	...	...	...	...	...	...	...	...	...	82	...	...	...	...	...	10	...	...	...
Mora	Yokohama	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110	...	...	...	...	...	...
Hawkhope	Batavia	...	1122	864	...	...	...	...	...	...	...	...	...	...	...	...	...	232	...	...	...	...	...	...	...	120	...
Do.	Sourabaya	...	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
County of Stirling	Batavia	...	2644	2000	...	...	...	...	...	...	...	55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Stanfield	Singapore	...	540	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43

ADDITIONAL.—Per *Corea*.—Corks, £22; wood work, £35; cement, £48; flints, £18; guns, 130 tons.

Per *Star of the South*.—Corks, £41; cement, £267; felt, £70; retort fittings, £199; fire clay and bricks, £239; beef and pork, 9 cwt.

Per *Miako*.—Cement, £36; corks, £10; sheathing felt, £100. For Shanghai. Bottled beer, 139b. 1f. 2c.; effects, £3.

Per *Evelyn*.—For Yokohama: Cement, £10; railway materials, £903; steel, 6 tons. For Hiogo: Cement, £270. For Kobe: Cement, £250; railway materials, £4,607.

Per *Lion*.—Memorial stones, £2; chalk, £3; cement, £26.

Per *Gleam*.—Fire bricks, £3; cement, 38 tons.

Per *Mora*.—Railway materials, £5,455.

Per *County of Stirling*.—Grindstones, £30; felt, £350.

Per *Kendrick Fish*, from Liverpool to Singapore, cleared Sept. 16.—Coal, 1,775 tons.

Per *Queen of the Lakes*, Greenock to Galle, cleared Oct. 9.—Coal, 1,560 tons.

Per *Setze*, Glasgow to Manila, cleared Oct. 29.—One iron steamer in pieces, £1,400; engravings, £25.

Per *Emma Ives*.—British spirits, 9 gals.; effects, £20; galvanised iron, £1,403; flour, £411; painters' materials, £204; cordage, £19; pine boards, £5; bar iron, 20 tons; preserved provisions, £263; soap, 65 cwt.; engravings, £3; earthenware, £855; chemicals, £255; oil, 592 gals.; machinery, £18; coals and coke, 357 tons; hardware, £574; pig iron, 30 tons.

Per *Saleta*.—Canvas, £1,200; hats, £447; hardware, £1,560; manufactures, £33; stationery, £193; oilman's stores, £2; saddlery, £3; yarn, 9,720 lbs.; machinery, £4,730; fancy goods, £20; painters' materials, £425; wooden wheels, £19; earthenware, £1,538; bar iron, 17 tons; woollen manufactures, £70; rice bags, £190; plain cottons, 18,400 yards; coal, 10 tons; coloured cottons, 103,063 yards; oil, 1,045 gallons.

Per *Emma and Robert*.—For Sourabaya: Iron and woodwork, £65. For Batavia: Harmoniums, £100; hardware, £57.

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The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

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new composition of Glycerine and Bismuth.

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For preserving and giving brightness and softness to the skin.

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A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

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For giving whiteness velvety softness, and freshness to the skin.

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Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

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For preventing wrinkles and refreshing the face.

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Cleanse the mouth and preserve the enamel.

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For imparting freshness and sweetness to the breath.

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MANAGER.—Theod. Dromel.

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J. THOMSON, Chairman.

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BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
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They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

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and SUEZ CANAL. — Under contract for conveyance of H.M.'s Mails. — The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 123, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

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and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Tanjore...	2,245	400	Nov. 12	Mediterranean, Aden, Bombay.
*Pekin.....	3,777	600	Nov. 19	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.
*Mirzapore	3,763	600	Dec. 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Lombardy	2,723	450	Dec. 10	Mediterranean, Aden, Bombay.
*Mongolia .	3,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via

MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Provence ...	Nov.	22	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	Dec.	6		
Amazone ...	Dec.	20		

The Steamers of the 22nd Nov, and 20th Dec. connect at Aden with the Steamers for Reunion and Mauritius.

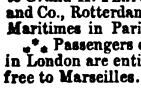
The Steamer of the 6th Dec. connects at Galle with the Steamer for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



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Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17, Fenchurch-street, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Kingdom of Saxony	538	Wright Bros. & Co.	Nov. 15
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	Nov. 17
Scotland, s.s. ...	2,645	Norris & Joyner...	Nov. 19
LIVERPOOL.			
Sarpedon, s.s. ...	1,519	Alfred Holt ...	Nov. 12
Priam, s.s.... ...	1,572	" ...	Nov. 25
GLASGOW.			
Singapore, s.s. ...	1,700	T. Skinner & Co.	Nov. —
Bowen, s.s.	1,700	„ „	Dec. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Steam via the Suez Canal. Last shipping day, 14th November.

FOR PENANG, SINGAPORE, YOKOHAMA, and HIOGO, the well-known Clyde-built screw steam ship ABBOTSFORD, A1, 1,035 tons register, 500-horse power effective; CHARLES PATTERSON, Commander; Victoria Docks. This fine steamer is noted for her rapid passages to Bombay and China, and for the splendid order in which she always delivers her cargo.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Freight payable on delivery of bills of lading.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, AND HIOGO. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day 18th November. The favourite full-powered screw steamer SCOTLAND, 100 A1, 2,645 tons gross; 1,694 tons nett; 400-horse power nominal; JOHN JAMES, Commander: South West India Docks. This magnificent steamer from her very great power offers the most favourable opportunity for goods and passengers; the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, TEMPERLEYS, CARTER, and DARKE, 21, Billiter-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (Corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 2nd Dec.; the favourite Clyde-built full-powered screw steamer BENLEDI, 100 A1, 1,557 tons gross, 1,000 tons nett, 160-horse power nominal; J. W. BUCHANAN, Commander; South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR CHINA AND JAPAN. —The undermentioned high-classed ships will be despatched as follows:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Ceylon	A1 12 yr.	E.I.D.	With des.
Chefoo, Tientsin, & Newchwng	Ousuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Braginton.....	A1 14 yr.	E.I.D.	With des.

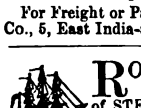
For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate street Within, London, E.C. (corner of Cornhill).

CASTLE LINE OF STEAM PACKETS FROM LONDON —FOR SINGAPORE HONG KONG, AND SHANGHAI (last shipping day Nov. 16).—The magnificent, new, Clyde-built steamship FLEURS CASTLE, 2,470 tons, 100 A 1, 360-horse power, nominal, G. B. DICKIE, Commander; South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—To follow the "Fleurs Castle.' —For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, will load in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.



ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., Hg.Kg. & Japan ...	Min.s.s.(new)	A1 100	S.W.I.D.	Nov. 14
Shanghai	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Walton	A1 10 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Osaka	A1 17 yr.	E.I.D.	To follow
Hong Kong	Rollo	A1 13 yr.	W.I.D.	To follow
Shanghai ...	Deerhound...	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF STEAM PACKETS.—For SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, taking goods at through rates to Java Ports, the magnificent full-powered British owned s.s. STATE OF VIRGINIA, 100 A1, 2,473 tons register, 400-h.p. nominal, Capt. MUDIE. This superior ship is handsomely fitted, and furnished with all requisites for both first and second-class passengers, and presents an unusually favourable opportunity to such desiring every comfort and speed.

This boat was built and engined by the same builders as the "Glens," and is equal to them in all respects, but having larger passenger accommodation and increased speed, and will be despatched on the 3rd Dec.

Apply to McGREGOR, Gow, and Co., 1, East India-avenue, E.C.

N.B. Is now loading at Glasgow, where she will take such cargo as may offer for a few days, and thereafter proceed to her berth in the South West India Docks.

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Aden ...	...	...	COWASJEE DINSHAW.
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Colombo	...	...	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak			JOHN LITTLE and Co., Singapore.
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Manila ...	...	...	LOYZAGA and Co.
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Hankow	...	...	
Tientsin	...	...	JAMES HENDERSON.
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Yokohama	...	...	E. L. B. MCMAHON.

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, Nov. 11, 1874.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 586.] LONDON, TUESDAY, NOV. 24, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Nov. 24.
JAPAN—Yokohama	Aug. 14	Oct. 1	Oct. 6
Yedo			
Osaka and Hiogo	—	—	Sept. 28
Hakodadi			
Nagasaki	—	—	Oct. 4
CHINA—Peking	—	—	Sept. 28
Tien-tsin	—	—	Oct. 1
Chefoo	—	—	„ 2
New-chwang	—	—	Sept. 30
Hankow	„ 7	Sept. 23	Oct. 3
Kiu-kiang	—	—	Sept. 30
Chin-kiang	—	—	„ 11
Shanghai	„ 21	Oct. 3	Oct. 9
Ningpo	—	—	„ 7
Foochow	„ 21	„ 3	„ 11
Formosa			
Amoy	—	—	„ 13
Swatow	—	—	„ 13
Hong Kong	Sept. 4	„ 10	„ 15
Canton	—	—	„ 13
Macao	—	—	„ 14
PHILIPPINES—Manila	Aug. 14	Sept. 20	Sept. 30
COCHIN-CHINA—Saigon	„ 28	Oct. 2	Oct. 11
SIAM — Bangkok	Sept. 4	„ 7	„ 11
BORNEO—Labuan	—	—	„ 2
Sarawak	—	—	„ 7
JAVA — Batavia	„ 11	„ 14	„ 16
Samarang	—	—	„ 10
Sourabaya	-	—	„ 13
MALACCA STRAITS—Singapore	„ 18	„ 19	„ 22
Penang	„ 18	„ 17	„ 24
CEYLON—Galle	Oct. 2	Oct. 23	„ 31
Colombo	„ 2	„ 24	„ 29

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, being one day late. The next inward (French) mail, with advices Yokohama 13th, Shanghai 16th, Hong Kong 22nd, Singapore 30th Oct., which is due, *via* Marseilles, on Monday next, the 30th inst., left Suez on the 17th inst., three days in advance of its due date, and may be expected in London on Friday or Saturday.

The P. and O. steamer *Khiva*, with the heavy portion of the present inward mail, is not expected to arrive at Southampton before the 2nd prox., having been detained by heavy weather in the Mediterranean.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. Steamer *Malta*, arrived Nov. 21.—From Galle: Mr. Case. From Shanghai: Mr. and Mrs. Kecton. From Yokohama: Mr. J. Nuvo, Mr. J. Sanjo. To Venice.—From Hong Kong: Mr. Hutcheson, Capt. Horseman, Mr. D. A. Darling, Mr. F. S Deacon, Mr. E. M. Long, Mr. F. Gobien, Mr. J. R. Morewood. From Singapore? Mr. and Mrs. James.—From Galle, Mr. Harper.

To Southampton, per P. and O. steamer *Khiva* expected 2nd December.—From Galle: Capt. Hogg, R.E. From Hong Kong: Mr. P. Lavengen, Mr. B. Miller, Mr. R. Porter, Sergt. and Mrs. Flanagan, Mr. E. Power, Mr. Andrews, From Yokohama, Lieut. Polkinghorn, Mr. and Mrs. Lemare, Mrs. Dick and two children, Mrs. Doyle and three children. From Singapore: Mr. and Mrs. Scott, Mrs. Donaldson.

PASSENGERS OUTWARD.

Per French steamer *Provence*, Nov. 22.—To Yokohama: Mdme. Marie, Mr. Harard, Mr. L. Canal, Mr. Sharples, Mr. Castelli and family. To Hong Kong: Mr. Kruse, Miss Germain. To Shanghai: Mr. Erminius. To Singapore: Mr. H. Hensen, Mr. Victor Arnold, Mr. Roensch, Mr. Camell. To Galle: Mr. Journy, Mr. R. B. Harvey, Mr. Rawdin. To Batavia: Mr. Brevet, Mr. J. H. de Vries, Mr. H. Siccama. To Saigon: Mr. Brown, Mr. Baily.

Per French steamer *Tigre*, Dec. 6.—To Yokohama: Mr. Pateman, Mr. B. De Mares. To Galle: Mr. and Miss Sabonadiere, Mr. and Miss Layard, Mr. and Mrs. Somes. To Shanghai: Mr. C. Burnet, Mrs. Simpson, Mr. A. Gerrard.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Sameshima, Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Singapore: Mr. and Mrs. Sackerson. To Saigon: Mr. Cormean, Mr. Galla.

Per French steamer *Java*, Jan. 3.—To Hong Kong: Mrs. Bell.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Singapore: Mr. A. Watson, Mr. Unwin. Mr. Gibson, Mr. and Mrs. Gentle. To Galle: Dr. Coghill. To Ceylon: Mr. Arthur. To Shanghai: Mr. H. F. Holt. To Hong Kong: Mr. G. Northcote.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 30.—To Hong Kong: Mr. A. Chant. To Singapore: Mr. C. Low.

Per P. and O. steamer *Mirzapore*, from Southampton, Dec. 3.—To Shanghai: Mr. G. Rose, Mr. E. G. Rose. To Hong Kong: Mrs. Wardlaw, Mr. G. Ewing. To Singapore: Mr. H. Taylor.

Per P. and O. steamer *Sumatra*, from Venice, Dec. 11.—To Ceylon: Mr. G. H. Withers, Mr. J. McMocher, Mr. J. V. Bell, Mr. J. H. Owen.

Per P. and O. steamer *Sumatra*, from Brindisi, Dec. 14.—To Hong Kong: Rev. Raimondi and friend, three Sisters of Charity.

Per P. and O. steamer *Lombardy*, from Southampton, Dec. 10.—To Yokohama: Mr. Flourr.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook.

Per P. and O steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C. Braun. To Ceylon: Mr. G. Russell, Mr. G. Drysdale.

Per steamer *Sarpedon* (Holt's Line), from Liverpool, Nov. 13.—To Singapore: Mrs. Van Straten and family. To Hong Kong: Mr., Mrs. and Miss Wilcox and family.

Per steamer *Fleurs Castle*, from London, Nov. 23.—For Shanghai: Mrs. Catherine Duncan and child, Miss Ellen M. Faulding, Miss Lilly Doig, Mrs. Louise Telge and four children, Miss Henrietta Felligal, Miss Auld.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by this mail reach to the 6th Oct.; but *via* San Francisco we have advices of the arrival of the steamer *China* on the 7th inst., with Yokohama advices to the 14th Oct. The following items have been telegraphed to the New York papers:—

Takah and Tamita, Japanese consuls, to reside in San Francisco and New York respectively, arrived to-day.

The Government of Korea promised to send to Japan the heads of all persons implicated in the insult of the Japanese Government.

The Japanese Government has purchased an additional number of transport ships to be used in event of a war with China. They have also purchased the French steamer *Charles Albert*.

A new form of Japanese marriage, by which the ceremony becomes a civil contract, has been introduced by Mori, formerly Charge d'Affaires at Washington. The first marriage under this system is that of Towita, appointed Consul at New York.

Wooyeno left for London, *via* Suez. This officer has had considerable foreign experience, first as Commissioner to Honolulu to investigate the question of Japanese coolies in Hawaii; next as agent in London to superintend the settlement of Lay's railway loan difficulty; was in 1871 head of the Yokohama Custom-house; was afterwards in the Treasury and Foreign Departments at Yedo, and was appointed United States Minister in 1872 to relieve Mori, but was detained by police business. His last position was that of Vice Minister of Foreign Affairs.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 9th Oct.; the French mail from London August 14 was received on the 29th Sept., and the following P. and O. mail of August 21 arrived out on the 3rd Oct. The following summary of news is from the *North China Herald*:—

The Chinese officials here gave forth on the 29th Sept. that the negotiations between the Chinese Government and the Japanese Ambassador had resulted in the settlement of the leading questions at issue, leaving details only to be arranged, and that there would be no war. The news is stated to have come to the Viceroy at Nanking. It appears to have become known in Japan, and

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private telegrams indicate that an impetus has been given to trade by the restoration of confidence in commercial circles. The report has all probability in favour of its truth, but we should like to have it confirmed from Peking before giving it full weight. Nothing has yet transpired publicly from there regarding the progress or result of the negotiations, although we have dates by this day's steamer to the 1st instant.

We hear that the Chinese Government has at last become alive to the advantages of working its mineral treasures, and has given permission to have coal and iron mines opened in the south-west of the province of Chihli, near a place called Pung-ching. The Viceroy of the province, Li Hung-chang, is said to have favoured the scheme, which will probably be carried out under official direction. Foreign machinery is to be employed, and it has been decided to secure the services of half-a-dozen European engineers to superintend operations. This news has since been confirmed, and it is stated that the Viceroy has commissioned Mr. James Henderson—a gentleman who has for a number of years devoted his attention to such matters in the part of China selected for these promising operations, and has gained much practical acquaintance with the mining capabilities and requirements of the province—to proceed to Europe and procure the necessary staff and plant.

We noticed a short time ago that the French corvette *D'Estrees* had left here for Japan, and that it was intended she should pay the Chusan Archipelago a visit by the way. We presume the intention of calling at the islands was in consequence of the representations sent from Ningpo, regarding the rarity of the visits of men-of-war to that neighbourhood. The *D'Estrees* did not go up to Ningpo, however; she lay off Chinhai, and attracted the attention of the Chinese there by taking the opportunity for gun practice. Large numbers of people, we are told, congregated along the shore, in some excitement, to watch the corvette; and perhaps her appearance and the practice she engaged in conveyed a salutary hint. The Ningpo officials seem to think, however, that to prevent misapprehension among the people, it is advisable such incidents should be heralded by an intimation of some sort.

Four of H. B. M. ships of the China squadron, under the command of Vice Admiral Shadwell, have arrived at Woosung. They are the flagship *Iron Duke*, the new corvette *Modeste*, and the gun-vessels *Frolic* and *Midge*. The future movements of the squadron are as yet uncertain, but it is understood that after a short stay at this port each ship will be despatched to a separate station, not, however, yet announced. The squadron left Nagasaki, where it had assembled, on the 4th Oct., and had a pleasant voyage, making the passage under sail with a fair wind throughout.

It is interesting to notice the occasional mention in the *Peking Gazette* of instances in which foreign facilities are taken advantage of by the Chinese Government for Imperial purposes. We have seen that the use of steamers has been approved for the transport of the tribute rice; an official travelling in haste to his post sometimes ventures to refer to his having taken passage by a foreign steamer; we know that the southern students avail themselves largely of the same means of accomplishing the major part of their journey to attend the examinations at the capital; and now the *Gazette* of Sept. 17 contains a memorial from the Viceroy of the Two Kwang, the late Juy-lin, in which reference is made to the sending of Government treasure by steamer, in lieu of by land route. In the *Gazette* of March 25, a Censor named Liu Jui-k'i memorialised against the practice, which had grown up since the Rebellion, of forwarding the periodical remittances of revenue from the provinces to Peking in bank drafts instead of in specie, as the short supply of silver in circulation at the capital led to a disturbance of its monetary affairs. The Censor referred especially to the provinces of Kwangtung, Fohkien, Chekiang, and Szechuen, and suggested that orders should be given to have all the land and miscellaneous revenue from those provinces remitted in specie by the old land routes. The matter was referred to the Board of Revenue, which apparently did not endorse the suggestion as to route, although it could not permit itself so far to depart from the old paths as to recognise the barbarian invention of steamers. The Viceroy has put the matter to the Throne, and asks that the transmission by sea be officially recognised, and that the charge for insurance on the treasure, "according to the rules observed in shipments by foreign steamers," be specially sanctioned. The Government will probably be led to recognise by-and-by that there are even safer and speedier means of transport than steamers. And a time will come, too, when, under a different regime and at a very different stage of national development, the officials will look back with amazement on the primitive practice of remitting Government revenue in sycee packed in hollow tree trunks and laboriously carted from one end of the Empire to the other.

The barque *Lady Louisa*, from Cardiff, coal laden, arrived at Woosung on the 26th Sept., and was reported by the steamer *Kiangse* to be aground, with her cargo on fire. Assistance was rendered by boats from the men-of-war, furnished with engines and hose, while the Keechong engine also got alongside and gave timely aid in extinguishing the fire. A copious stream of water having been concentrated on the burning cargo the fire was got under, but not until some 120 tons of coal were either consumed or thrown overboard. The *Lady Louisa* left Cardiff on the 8th April, and had a very tedious passage as far as Video, which she reached on her 165th day out. It was then discovered that her cargo was on fire, and all efforts to extinguish it were ineffectual. The fire being far below, the crew were set to work to dig a trench to separate the bulk from that on fire in the forward part of the ship, and by the time the vessel reached port they had succeeded in throwing overboard about fifty tons. It is thought that the insignificant sum of about $25 will cover the damage done by the fire to the hull of the vessel.

The Shanghai Yacht Club's programme for the Autumn Regatta has just been issued, and comprises the Autumn Cup, to be sailed for on the 10th October; the Corinthian Cup, 17th, and the Club Cup on the 26th. Houseboat races are also set down for the 17th and 26th.

Among the passengers by the *Golden Age*, from Japan, are the Hon. B. P. Avery, the new United States Minister to China, and Mrs. Avery.

We observe that Mr. A. Garay replaces, as Consul-General for Spain, Mr. J. J. de Emperanza, who left by the American mail.

HONG KONG.

Our advices by the present mail extend to the 15th October; the P. and O. mail from London Aug. 21 was received on the 26th September, the French mail of Aug. 28 arrived out on the 3rd October, and the P. and O. mail of 4th Sept. was received on the 10th October. The following items of news are from the *Overland China Mail*:—

The clock, in the tower, is at work again; the hands are doing their work and the hours are rung out. The skeletons of the dials, as yet, are only replaced. Bravo! somebody.

The opening cricket match of the season was played on the 3rd between two picked elevens, not a sufficient number of players turning up to make a twenty-two. At six o'clock the stumps were drawn; one side scoring 108, and the other, with six wickets down, twenty-two.

The steamer *Yuen-tze-fee* arrived with three men from the German barque *Colina*, and the mate, second mate, and eight of the crew of the British barque *Ida* (of Shields), both lost on Zebu, August 29, and on her passage from Saigon to that port to load for home.

We understand that for the present the demolished stones of the Praya wall are merely to be replaced in their former position, the object being to have time to consider the best means to render the Praya more substantial and having more facility to resist the tremendous violence of the typhoon.

We are glad to learn that a fair amount has been subscribed by the Portuguese residents and the majority of the foreign community (who seem to sympathise with those who were sufferers at Macao), to the "Macao Relief Fund," and that the Portuguese Amateurs, who have expressed to the committee their willingness of adding to it the net proceeds of a series of their performances, have at present in rehearsal a favourite piece, entitled *A Morgadinha de Mal Flor*, which will, if possible, be presented on the 31st of this month. Colonel Smith and the officers of H.M.'s 80th Regiment have kindly placed at the disposal of the Amateurs their band, whenever they shall decide to perform for the benefit of the Macao sufferers.

At the late session of the Supreme Court Mr. Cordes applied for exemption from duty on the jury, on the ground that he was German Consul, and had many duties to attend to. His lordship said that there was no case for exemption, that he would, however, do the best he could. He mentioned, also, that Mr. Newton, the manager of the Gas Company, had applied for exemption, on the ground that if he were absent from the works the town to-night would be in total darkness. As, however, there were sufficient gentlemen to serve without these two gentlemen, they were excused, his lordship remarking that he exempted Mr. Cordes on the ground of the duties he had to perform towards the sailors of his nation, and not on account of his being Consul. His lordship wished it to be clearly understood that the fact of holding a Consular appointment did not entitle a gentleman to exemption from the discharge of his civil duties.

Consequent on the departure of Sir Arthur Kennedy, Mr. Austin assumes the administration of the Government. Mr. C. C. Smith becomes Acting Colonial Secretary, Mr. May Acting Colonial Treasurer, Mr. Russell Acting Registrar-General, and Mr. Mitchell Acting Junior Police-Magistrate.

Tenders are invited for getting off the P.M.S.S. Company's steamer *Alaska*, which took the ground at Aberdeen during the typhoon. It is hoped to get her afloat on Oct. 24 at the spring tides.

The cotton on board Messrs. Sassoon and Co.'s s.s. *China* caught fire on the night of the 8th. It was happily extinguished in time to save the ship.

There seems to be but little probability of a regatta this year, all the racing boats having been destroyed by the typhoon. A fire, which destroyed six Chinese houses, broke out on the morning of the 13th in Queen's-road, just below Messrs. Gibb, Livingston, and Co.'s premises. Fortunately these escaped, but the destruction of the houses fired was complete.

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The *Albay* and *Leonor* wrecks, over which the water has turned black, and emits a horribly offensive odour, are surrounded by hosts of sampans crowded with people. Lounging coolies assemble near the spot by hundreds. In fact all the conditions for starting a first-class pestilence are ready at hand.

The bodies of thirty or forty Europeans are lying on the rocks of the island of Lantao, at a height of twenty or thirty feet above the sea level. They must have been flung to this height by the force of the waves and wind during the typhoon of the 22nd. We are further informed that they are in a position almost inaccessible. We think, however, that some steps should be taken to ascertain the correctness of this report and an attempt, at least, made to give the remains of any bodies that may be on the rocks a decent burial.

In addition to the losses from the typhoon already reported we may note that at Little Hong Kong the picnic house is blown down altogether, with several other houses. On the Kowloong side, at Tai-kok-tsui, about 150 boats and junks were wrecked, and Colonel Pang Yuk's steam launch was broken up. At Mong-kok no lives were lost but several houses are in ruins; at Malan-kok ten junks were wrecked. Nearly the whole lower part of the village of To-kwa-wan is in ruins. At Stonecutter's Island the gaol has been unroofed and irreparably damaged; about 100 junks and boats were driven on shore, and several others foundered off the north of the island.

The conduct of Captain Deane, Superintendent of Police, during the recent typhoon having given cause for complaint, some correspondence, together with a petition on the subject, was forwarded to the Colonial Secretary. The following reply has been received:—

COLONIAL SECRETARY'S OFFICE.

HONG KONG, 13TH OCTOBER, 1874.

SIR,—I have the honour to acknowledge the receipt of your letter of the 8th inst., and to acquaint you in reply that the allegations contained in the petition which accompanied it have been the subject of careful investigation by his Excellency the Governor, who has failed to discover sufficient grounds to justify the institution of a public enquiry into the conduct of the Captain Superintendent of Police.

I have also the honour to inform you that, whilst deeply regretting that any portion of the community should have had their confidence in the direction of the police force shaken, his Excellency feels it incumbent on him to state that at no time in the history of the Colony has the character and efficiency of the police stood higher.—I have the honour to be, Sir, your most obedient servant,

J. GARDINER AUSTIN, Colonial Secretary.

The residence in China of the unfortunate gentleman (Mr. Mundy) who was so badly wounded by the *Spark* pirates, and recently went home was singularly eventful. He arrived, if we are not mistaken, only some four or five months ago, and during his short stay experienced an earthquake, was nearly murdered, and ran considerable danger in a typhoon. The comet put in an appearance also during his stay. We fear his recollections of China will be mildly antagonistic.

The last *Government Gazettes* contain a notification by the Captain Superintendent of Police requiring the owners or agents of the steamers and sailing vessels sunk during the late typhoon to raise them before the 15th November next. It also contained a recognition, under instructions from the Secretary of State, of the appointment of Mr. Taro Ando as Vice-Consul for Japan at Hong Kong.

Tenders are invited by Government for repairing the public buildings damaged by the recent typhoon, as well as for the supply of rough hewn granite blocks for the Praya Wall.

The appointment of a new Governor General for the Two Kwang continues to be the subject of talk at Canton. From the general drift of the discussions, Chang-yih-li seems to be most popular with the Cantonese. It may not be improbable however that Shen-paow-ching, the present Chief Commissioner at Formosa, may be appointed to the vacant post, for he is very popular with the Cabinet. Since Juilin's death, the Viceroyalty remains unfilled. Properly speaking, the Lieutenant-Governor was entitled to act until the place was finally disposed of, but it is rumoured that the general put in a claim to the acting post, when it was arranged at the suggestion of the other high officials that neither should be locum tenens, and the Viceroyal seal was sealed up so that neither could exercise the functions until a solution of the difficulty could be obtained from Peking.

The following items are from Macao:—We are glad to hear that his Excellency the Governor of Macao is regaining his health, as he has been out driving the last two or three days. We trust that a speedy recovery to his usual health awaits him.

We are informed that the surveyors of the Hong Kong, Canton, and Macao Steamboat Company have been to Macao, and inspected the wreck of the steamer *White Cloud*, which they report to be badly injured and on shore. They recommend the sale of the vessel as she lies, and state that there will be no difficulty in recovering the engine and boilers.

The *China Mail's* correspondent writes:—Every precaution has been taken by the Macao authorities to alleviate the sufferings of the people who have lost their all during the calamity of the 22nd and 23rd instants. Food in sufficient quantity is being distributed to all comers at all the parishes. Trees are being cut down in the Campo to make room for one hundred mat-sheds, which are now being raised for the accommodation of all those who have been rendered houseless by the dreadful visitation. To prevent any further attacks from lawless vagabonds the National Battalion has been called out for active duty, for which they are paid by the exchequer. Presents of money have been made most liberally to all the respectable citizens who have lost their all. Dead bodies by thirties and forties are being taken outside the town and burned—cremation being wisely adopted for disposing of such a great quantity of human remains with safety to the living. All Chinese found perambulating the streets at the dead hours of night are shot down. Such are the measures adopted by Governor S. Januario, and for which we are thankful to him. Let his enemies say what they like, but I will follow the maxim *Date Cæsariquod Cæsaris est.*

The *China Mail*, in noticing the recent Order in Council constituting Shanghai a port of entry has, the following:—"We trust that the Order in Council will be received with the utmost gratitude that can be awarded to a long-denied right at last conferred as a favour, and that British trade, interests, and *prestige* in China will gain as much by the grant as they have lost by its being withheld."

The same journal has an article upon "Corea" and the rumour that has been circulated to the effect that all the statesmen hostile to Japan have been imprisoned. If (says the *Mail*) any such reaction as represented in favour of Japan has really taken place it may doubtless be in part attributed to the figure which China has cut in Formosa matter, and which we may be tolerably sure has been painted in anything but respectful terms by agents in the Japanese interest. What Japan thinks of her new ally we have as yet no means of judging; but we suspect that her Government would much rather that she had remained in her old attitude of insolent dislike.

The deed executed by Messrs. Gustav Raynal and Carl Milisch, trading as Raynal and Co., assigning their property to trustees, for the benefit of their creditors, has been registered in the Bankruptcy Court with the release granted by the creditors.

It is notified that creditors and others having claims upon the estate of Adolph Eimbcke Frederick Frost, and Sue-ah-ki, deceased, must forward particulars to the Supreme Court before the 31st July 1875.

The official account of the average amount of Bank Notes in circulation during the month ended Sept. 30 is as follows:—

Banks.	Average Amt.	Specie in Res.
Oriental Bank Corporation	$458,673	... $250,000
Chartered Mercantile Bank of India, London, and China	758,980	... 260,000
Chartered Bank of India, Australia, and China	483,140	... 175,000
Hong Kong and Shanghai Banking Corporation	1,494,999	... 600,000
Total ...	$3,195,792	... $1,285,000

The ordinary half-yearly meeting of the Union Insurance Society of Canton has been held at the offices of the Society; T. Pyke, Esq., in the chair. There were present Hon. James Whittall, Hon. P. Ryrie, Hon. R. Rowett, Messrs. Pyke, Hoppius, Behre, Nelson, Captain Cairns, Andre, Deacon, Karberg, Beneke, and Ede.

The Chairman said that the shareholders had no doubt already perused the report, which he hoped they would consider satisfactory under the circumstances which had taken place. The report had been made up prior to the recent typhoon, and some losses had been sustained during it by collision, &c., the extent of which it was impossible to arrive at until the cargo had been discharged. With these explanations he would propose that the report be adopted and the accounts passed.

This proposition was seconded by Mr. Andrè, and carried unanimously.

Mr. Hoppius was then confirmed as a director, and the auditors were re-elected.

The Chairman indicated that a meeting would be called for the purpose of deciding upon the formation of an accumulative reserve fund, and he alluded to the circular which had been issued on the subject. The meeting then terminated.

The circular alluded to is as follows:—

"Dear Sir,—The directors have recently been considering the advisableness of making some alterations in the articles of association of the society with reference to the accumulation and augmentation of the reserve fund.

"They have been informed by some of the largest contributing shareholders that if some provision were made for accumulating the reserve fund more rapidly than can be done under the present system it would very much promote the interests of the society and extend its business materially. The directors fully concur with this opinion, and have much pleasure in proposing to the shareholders the following alterations in the Articles of Association, to take effect from the 1st January, 1875:—

"It is suggested that one-half of the profits should be placed to the reserve fund until the full sum of $250,000 is made up, the other half going to contributing shareholders, who would by that means receive exactly what they would get on their contributions under the present arrangement, viz., two-thirds of three-fourths, or, in other words, one-half. No general dividend would be paid, but the value of the shares would be increased thereby.

"When once the reserve fund has been made up to $250,000, it is

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proposed that the profits should be divided as at present, two-thirds to the contributing shareholders, and one-third to all shareholders, less a deduction of 10 per cent. to be added to the reserve fund until such time as it should amount to $500,000. These modifications, if adopted, would, in the opinion of the board, give the society great stability, and would secure the increased support of many valuable constituents in England and elsewhere.

"The clauses necessary for effecting these alterations in the Articles of Association will be drawn up by the society's solicitors and arranged in the form of specific resolutions, to be submitted to a special meeting of shareholders, which will be convened for that purpose on the 11th day of December next, and to be confirmed at a subsequent meeting to be held on the 18th idem.

"The directors solicit your support to these alterations, and I annex a form of proxy, which they will feel obliged if you will fill up and return to me at your earliest convenience. If you have no attorney in Hong Kong who is a shareholder, be so kind as to fill up the proxy in favour of the chairman of the special meetings above referred to.

"N. J. EDE, Secretary."

The ordinary general meeting of the shareholders of the Canton Insurance Office was held at Messrs. Jardine, Matheson, and Co.'s. The report having been adopted the Chairman proposed that the first dividend of $150 per share for the office of 1873, and the first payment of the reserve two-thirds, amounting to $90,000, or $13.80 per cent. on contributions, be declared; also, that the sum of $50,000 be passed to the reserve fund. The shareholders would remember that it was decided that either $10,000 or more ought to be put to the reserve fund. The past year being so favourable, and the present year not looking so satisfactory, he thought it right that $50,000 should be put to the reserve fund, in place of the minimum, and that was the general opinion of the consulting committee.

Mr. Bellilios seconded the motion, and it was carried.

Mr. Ryrie then proposed that the annual pension of $1,200 to an old and valuable servant of the company, Capt. Ricketts, be continued.

This having been carried, and the consulting committee having been re-elected, a vote of thanks to the Chairman terminated the meeting.

SIAM.

—o—

BANGKOK.

The following items are from the *Siam Weekly Advertiser*:—

H. M. the Supreme King of Siam, by advice and consent of the Senabaudee and Councillors of State, issued a proclamation by which all princes, nobles, citizens, and subjects of Siam, and foreign residents, Asiatics and Europeans, are forbid possessing to keep on their premises, in their houses, or their establishments the "Gatling Gun."

The Siamese Government has published a gratifying proclamation on the subject of gambling. It shows that the Government is averse to gambling. Though its action relates to youth, and is designed to protect the youth of the country from the dissipation, vice and evil effects of gambling, it may be taken as an unmistakable demonstration of the fixed purpose of the Government to check this fascinating and ruinous vice, that has acquired so tenacious a hold on the people of Siam.

The Privy Council recently held a session, and had under consideration the subject of a Telegraph. Its decision was that it would be better for the Government to construct the Telegraph than to commit the work to a company. This decision will be sent to the Council of State and to the Senabaudee as usual for further action. Votes stood forty-five for and three against.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 22nd October; the French mail from London Sept. 11 arrived out on the 11th October, and the following P. and O. mail of 18th September was received on the 19th October. We regret that our usual files of newspapers &c. have not been delivered.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company ...	100	100	145	12 p.c.
Shanghai S.N. Company ...	100	100	90	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	70	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000	$200	$530ex73	12 p.c.
North China Insurance Co. ...	Tls.1,000	Tls. 300	Tls.360	trien.
North China Steamer Company	100	100	11 cash	
Union S.N. Company	100	100	17	12 p.c.
Yangtsze Ins. Association ...	500	500	$620	15 p.c.
Union Insurance Society ...	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited) ...	1,000	1,000	1,700	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.86	12 p.c.
Victoria Fire Insurance Co. ...	$500	$100	$123ex73½	12 p.c.
China Fire Insurance Co. ...	500	100	135	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
July 8 ..	Lammermuir	Shanghai ...	1,340,857
„ 16 ...	Dartmouth	„ ...	1,241,848
„ 25 ...	James Sheperd	„ ...	1,135,833
Aug. 4 ...	Red Riding Hood ...	„ ...	900,551
„ 5 ...	Lauderdale ...	„ ...	930,783
„ 15 ...	Kaisow	„ ...	1,138,185
„ 15 ..	Norham Castle	„ ...	1,010,045
„ 21 ...	Lothair	„ ...	1,132,056
„ 25 ...	Leucadia	„ ...	1,293,823
Sept. 1 ...	Wylo	„ ...	1,185,524
„ 5 ...	Lotus (str.)	„ ...	2,212,763
„ 9 ...	Bokhara (str.)	„ ...	849,912
„ 14 ...	Borealis	„ ...	1,047,008
„ 17 ...	Duke of Abercorn ...	„ ...	1,543,395
„ 17 ...	Eliza Shaw	„ ...	962,360
„ 17 ..	Hawkesbury	„ ...	1,518,963
„ 25 ...	Woodlark	„ ...	1,284,763
Oct. 6 ...	Glennartney (str.) ...	„ ...	727,273
„ 21 ...	Hallow'een	„ ...	—
July 28 ...	Ascalon	Foochow ...	1,234,843
Aug. 4 ...	Forward Ho!	„ ...	1,373,907
Sept. 12 ...	Undine	„ ...	1,108,416
„ 25 ...	Antenor (str.)	„ ...	1,490,309
„ 28 ...	Argonaut	„ ...	1,501,769
Oct. 1 ...	Thyatira	„ ...	1,344,347
Nov. 4 ...	Cawder Castle	„ ...	—
Aug. 1 ...	Golden Spur	Canton ...	782,227
„ 22 ...	Faith	„ ...	700,000
„ 25 ..	Lord of the Isles... ...	„ ...	88,216
„ 27 ..	Singtai	„ ...	401,960
Sept. 30 ...	Melbrek	„ ...	879,845

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	—	—	—
Shanghai „	5s. 9d.	5s. 9⅛d.	5s. 9⅛d.
Canton „ ... / Hong Kong „ ... / Macao „ ...	4s. 2d.	4s. 2⅛d.	4s. 2⅛d.
Singapore „	4s. 2⅛d.	4s. 2⅛d. to 4s. 2⅛d.	4s. 2⅛d to 4s. 2⅛d.
Manila „	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0⅛d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306½	222
„ Hong Kong	27⅛ to 27⅜ dis.	—
Bar silver	Tls. 111.2.0	10 prem.
Mexican dollars	„ 74.3.0	1⅛ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 2 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, par to 1⅛premium.
Hong Kong Fire Insurance Company, $350 prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $22 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 90 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9⅛d., at Hong Kong 4s. 3d., at Batavia F.11.70, at Singapore, 4s. 2⅛d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Oct. 3, John Milton.

At SHANGHAI.—From London, Oct. 5, Guinevere, Cawdor Castle, (str.); 17, Glenearn (str.); 13, Mongol (str.); from Liverpool, 3, Ulysses (str.); 19, Glaucus (str.); from Cardiff, Sept. 26, Lady Louisa; Oct. 5, Conqueror.

At HONG KONG and CANTON.—From London, Oct. 7, Hong Kong (str.); 13, J. C. Munro; from Cardiff, Sept. 25, Engenio, Willard; G. Patton; from Liverpool, 26, Ulysses (str.); from Hamburg, Oct. 6, Caranjah; from Boston, 7, William Phillips; From London, &c., Nov. 10, Glenearn (str.); 12, Nestor (str.), Victor Emanuel (str.), Glaucus (str.); 23, Deucalion (str.) Sylvia (str.).

At SINGAPORE.—From London, Oct. 3, Baroda (str.); 6, Braemer Castle (str.); 17, Andromeda; 13, Glenfalloch (str.); 18, Mongol (str.); 19, Delhi (str.); from Liverpool, 20, Banian; from Newcastle, 5, Emilie Rondanina; 10, Sorsogon (str.); from Portsmouth, 18, Victor Emanuel (H.M.S.); from London, &c., 10 Nov., Regalia, Rebecca; 17, Deucalion (str.), Agamemnon (str.), Tom Morton (str.), Kjobenhaven, Formosa, Lochleven Castle; 20, Glenlyon (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 30, Ambassador.

From SHANGHAI.—For London, Sept. 25, Woodlark; 26, Antenor (str.).

From FOOCHOW.—For London, Sept. 23, Hawkesbury; Nov. 15, Cawdor Castle (str.).

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From HONG KONG and CANTON.—For London, Sept. 30, Melbrek; Oct. 5, Antenor (str.), Beautiful Star; for New York, 5, Omega.

From SINGAPORE.—For London, Oct. 3, Alexandra, Robert Morrison; 4, Bokhara (str.); 14, Antenor (str.); for Liverpool, 6, Akbar; 13, Bertie; for United States, 12, Kathleen; for Boston, 17, Western Chief.

From PENANG.—For London, Oct. 8, H. W. M.

From BANGKOK.—For Marseilles, Sept. 27, Ville de Bruxelles; for Callao, 27, Margaret Knight.

VESSELS LOADING.

At SHANGHAI.—For London, Guinevere, Ulysses (str.), Olympia (str.); for New York, Lady Louisa, Wemyss Castle, Galley of Lorne (str.).

At FOOCHOW.—For London, Argonaut, Thyatira; for New York, Taitsing.

At HONG KONG and CANTON.—For London, Falcon, Albura.

At SINGAPORE.—For London, Emilie Rondanina, Amstel; for Liverpool, Claudine, L. J. Enthoven; for Glasgow, Andromeda.

At PENANG.—For London, Mary Nelson.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £3 10s. per ton of 40ft. by steamers, and £3 10s. per ton of 50ft. by sailing vessels; to New York, £4 10s. per ton of 40ft. steamers, and £3 10s. per 40ft. sailing vessels.

At FOOCHOW.—To London, £3 10s. to £4 steamers, sailing vessels £3 10s.; to New York, £4 10s. steamer, £3 10s. sailing vessel.

At HONG KONG and CANTON.—To London, £2 15s. per ton of 50ft.; to New York, £3 per ton of 40ft.

At SINGAPORE.—To London, by steamer, Tin £2; Coffee and measurement, £4 10s., with upward tendency; by sailing vessel, £2 10s. to £2 12s. 6d. deadweight; £3 to £3 5s. light cargo.

At PENANG.—To London, by sailing vessel, Bag Sugar, £3 2s. 6d.; Basket ditto, £2 7s. 6d.; Pepper, £3 10s.; Hides, £4 5s.; Tin £1 10s.; Rattans £5.

At BANGKOK.—To Marseilles, with Teel seed, £4per 20 cwt. would be paid for a suitable vessel.

FREIGHTS BY TELEGRAM.

At Shanghai and Foochow for London.—Steamers and sailing vessels 70s.; at Canton 60s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Sept. 26	George Ville	Batavia	Falmouth
„ 27	Pepita	Cadiz	Manila
„ —	H. C. Sibley	Monte Video	Batavia
„ —	L. A. Bernham	Sourabaya	Boston
„ 30	Kaison	Shanghai	London
Oct. 1	Caribou	New York	Batavia
„ —	Jan Pieterszoon Koen	Batavia	Falmouth
„ 3	Friedeburg	Sourabaya	England
„ 5	Esperanza	Singapore	Hamburg
„ —	Gwendoline	Samarang	Falmouth
„ —	Vigilant	Bezeoke	Do.
„ 7	Lauderdale	Shanghai	London
„ —	Candati	Newcastle	Order
„ —	Waterlily	Whampoa	New York
„ 8	Amsterdam	Cardiff	Singapore
„ 9	Aurora Australis	Singapore	Liverpool
„ 10	Fortune	Manila	Boston
„ 11	St. Bernhard	Singapore	New York
„ —	Leucadia	Shanghai	London
„ —	Corra Linn	Sarawak	Do.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, NOV. 21.—The P. and O. Company's steamer Malta arrived at noon, with the homeward India, China, and Australian mail, and the mail left at 1.50 this afternoon for London. Detained by very heavy weather.

HEAVY PORTION OF PRESENT INWARD MAIL.—MALTA, NOV. 23.—The P. and O. steamer Khiva, from Port Said 16th inst., arrived at 11 A.M. to-day, and will leave at 4 P.M. for Southampton, where she may be expected on the 2nd proximo. Experienced violent head gale and heavy seas. All well. Specie £643,844.

NEXT INWARD MAIL.—SUEZ, NOV. 17.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on or about the 25th inst.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, NOV. 16.—The P. and O. Company's steamer Mongolia arrived this morning, with the heavy India and China mails, 74 passengers, £170,595 in specie, and 8,157 packages of cargo, including 1,235 bales of silk and 320 chests of tea. The Mongolia's sailing dates were: Galle, Oct. 13th; Aden, 23rd; Suez, November 1st; Port Said, 2nd; Malta, 6th; and Gibraltar, 10th.

INWARD MAIL DUE DECEMBER 14.—GALLE, NOV. 18.—The Messageries Maritimes steamer Iraouaddy, with the inward French mails from China and Japan, left here for Aden to-day.

OUTWARD MAIL OF OCT. 23.—GALLE, NOV. 17.—The Messageries Maritimes steamer Sindh, from Marseilles, 25th ult., left here to-day for Singapore.

OUTWARD MAIL OF OCTOBER 2.—SHANGHAI, NOVEMBER 16.—The P. and O. Company's steamer Geelong, with the London mail of the 2nd October, arrived here to-day.

LAST OUTWARD P. AND O. MAIL.—SUEZ, NOV. 22.—The P. and O. Company's steamers Gwalior and Kl e live, with the outward India and China mails of the 5th-13th idem., left at 11 A.M. for Bombay and Calcutta respectively.

LATEST TELEGRAMS.

THE WAR IN ATCHIN.

THE HAGUE, NOV. 16.—The Government has received a telegram, dated Atchin, the 8th inst., according to which the Dutch have captured seven forts and occupied three bridges. The embankment of the Pedir is now entirely in the possession of the Dutch. The loss of the latter has been nineteen wounded, whereas the Atchinese have lost fifty killed.

THE HAGUE, NOV. 19.—Intelligence from Atchin, dated the 14th inst., states that the health of the troops is very unsatisfactory. In erecting a battery commanding the river the Dutch forces sustained some loss. The Atchinese persist in continuing the war.

CENTRAL ASIA.

ST. PETERSBURG, NOV. 23.—The disturbances on the Ussuri frontier of the Amoor territory have ceased. The rebels of Chungussen dispersed at the approach of the Chinese troops, who advanced to within 100 versts of the Russian frontier. The Russian troops concentrated for the maintenance of order in the neighbourhood of the disturbed district are returning to their former quarters.

THE DANISH MINISTER TO CHINA.

HONG KONG, NOV. 20.—General Raasloeff, the Danish Minister to Peking, arrived here yesterday.

THE CRUISE OF THE "CHALLENGER."

HONG KONG, NOV. 16.—Her Majesty's ship *Challenger*, with the scientific expedition on board, has arrived here from Australia.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 19, at Plymouth, from Bassein, Saga; at Falmouth, from Rangoon, Antonio; 18, at Liverpool, from Samarang, Truth; 20, at Falmouth, from Rangoon, Kermaria, Tarquin; 23, from Singapore, Sea Star; from Ilo Ilo, Whitehall; 20, off the Lizard, from Rangoon, I. V. L. N.; 16, at Flensburg, from Akyab, Christopher Columbus; 19, at Texel, from Batavia, Nancy; from Akyab, Golden Wave; 13, at Cadiz, from Manila, Vicenta; 23, at London, from Colombo, &c., Colombo (str.); at Queenstown, from Rangoon, Wm. Leavitt; 21, at Zierikzee, from Batavia, Kosmopoliet III.

DEPARTURES.—Nov. 17, from Glasgow, to Singapore, Serentia; 17, from Sunderland, to Anjer, Zodiac; 20, from London, to Singapore and China, Fleurs Castle (str.); from Glasgow, to Singapore and China, via London, State of Virginia (str.); for China, Hibernia; 21, from Liverpool, to Hong Kong, via Cardiff, Villa Franca; to Galle, Annie W. Weston; 7, from New York, to Shanghai, Titan; to Hiogo, Armenia; 22, from Cardiff, to Galle, Tage, Samarang; to Batavia, Moonlight; to Singapore, Nimrod; 21, from Sunderland, to Singapore, Cotherstone; 20, from Texel, to Batavia, Goodall; 21, Prinses Amalia (str.).

SPOKEN.—English barque, showing L. G. Q. W., for Japan, Oct. 22, 10 N., 26 W.; P. Q. W. J. (Dutch ship), Amsterdam to Samarang, Oct. 17, 8 N., 25 W.; Pieve Superiore, Singapore to London, Sept. 25, off Cape Agulhas; Johanna (Ger. ship), Manila to New York, Sept. 30, 22 S., 3 E.; Papa, Hamburg to Hong Kong, Nov. 16, 29 miles N. W. of Borkum; Amity, Sunderland to Singapore, Oct. 10, N., 25 W.; President V. Ryckevorsel, Amsterdam to Samarang, Oct. 11, 13 N., 26 W.; Faith, Hong Kong to London, Oct. 21, 34 S., 22 E.; Cleveland (Ger.), Hamburg to Hong Kong, Oct. 18, 5 N., 24 W.; Geneva, Samarang to Liverpool, Oct. 26, 20 N., 32 W.; P. B. Q. L., Ghent to Singapore, Nov. 3, 2 S., 33 W.; W. Q. S., London to Japan, Sept. 21, on the line; W. Q. S. T. (Penrith), London to Japan, Sept. 21, on the line, 19 W.

CASUALTY.—The Dharwar, Freebody, which arrived at San Francisco Nov. 1, from Zebu, reports that on the 3rd and 4th [Sept., in lat. 18 N., long. 12 E., she encountered a heavy typhoon, when she lost sails, steering gear, binnacle, &c.

MISCELLANEOUS.—At Suez, Nov. 19, Ulysses (str.), from China, &c.; at Port Said, 22, Glenroy (str.), London to Singapore, China, &c.; at Suez, 20, Koning der Nederlanden (str.) Java to Holland; 22, Galley of Lorne (str.), from China, &c., to New York; United Service (str.), from China, &c., to London; at Table Bay, Dalkarlsa, Merlin and sailed Oct. 18 for Batavia.

The Admiralty have invited tenders for the conveyance of 6 tons stores to Colombo via S.C.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOFFEY—On the — Oct., at Hong Kong, Mrs. W. Boffey, of a son.

DA SILVA—On the 9th Oct., at Macao, the wife of J. P. Da Silva, of a son.

FAIRBAIRN—On the 23rd Sept., at Hong Kong, Mrs. John Fairbairn, of a daughter.

FORBES—On the 24th Sept., at Tientsin, the wife of William Forbes, of a daughter.

HASLAM—On the 12th Nov., at Hankow, the wife of Wm. H. Haslam, of a son.

HENDERSON—On the 24th Sept., at "Villa of the Banians," Koolansoo, the wife of J. J. Henderson, U.S. Consul, Amoy, of a daughter.

LOCH—On the 16th Nov., at Government House, Isle of Man, Mrs. Henry Brougham Loch, of a daughter.

MCDONALD—On the 24th Sept., at the American Presbyterian Mission, Bangkok, the wife of Rev. N. A. McDonald, of a son.

SCHUTT—On the 23rd Sept., at Chefoo, Mrs N. P. Schutt, of a daughter.

VYSE—On the 19th Nov., at the Belgrave-mansions, Grosvenor-gardens, the wife of Howard Vyse, of a son.

MARRIAGES.

BAIN—GOULDSMITH.—On the 18th Nov., at Neuchatel, George Murray Bain, of Hong Kong, China, to Ellen Eliza Gouldsmith, widow of Henry Gouldsmith, jun., of Clapham.

BIDEN—DENT.—On the 14th Nov., at St. James's, Hampstead-road, by the Rev. C W. Hodson, vicar, George Graham, fourth son of the late James Biden, of Monckton House, Anglesey, to Catherine Fullarton, elder daughter of William Dent Chesnut Lodge, Surbiton.

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BIRLEY—CHICHESTER.—On the 12th Nov., at the parish church of Whitchurch, Devon, by the Rev. Richard Chichester, M.A., Rector of Drewsteignton, assisted by the Rev. Robert Birley, M.A., Rector of St. Philip's, Hulme, Manchester, and the Rev. George Johnstone, Vicar of the parish, Hugh Arthur, son of Hugh Birley, M.P., Moorland, Manchester, to Amy, eldest daughter of W. H. Chichester, Grenofen, Tavistock.

HELLYER—TIRRELL.—On the 22nd Oct., in Boston, at the residence of the bride's father, by the Rev. F. E. Towers, Frederick Hellyer, of Nagasaki, to Georgianna, daughter of Jesse Tirrell, of Boston.

JONES—CAMPBELL.—On the 22nd Sept., at Helsingfors, by the Rev. S. Kingsford, of St. Petersburg, Captain H. M. Jones, V.C., Her Majesty's Consul-General in Persia, to Margaret, only daughter of William Campbell, Her Majesty's Consul for Finland.

LUCK—JERDEIN.—On the 12th Nov., at St. Stephen's Church, Westbourne-park, by the Rev. Charles Jerdein, M.A., Rector of Gayhurst and Stoke Goldington, brother of the bride, assisted by the Rev. Herbert Rowsell, M.A., Everard T., son of Edward T. Luck, of the Hermitage, West Malling, Kent, to Gertrude, third daughter of John Jerdein, of 24, Porchester-square, Hyde-park.

MANGER—GRAHAM.—On the 9th Nov., at St. John's Cathedral, Victoria, Hong Kong, by the Rev. R. Hayward Kidd, M.A., Colonial Chaplain, J. E. Manger, Hong Kong, to Susanna Vincent (Susan), only daughter of the late George Graham, of Workington, in the county of Cumberland.

ROBINSON—PARTRIDGE.—On the 11th Nov., at Shelley, Suffolk, by the Rev. Joseph King, M.A., Francis Braham Sturgess Robinson, R.N., eldest son of W. Braham Robinson, of H.M. Dockyard, Portsmouth, to Georgiana, third daughter of Henry Partridge, of Shelley Dale.

VRARD—RENAUX.—On the 9th Nov., by the Consul-General of France, and after by the Abbe Toussel, at the French Chapel, King street, Portman-square, Casimir Ludovic Vrard, merchant, of Shanghai and Tientsin, to Laura Victoire, eldest daughter of L. T. Renaux, of Holles-street, Cavendish-square.

DEATHS.

ALEXANDER—On the 16th Nov., at Austin Wood Lodge, Bucks, Robert Duprè Alexander, son of the late Sir Robert Alexander, Bart., aged 72.

BOSE—On the 1st Oct., at Shanghai, Julius Augustine, infant son of the Rev. Hampden C. and Mrs. Pauline McA. Du Bose, aged one year.

BUTTERWORTH—On the 10th Nov., at 32, Albany-villas, Hove, Brighton, Anne Elizabeth Butterworth, the daughter of the late Lieut. W. Butterworth, R.N., and sister of the late Major-General W. J. Butterworth, C.B., formerly Governor of the Straits Settlements of Malacca, in the 76th year of her age.

CARDEN—On the 12th Nov., at 64, Wimpole-street, London, aged 68, Pamela Elizabeth Edith, the beloved wife of Sir Robert Walter Carden.

FARNHAM—On the 27th Sept., at Shanghai, Alfred D., only son of the Rev. and Mrs. J. M. W. Farnham, aged one year and five months.

FITZGIBBON—On the 13th Nov., at Clevedon, Somerset, after premature confinement, Isabella Ritchie, the beloved wife of Maurice FitzGibbon, of Crohana House, Co. Kilkenny, and eldest daughter of the Rev. John Stronach (London Missionary Society), of Amoy, China.

HOOKER—On the 13th Nov., at Kew, suddenly, Frances Harriet, wife of Dr. Hooker, C.B., Director of the Royal Gardens, and President of the Royal Society, aged 49.

JERNINGHAM—On the 18th Nov., the Hon. George Sulyarde Stafford Jerningham, C.B., late Envoy Extraordinary and Minister Plenipotentiary to the Court of Sweden, in his 69th year.

LECKIE—On the 12th Nov., at 17, Vanbrugh-park, Blackheath, C. S. Leckie, formerly of Calcutta, fourth surviving son of the late Rev. Thomas Leckie, Peebles, N.B., in his 58th year.

MACAULAY—On the 11th Nov., Frederica Julia, wife of Capt. C. E. Macaulay, Officiating Deputy Commissioner Dera Ismail Khan, and daughter of the late Right Hon. Sir Frederick Pollock, Bart.

MARTIN—On the 12th Nov., at Upton Grey House, Hants, Sophia Elizabeth, wife of Admiral Sir William Fanshawe Martin, Bart., G.C.B.

MORESBY—On the 9th Nov., at Bronwylfa, Exmouth, Eliza Louisa, wife of Admiral of the Fleet Sir Fairfax Moresby, G.C.B., aged 79.

PRESCOTT—On the 18th Nov., at his residence, 7, Leinster-gardens, Hyde-park, Admiral Sir Henry Prescott, G.C.B., in his 93nd year.

POMEROY—On the 1st Nov., at the United Hotel, the Hon. William Knox Pomeroy, aged 61.

SEALE—On the 15th Nov., at Clare Vicarage, Peverel Warton, second son of the Rev. F. Seale, vicar of Clare, Suffolk, aged 11 years.

SQUIER—On the 1st Oct., at Hong Kong, Mary Douglas, only child of J. Enston Squier, aged one year and three months.

ZERRENNER—On the 29th Sept., at Chefoo, Bruno Zerrenner, chief clerk Shanghai Gas Company.

Naval and Military.

The troopship Adventure, which took out reliefs and supernumeraries to the ships on the Australian station, went on to the Fiji Islands, and would proceed from there to the Sandwich Islands and Japan, but it is not likely that she will embark the marines at Yokohama until they are relieved. No orders have as yet been issued for the despatch of reliefs from Chatham.

We understand that a meeting has been held of the principal officers of the administrative department of the Army, presided over by the Duke of Cambridge, at which it was resolved to abolish what is known as the "Control Department," and to return to the original system of transport and supply, with certain modifications.

The Undaunted, 31, wooden frigate, 4,020 (3,039) tons, 2,503 (600) horse power, is at Sheerness Dockyard, being thoroughly overhauled, to carry the flag of the new Commander-in-Chief of the East Indies, in relief of the Glasgow. The amount of work to be done to her will necessitate her being in hand till February next.

The Egeria, 4, composite sloop, Commander R. L. Turton, has made her six hours full speed steam trial at Devonport, and has since sailed for the China Station.

Commander Ralph L. Turton, who has been appointed to the command of the Egeria, recently commissioned for China, served in the Ariadne, 26, as mate, from December 3, 1859, until promoted to lieutenant, April 24, 1860. On the 1st of the following month he was appointed to the Edgar, 91, Captain James E. Katon, flag-ship of Rear-Admiral John E. Erskine, with the Channel Squadron, and on May 20, 1861, was transferred to the Rinaldo, 17, Captain W. N. W. Hewett, C.B., fitting at Portsmouth for the North American and West Indian Station, in which ship he returned to England, and was paid off in February, 1865. On the 8th of the following June he was appointed to the Arethusa, 35, Captain R. J. J. G. Macdonald, fitting at Sheerness for the Mediterranean, and returned in her to England, and was paid off, January 7, 1869. He commanded the Raven gun-boat at Kingstown from December 11, 1869, until September 8, 1870, when he obtained command of the Pigeon gun-boat fitting at Devonport to replace the lost Trinculo at Gibraltar. He left England on the 1st of the following October in the Pigeon, and arrived at Gibraltar on the 17th, and accompanied, in January, 1871, part of the Eclipse Expedition to Estepona, where the duration was rather longer than at Gibraltar and gave a better chance of obtaining a long series of photographs. He was promoted to commander from the Pigeon, December 29, 1871, and has served as second captain in the Favourite, 10, armour-plated screw corvette, Captain Leveson E. H. Somerset, employed in coastguard service at Queensferry since September 24, 1872.

The acceptance by Admiral Sir A. L. Kuper, G.C.B., of the pension of £300 per annum, lately held by Admiral Sir Robert Smart, will, in connection with the previous retirement of Admiral Sir Sydney Dacres, make a vacancy on the Admirals' List, which will promote Vice-Admiral Sir George St. Vincent King, Rear-Admiral G. T. P. Hornby, and Captain Luard; while the compulsory retirement of Vice-Admiral Erasmus Ommaney will give a step in rank to Rear-Admiral Sir Charles Shadwell and to Captain John Corbet, C.B.

Notice is given to all persons interested, that the distribution of the amount awarded for salvage services rendered to the steamship Hai Loong, in April 1872, by Her Majesty's ship Elk, will commence on the 20th inst. The following are the shares due to an individual in the several classes:—Commander, £81 19s. 4d.; third class, £43 7s. 11d.; fourth class, £28 18s. 9d.; fifth class, £17 7s. 3d.; sixth class, £14 9s. 4d.; seventh class, £10 2s. 7d.; eighth class, £5 15s. 8d.; ninth class, £2 17s. 10d.; tenth class, £1 8s. 11d.

Lieutenant H. H. Edwards, of the gunboat Wizard, has been promoted to the rank of Commander. He served in the Renaud from 1860 to 1863; in the Adventure, troopship, in 1867; in the Insolent, gunboat, which he commanded, in 1868; and in the Leven, gunboat, in 1869 and 1870. All these vessels were at the times mentioned on the China Station.

A monument has been placed in the chapel of Her Majesty's Dockyard, Devonport, to the memory of Commander George Borlase, R.N., and those of the crew of Her Majesty's ship Hart, who died between June, 1870, and February, 1874, by their surviving shipmates of that commission.

The following appointments to the China Fleet have been made:—Mr. James Taylor, second-class boatswain, to the Princess Charlotte; and Mr. W. Ricketts, second-class gunner, to the Vigilant.

Lieutenant W. Grant, of the second battalion of the 6th Regiment, and aide-de-camp to Major-General Street, C.B., in command at Ceylon, is about to be promoted to a company.

Lieutenant J. S. Rothwell, of the Royal Artillery, now serving in Ceylon, has been promoted to the rank of Captain, and appointed to Gibraltar.

A medical board has reported that Major Garnier, of the Royal Engineers, is unfit for service in China. He will therefore remain on sick leave in England pending the decision of the Commander-in-Chief.

Commander John A. Fisher, who served on the China station in the Chesapeake, the Furious, and the Ocean (flagship), h s been promoted to the rank of Captain.

Mr. Cape, now serving as Dispenser at Hong Kong, has been ordered to England, and will be succeeded by Mr. Ewing, the dispenser at Great Yarmouth.

The death of Navigating-lieutenant John F. Barnes, who served in the Havock, gunboat, on the China station, from 1864 to 1867, is announced.

Staff-Surgeon A. Watson has been appointed to the Iron Duke, flagship of Sir Charles Shadwell, and will proceed to join her at Singapore.

Oumra Matsujiro, of Japan, is a candidate for entry at the Royal Naval College at Greenwich, which is likely to be opened to foreigners.

The new flagship of the China Squadron, the Audacious, arrived at Malta on the 14th inst., and will continue her voyage on the 22nd.

A number of engine-room artificers belonging to the Channel Squadron have volunteered for service in Hong Kong Dockyard.

The despatch vessel Vigilant, Lieut.-Commander Ryder, arrived at Port Said on the 6th inst., *en route* to the China station.

Miscellaneous.

THE P. AND. O. COMPANY AND THE PASSENGERS BY THE *CEYLON*.

The passengers on board the P. and O. steamer *Ceylon* write a letter of complaint to the Chairman of the Company, which is published in *The Times*, in which it is stated that they were detained at Suez for five days because of the non-arrival of passengers and mails from Southampton. A further ground of complaint is stated to be the want of consideration shown by the Company's employés at Alexandria in not making known thearrangements, so as to obviate the necessity for the passengers remaining at so uninteresting and inconvenient a place as Suez. In reply to this communication, Mr. Bethune, the Company's secretary, writes, explaining that the delay was caused by the breakage of two of the blades of the screw-propeller of the outward mail steamer *Surat*. He admits that if the *Surat's* accident had been of a preventable character the company might have been held to blame, but in the present case the circumstances were exceptional, and it was therefore impossible to tell what measures were necessary, and the directors considered it best simply to authorise the company's agents to allow all passengers detained in Egypt to remain on board the ship at the company's expense.

COOPER *v.* THE LONDON DOCK COMPANY.

This was a dispute as to the right to a consignment of silk from Shanghai, under these circumstances:—A firm of Scheidler and Co., at London and Shanghai, entered into an arrangement with a bar' at Amsterdam to ship goods to Shanghai for sale by an agent there, the

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banker at Amsterdam advancing funds and receiving the proceeds. Several consignments had been made and had once been remitted in bank bills. The agent at Shanghai had then received a quantity of cotton goods, which he had sold, and had the proceeds in his hands. The banker wrote to him to "remit net proceeds" of consignments, and he bought a quantity of silk—the silk now in question—and shipped it on board a vessel for London. Receiving a telegram that Scheidlers had suspended payment, he endorsed the bill of lading to the banker at Amsterdam. While the vessel was on its voyage, and before the banker knew of the shipment, Scheidlers filed their petition in bankruptcy for an arrangement, and the banker afterwards sold the silk, which, on its arrival in the London Docks, was claimed both by the purchaser and the trustee. The Dock Company, indemnified by the banker, declined to give the silk up, and hence this action by the trustee to recover the value. At the trial the trustee had a verdict for £1,200, the question of law being reserved.

On the part of the trustee it was argued that the purchase of the silk was on behalf of Scheidlers, and passed to the trustee; that the agent had no authority to "remit the proceeds" in goods, but in cash; that therefore the consignment to the banker was unauthorised, and possessed no property in the silk, so that the purchaser had no title to it, and the trustee was entitled to recover the value. On the other side it was contended that the agent had authority to remit the proceeds in goods, and had done so, and that therefore the property had passed to the banker, and from him to the purchaser, and that thus the latter and not the trustee was entitled to recover the value. Moreover, it was said that even though the agent had no authority to remit in goods the banker might adopt his act. To this it was answered that there could be no ratification or adoption after the proceedings in bankruptcy had intervened. However, after long argument, the Court decided in favour of the purchaser, on the ground that the banker from whom he purchased had, by selling the silk, accepted it, and adopted and ratified the act of sending it as a remitment of the net proceeds to which he was entitled. Judgment, therefore, for the defendants.

THE DEATH OF MR. GEORGE TOWNEND.—An inquest has been held before Mr. G. H. Hull, coroner for West Surrey, at Byfleet, on the body of Mr. George Townend, of Shrapnell-park, Byfleet, and Mincing-lane, London, tea broker, who died under very peculiar circumstances, on the 6th inst., as recorded in our paper of 9th inst. It appeared from the evidence of the butler of the deceased gentleman that a few days since he was driven by the coachman, in accordance with the usual morning custom, to the Weybridge Station, to catch the early train to London. At five o'clock in the evening he was met at the station by the coachman, and driven to his residence. He had scarcely entered the house when he was seized with violent retching. He complained of great pain, and at his request some warm tea was given to him. He retired to his bedroom, and as he continued to get worse a medical man was sent for. On his arrival he pronounced the case a hopeless one, and the deceased died shortly after eight o'clock. The stomach and viscera of the deceased were sent to Dr. Stevenson, of Guy's Hospital, for analysis. This gentleman said he found the mucous coat of the stomach partially eaten away, but in no place perforated. He found in the fluid in the stomach about the third of a teaspoonful of sulphuric acid. The quantity found in the stomach was not sufficient to cause death, but it was possible that a portion of the acid had been got rid of by the retching. The coroner said the evidence was not satisfactory as determining the cause of the death of the deceased. The inquest was adjourned for the production of further evidence.

ON the 11th inst. there was launched from the building yard of Messrs. Hall, Russell, and Co. an iron spar-decked steamer, named the Esmeralda. She is of the following dimensions:—Length, 190 feet; breadth, 27 feet; depth 20 feet, and 660 tons. This vessel has been built under special survey, and has been classed A1 at Lloyds. She will be brigantine rigged, fitted with compound condensing engines of 110-horse power nominal, and with all the latest improvements. She has accommodation for first and second-class passengers, and she has been constructed on the most approved plans for light, ventilation, &c. The ceremony of christening was performed by Miss Nellie Manson, daughter of John Manson, Esq., banker. The Esmeralda has been built to the order of Messrs, Peele, Hubbll, and Co., Manila, and is the tenth vessel built by Messrs. Hall, Russell, and Co. for the China seas. She is intended to run between Hong Kong and Manila, in connection with the Pacific Mail Company's steamers, and will be under command of Captain E. Theband, who is well and favourably known in the East. The vessel took the water beautifully, and was immediately afterwards taken to the shear poles to receive her machinery. Another steamer is on the stocks for China.

JAPANESE EMPLOYEES.—The *Alta* of San Francisco has the following:—By the Pacific Mail Steamship *China*, which sails to-day, two very bright young Japanese gentlemen, sons of his Excellency Minister Okubo, who is thought to be one of the ablest men in the present Government, return home after an absence of nearly three years, during which they have been studying in the Eastern States. Mr. Samuel M. Bryan also returns to Japan, having concluded, on behalf of the Japanese Government, a new Postal Treaty with the United States, which will go into operation on next New Year's Day. Mr. William E. Parson also goes out under engagement as teacher in the Imperial College at Tokio. He was formerly professor at Harvard University, which position he resigned to accept the present appointment. Mr. E. Gilbert, an English engineer, also goes under engagement to the Department of Public Works, to take the superintendence of the Imperial telegraph lines in Japan. All these gentlemen take their families with them.

THE Commander of the P. and O. Company's steamer *Bokhara* describes his experience of the recent typhoon while on a passage from Shanghai to Hong Kong. The following passage will perhaps convey some idea of the violence of the gale:—"The barometer at this time (10 P.M.) stood 28·70 (lowest reading), wind about east, storm passing to south by west of us. At 11 P.M. barometer rose to 28·80, the wind blowing in gusts of inconceivable strength, the ship entirely enveloped in spray, rendering it impossible with the roar of the storm to see o hear anything. 11.30.—Ship heading well up to north-east by east put on engines dead slow. From this time till 1 A.M. of the 23rd th gusts of wind continued with undiminished force, but with less fre quency; wind at east-south-east, barometer 29·30, and rising rapidly at 2 A.M. the gale moderated, though the sea continued very high and confused. At daylight proceeded towards Hong Kong, and arrived at 4 P.M. same day."

THE CHINA TRANS-PACIFIC COMPANY.—Under the head of "The Charge of the Light Brigade" the *Japan Weekly Mail* has an article upon the China Trans-Pacific Steamship Company. The *Mail* seems to think that the fate which has overtaken the company was inevitable, and a comparison is instituted between the Charge of the Six Hundred at Balaklava and the position of the company at starting, the cannon in the case of the company being represented by the rival Pacific Mail Company. The *Mail* is severe on the company, although it acknowledges that it has done some good service, inasmuch as it has shown that the expenditure of twenty-five days in crossing the Pacific is wholly unnecessary and has taught the old company a lesson. It admits, however, that we want more speed and less charges, and thinks the Pacific Mail Steamship Company will profit by the lessons taught by the short-lived rivalry.

ON Tuesday next, Dec. 1st, the Aborigines Protection Society will hold a meeting at the Friends' Meeting House, Houndsditch, at 7 o'clock, at which Sir Charles Wingfield, K.C.S.I., will preside. Speeches will also be delivered by the Hon. Evelyn Ashley, M.P.; Mr. Alderman M'Arthur, M.P.; Edward Jenkins, Esq., M.P.; Sir George Young, Bart.; Sir Coomara Swamy, Member of the Legislative Council of Ceylon; the Rev. Dr. Moffat, late of South Africa; N. Achoy, Esq., a Chinese gentleman; Edmund Sturge, Esq.; R. N. Fowler, Esq.; James Heywood, Esq., F.R.S.; Justin M'Carthy, Esq.; Stafford Allen, Esq.; R. Alsop, Esq.; Professor Sheldon Amos, and other gentlemen. The subjects of discussion at the meeting will include the Coolie Trade, Slavery on the Gold Coast, and the Polynesian Labour Traffic. The presence of ladies is particularly desired.

THE *Morning Post* of Friday in noticing the opening of the Legislative Council of Singapore and the statement of Sir Andrew Clarke on the subject of the relation of the Straits with the native States, says:—The policy that has been followed and that it is proposed still to follow, is not one of aggression upon neighbouring States, but of influencing and assisting them by giving them English officers to aid the rulers, who, left to themselves, are weak and inefficient. It is satisfactory to see how thoroughly the course Sir Andrew Clarke has adopted is approved by the representatives of the colony.

THE ORIENTALIST CONGRESS.—The German Emperor has conferred on Dr. Samuel Birch, of the British Museum, the Order of the Crown, Second Class, in recognition of Dr. Birch's presidency of the late International Congress of Orientalists. The Photographic Group, taken in the gardens of Mr. Bosanquet, can be now obtained from Messrs. Trubner and Co., Ludgate-hill. Messrs. Maull and Co. are taking photographs of all members who apply.

ENTOMOLOGICAL.—J. W. Dunning, Esq., V.P.. in the chair.—Messrs R. E. Bull, F. Fitch, and H. D'Arcy Power were elected Subscribers.—Mr. Higgins exhibited some rare species of Cetoniidæ from Borneo; amongst them were *Lomaptera Higginsii*, O. Janson, and a remarkable Dynasti form insect, named by Count Castelnau *Westwoodia Howittii*. Also two smaller specimens, which had been supposed to be females of the last-named species.

Polybiblion announces that the Paris Japanese Society, which was founded after last year's meeting of the International Congress of Orientalists for the furtherance of Japanese, Chinese, Tartar, and Indo-Chinese studies, is in a flourishing state, and has about sixty life members. The young Society also possesses the nucleus of a good library, and its monthly meetings are well attended.

SIR RUTHERFORD ALCOCK, at the meeting of the Royal Geographical Society, on the 23rd inst., spoke upon the subject of the Polar Expedition. He congratulated the society upon the success attending the efforts of their president, Sir Henry Rawlinson, in obtaining from the Government consent to the proposal for another Arctic expedition.

FROM the *Bibliographie de la France* we learn that at Yedo there are published as many as eighteen periodicals, some of which appear daily and others at intervals of five days. The *Nishinshishi*, which has the largest circulation, sells as many as 15,000 copies. The others have a much smaller number of subscribers.

STEAMER "CITY OF PEKIN."—A despatch from Rio Janeiro, dated Nov. 7, states that a board of survey held on the steamer *City of Pekin* recommended that she proceed on her voyage to San Francisco. The damage to the blade of her screw was caused by striking a log or spar in the water.

FATHER TALLIEN, the French missionary who suffered so severely in Japan, and who had lately returned to Paris, died on the 8th inst., it is said owing to the exhaustion occasioned by the fatigue and suffering he had undergone.

THE Dewsbury Chamber of Commerce has passed a resolution approving of the steps taken by Lord Salisbury for resuming the survey of Captain Sprye's proposed Western China route.

THE Eastern and Australian Company's chartered steamer Legislator arrived at Brisbane from Singapore on the 9th inst., three days early, with London mail of Sept. 18.

WE understand that a telegram has been received at the Admiralty from Admiral SHADWELL, stating that the Japanese will evacuate Formosa with all despatch, the agreement with the Peking Government being accepted as entirely satisfactory.

WE believe that Sir ARTHUR KENNEDY, whose departure from Hong Kong for England is recorded in another part of our impression, has returned to the Colony without completing the voyage.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, NOV. 24, 1874.

THE RECENT SITUATION OF AFFAIRS IN CHINA

THE attitude of the Chinese and Japanese for some time past has been a strange one, and has strongly reminded us of two little boys, who, after a good deal of beating about the bush, square up to and glare at one another, and who, not having been able to get their courage up to fighting point, finally settle their quarrel by shaking hands. As we have believed all along, the difficulty between the two countries has (we are told in a telegram dated Shanghai, Nov. 8) been amicably arranged, and in consideration of the Japanese troops evacuating Formosa, China has consented to pay an indemnity of Tls. 500,000. We heard but recently that another Japanese envoy—OKUBO, Minister of the Interior, and one of the chief organisers of the expedition to Formosa—had gone up to Peking, and, after a somewhat lengthy negotiation, peace has been the result of his mission. It affords us much satisfaction to learn from a later telegram that Her MAJESTY'S Minister assisted in bringing about the amicable arrangement of this miserable squabble, which has too long attracted the attention, in a certain measure, of the whole civilised world. It is an old saying, but a very true one, that it's an ill wind that blows no one good, and we doubt not that many people have found their profit in the uncertain state of affairs in the Far East. A large trade has been done in munitions of war, for the Chinese (as well as the Japanese for that matter) have shown themselves most anxious to procure efficient arms at any cost, and also to improve their drill, musketry practice, &c., at high pressure speed by the aid of the red-haired barbarian; if only a few ironclads (good, bad, or indifferent) had been procurable, they would most certainly have realised a very handsome profit indeed. Apart from their unprepared condition as regards arms, drill, and ironclads, a very serious difficulty has lately menaced the Chinese, viz., disaffection among their troops, the precise cause of which, in the present instance, it is not easy to divine. Chinese soldiers, we know, are often troublesome to their officers and the locality in which they are stationed, owing to their military chest being in a chronic state of bankruptcy, but we never before remember to have heard of any actual insubordination and mutiny.

In view of recent events, which so nearly ended in war, let us take this opportunity of considering briefly the power of China from an offensive point of view—a power which, notwithstanding all she has done of late years to improve her position in military and naval matters, still exists more in imagination than in reality. Less than twenty years ago China did not possess a single vessel of war worth calling by such a name, and her rulers would have shuddered at the bare idea of employing steam machinery as a motive power in the place of their time-honoured and unwieldy sails; her soldiers, taken as a body, were the veriest tag-rag and bobtail that ever a general had to deal with; discipline, as we understand the term, was almost unknown; their arms and accoutrements were of the most primitive nature; but at the same time they had the recommendation of possessing a certain brute courage and overweening self-confidence. Since that time China, as well as her opponent Japan, has lavished enormous sums of money, which, as we have previously remarked, had far better have been devoted to more peaceful purposes, upon arsenals and dockyards. She has built several war-steamers of various sizes, until quite lately under foreign superintendence, of which a Tientsin correspondent remarks,—"We now see that all the wretched wooden men-of-war "built at Shanghai and Foochow can be completely over-"awed by a couple of Japanese ironclads." She has learned to manufacture cannon, shells, rifles, and all the implements of death, in imitation of the most approved European patterns; but how long these dockyards and arsenals will be of any use without their staffs of foreign superintendents, instructors, and workmen is, to say the least of it, very dubious; for, as it is natural to man to err, so is it natural to the Chinese official to let things go to rack and ruin. Considerable bodies of Chinese troops have been drilled and organised on the European model, and, doubtless, they make a tolerably creditable appearance on the review ground; but will this newly-acquired discipline stand the test of service in the field? We fear not; and our fears are the more increased by the conspiracies and mutinies recently prevalent in the various military camps. A diplomatist, of long experience in the Far East, writing recently of these organic changes in the military and naval systems of China, at which we have glanced, expresses an opinion that the Chinese "seek the power of defending "their coasts and territories from the attack of European "forces by sea or land." This most probably has been their hidden intention, but what European who knows anything at all about the Chinese nature will believe for an instant that at the present moment they could do either? Nay, even if they had entered npon a war with Japan, could they have hoped to withstand the first onslaught of their enemies? We think not, for the Japanese were better prepared for war than the Chinese, and they were evidently most active and energetic in making ready for the fray. It is not improbable, however, that China would have gained in the long run, for she had everything in her favour in that respect; her population is more than ten times that of her rival, her resources are practically inexhaustible, and, though her financial position may not be very good, she is entirely unhampered by any external debt. We rejoice exceedingly that peace has been at length secured, and we trust that one good effect may result to China from the fright which she has received, viz., that she will assume the responsibility of governing Formosa as part of China, and repress the lawless tribes, or she may have another indemnity to pay in a few years.

THE HONG KONG AND SHANGHAI BANK.

WE are informed that a circular is in course of signature by the London shareholders of the Hong Kong and Shanghai Bank to the directors at Hong Kong, deploring the present condition of the Bank, and expressing their want of confidence in the present management. They recommend that an inspector be at once appointed to visit the various branches, and report on their position and management, and that the directors take steps for effecting changes where incompetency or wilful disobedience of instructions is found. This is very well so far as it goes, but it does not demand, in a vigorous and decisive manner, that thorough change indispensable to put the Bank once more in order as a substantial working institution. To effect this an accountant of known standing in London should be sent out to examine and report to the shareholders the actual position of the Bank at its head office. It is absolutely necessary that all such commitments as the "Sugar Companies," the "Pier and Godown Company," the steamer *Pingon*, &c., should be cut adrift and closed. Let there be no room for further talk on these black spots, which have done so much mischief. So long as they remain open confidence will not return, and this, of course, means a gradual slipping away of deposits and business generally. No further light has been thrown on the losses made by the London branch, which are computed at £30,000. Mr. MACLEAN is in charge, but Mr. VACHER is not formally dismissed, but said to be on leave. The shareholders have exercised marvellous patience and good will towards the directors, and it is to be hoped that they will make a good use of the treatment. In effecting changes in the management a spirit of economy should be inculcated, and such extravagant outlays as the Ba k's

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premises at Shanghai must not be permitted. A more reliable and faithful statement of the bank's operations must be given half-yearly, and losses must not be hidden and covered up from view until they assume such proportions that they become so alarming as to cause a panic. Since 1871 the reports have stated, and the chairman has confirmed them, that ample provision had been made for bad and doubtful debts. Another half-yearly statement such as the last will certainly not be passed over so easily. With a fresh start under efficient managers there is every prospect of the Bank recovering its prosperous condition. We publish in another column an exhaustive and very able article from the *Celestial Empire* of Shanghai, which has attracted considerable attention. The conclusions of the writer, however, given at the end of the article, are not approved.

THE Woosung Road Company (Limited), which was registered in London a few months since, for the purpose of constructing and working a tram or railway between Shanghai and Woosung—a distance of about 9½ miles—sent out an experienced engineer to survey and report upon the line and make plans and estimates for its construction. On receipt of his report it is hoped that the company may be in a position to conclude a contract for completing the railway and sending out the rolling stock, should no unusual difficulties present themselves. A railway is already made and in working order in Japan, but this is the first attempt at introducing one in China; and although the line is a short one, it is hoped that when in operation the Chinese cannot fail to appreciate the very great advantage of the rapid conveyance of goods and passengers by this means over the old and extremely slow carriage by canal and river or on the shoulders of coolies, the only means now in use. The development of railway communication with the interior of China would lead to the opening up of the great mineral and other resources of the country, afford a new field for the employment of foreign capital, and give a fresh impetus to trade in manufactures and native produce.

AS our readers are probably aware, the port of Southampton has for some time ceased to be the actual terminal point of the P. and O. Company's steamers, the depot being transferred to London. The Company have now issued a circular to their employés at Southampton, in which the formal announcement of the change is made, to take effect at the end of the year. As Southampton will now simply be a port of call and used for the landing and embarking of mails and passengers only, the interests of the town and Dock Company unfortunately are considerably affected. The wisdom of this procedure on the part of the directors of the Company can hardly be questioned. The vessels of the Company now in Victoria Docks are the *Indus, Mirzapore, Lombardy,* and *Mongolia.* The *Bangalore* is to go under repair at the yard of Messrs. DENNY of Dumbarton. The *China* is repairing at Deptford. The *Sunda, Poonah, Deccan,* and *Avoca,* it is expected, will be at work again in a few weeks.

AT the opening meeting of the Geographical Society, on the 10th inst., the President, Sir HENRY RAWLINSON, alluded to the expedition from Burma as one of the events of the coming year which the Society would watch with more than ordinary interest, and from which it expected important results both to geographical research and to trade. The survey, he stated, would be from Bhamo to Talifoo, and an interpreter from the Consular Service was attached to it. From advices we have received from China the interpreter to be detached for this service is Mr. A. R. MARGARY, a gentleman whose name came prominently before the public some two years ago in connection with the wreck of a French vessel at Kelung, and whose personal bravery on that occasion was rewarded by the Albert medal of the first class.

IT is often our unpleasant task to disagree with the policy of our Minister at Peking, and it is therefore with the more pleasure that we notice that the negotiations which led to the amicable settlement of the Formosa difficulty was effected mainly through the aid and counsel of Mr. WADE. This is a fit opportunity for Lord DERBY to recommend that some mark of distinction be conferred on Mr. WADE. The Japanese Government will no doubt find a way of showing their appreciation of the pinnacle to which he has raised them. We shall be glad to see Japan next settling the Korean difficulty, which has so long baffled the Western powers.

WE have been informed that Mr. J. G. MURRAY, of the Consular Service, has at last succumbed to the extraordinary life which he has led for the past five years. He was of course one of the men indicated in our article of May last on the "Incompetency of the Consular Service." With regard to our remarks on the students at Peking we hear that two of the number have been suspended for incompetency or idleness. It is pretty clear from this that our strictures were well founded.

OUR Paris correspondent informs us that a telegram has been received from Mr. JANSSEN, the chief of the French expedition for observing the transit of Venus in Japan, announcing his arrival at Nagasaki. The French Government is fitting out six gunboats destined for service in the China Seas. By order of the French Government, Admiral KRANTZ, the interim Governor of Saigon, has issued a decree suppressing all gambling-houses in the colony from the 1st January next.

WE understand that the Manchester Chamber of Commerce addressed a letter to Lord CANARVON, requesting a copy of the report of the Commission of Inquiry taken at Hong Kong on what is known as the "Hong Kong Blockade Question," and in reply were informed that it would not be desirable to publish it at present; but the matter has the serious attention of Government, and in due time instructions would be sent to Governor KENNEDY and our Minister at Peking.

THE Anti-Opium Association have issued a circular inviting additions to the committee, and giving a copy of the resolution passed at the meeting held at the London Tavern on the 13th inst. The resolution expresses cordial sympathy with the objects of the association, and is a pledge of support to the anti-opium movement.

WE regret to announce that Mr. SAMESHIMA, the Japanese Minister in Paris, is compelled to leave for Japan, owing to ill-health. He will probably leave by the French mail steamer of Dec. 20. During his absence the First Secretary, Mr. NAKANO, will take charge of the Legation.

MR. W. D. SPENCE, and Mr. A. S. HARVEY, of the Consular Service, who lately returned to England on leave, have, we understand, entered at the Temple for the study of the law. Mr. SCOTT and Mr. BRENAN have returned to China, and Mr. WARREN has arrived home on leave.

THE negotiations for the transfer of the steamers *Vasco de Gama, Vancouver,* and one now building on Clyde to a company, to be founded under the auspices of the Pacific Railroad Companies, are still going on. The boats intended for the Sydney and San Francisco line are also included in the arrangement. Mr. HILL and Mr. IRWIN have left this for New York.

THE STRAITS AND LABUAN.

From the papers relating to Her Majesty's Colonial Possessions, just issued, we gather the following particulars relative to the Straits Settlements and Labuan:—

STRAITS SETTLEMENTS.

Governor Ord in October, 1873, reports:—

There has been no alteration in the taxes and fees levied in the colony. The balance to the credit of the colony on the 1st of January, 1872, was $464,467, while on the 1st January, 1873, it was $689,602.

The principal works undertaken at Singapore in 1872 were the commencement of the new iron market at Clyde Terrace, improvements to the barrack accommodation of the police by fitting up for them the old Sepoy lines, certain improvements to the prison, and extra accommodation at the pauper institution.

A large expenditure was incurred on the North Sands Lighthouse, but I regret to say without any result. The iron lighthouse and the light are here, and it is hoped that the piles will be driven next fine season.

At Penang, beyond some improvements to the prison, no new works were attempted. A considerable sum was as usual expended in roads in Province Wellesley, to carry out a scheme devised in 1870 for opening up that district.

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At Malacca no expenditure was incurred beyond the usual current upkeep and repairs.

On the whole, with the exception of the North Sands Lighthouse, the expenditure on public works in 1872 was the same as in 1871.

In imports the increase in Singapore is about 19 per cent.; at Penang it by no means exhibits the rapid increase it showed in previous years, and the imports from the United Kingdom, British Colonies, and coasting show a considerable decrease, but on the whole trade of the place the increase is about 2½ per cent. At Malacca the increase is considerable, being about 22 per cent.

In exports the increase at Singapore is 22 per cent.; at Penang, about 16 per cent.; and at Malacca, not less than 32 per cent. The return represents the trade of the colony as a whole in a very flourishing condition.

Labuan.

Governor Bulwer reports as follows with reference to the coal mines in the colony :—

Now that the colony is left entirely to its own resources, and receives no assistance whatever from the Imperial Government, either in the shape of a grant in aid, or in that of military protection, the successful development of the coal mines of the island has become more than ever a matter of the utmost importance to the colony.

For five and twenty years the story of the Labaun mines has been one of continuous and unqualified failure.

For five and twenty years these unfortunate Labuan mines have passed from company to company, from the control of one board of directors to that of another, from one management to another management, always with the same pretensions and promises at the outset, and always with the same failure in the end, till their very name has become a bye-word, and they have acquired that discredit which belongs to unsuccessful pretensions.

But, though the fact of failure is well known, the causes that have led to it have not been equally well understood, and the discredit that has become attached to the coal resources of this island I have no hesitation in saying is most unmerited.

In truth, it is not the mines that have failed the companies, but rather the companies that have failed the mines, which have never yet had a fair trial given to them. The companies must themselves bear the responsibility of their failures. They all sacrificed their permanent interests for some temporary advantage which also was rather an apparent than a real advantage. The desire of obtaining *immediate* returns of some sort with as little delay as possible appears to have outweighed every other consideration with them. The deep coal was neglected, simply because to win it required time and a large outlay, counterbalanced by no present return, and the energies of manager after manager, and the resources of company after company, were wasted and frittered away in surface workings and temporary sources of supply, which yielded, indeed, immediate returns,—inconsiderable at the best of times though these were—but which, being temporary sources, soon became exhausted, even when they were not abruptly brought to a close, as it frequently happened, by some mining error or by some ordinary accident, to remedy which proper means were not forthcoming at the time.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

(From the *Celestial Empire*, Shanghai, Sept. 12.)

The Hong Kong and Shanghai Banking Corporation, which may fairly be ranked as the most important of our local institutions, commenced business in April, 1865, and has now completed the ninth year of its existence. Starting originally as a limited company, with a paid-up capital of two million five hundred thousand dollars, it was incorporated in July, 1867, as the "Hong Kong and Shanghai Banking Corporation," with a capital of five millions of dollars. For the first six years of its existence the prosperity of the bank increased steadily, and though its profits were from time to time affected by the dulness of trade and other causes, in 1871 a reserve fund of one million of dollars had been accumulated, and the directors in their semi-annual report congratulated the shareholders on the "continued prosperity of the bank at all points."

Since the year 1871, however, the reserve fund has not been increased, and though during the following year, in anticipation of a bonus being declared, bank shares reached their highest figure in the stock market (77 per cent. cash), there has since been a marked falling off in the value of shares, and the position of the bank with reference to certain advances has more than once been called in question. Recent disclosures have brought to light a state of affairs which, at first sight, reflects but little credit on the bank direction, and calls for more than superficial examination on the part of those interested in the well-being of the institution.

Looking, as we do, upon the Hong Kong and Shanghai Bank as a species of mercantile barometer, by which the prosperity or otherwise of trade in China may, to a certain extent, be gauged, attention was first called to the coming storm by a drop of over thirty per cent. in the value of shares during the months of July and August last ; confidence being so much shaken by rumours prejudicial to the interests of the bank that speculators were willing to "sell short" for delivery in February, 1875, at nine per cent. premium. Three months ago bank stock was looked upon as a safe investment at thirty-five per cent. premium, and shareholders, believing the reserve fund of $1,000,000 to be intact, were contented with the prospects of a reduced dividend for the six months ended on the 30th June last, considering the "extreme dulness of trade" to be sufficient cause for an unsatisfactory balance-sheet.

As the time for the half-yearly meeting drew near, vague rumours were circulated of heavy losses made by the bank in exchange, by outside operations in London by the Sugar Refinery, the Indo-Chinese Sugar Company, &c., and at last it was currently reported that there would be no dividend. These rumours were at first put down to the "Bears," but gradually an unpleasant conviction dawned upon shareholders, that the rumours for once were founded on facts—and the half-yearly report was looked forward to with gloomy forebodings. On this report it is our intention to comment as well as on the speech of the chairman of the corporation made at the half-yearly general meeting of shareholders held on the 19th August, with a view to discover the reasons for the heavy depreciation in the stock, and of ascertaining, if possible, by an analysis of the figures, what the present position of the bank may be.

In order to accomplish this properly, we must briefly revert to the working of the Bank since its institution :—

Years.	Paid up Capital.	Net profits as per half-yearly reports.	Per centage on capital for six months.	Net annual profit.	Dividends paid.	Amount carried to Reserve.	Balances carried forward.	Deposits and notes in circulation.	Remarks.
1865	$2,500,000	$225,055.93	$9.00	$225,055.93	8 p.c.—$133,200	$33,300	$12,281.00	$3,384,876.62	The result of eight months' trading.
1866	2,538,775	245,946.43	9.69	—	4 p.c.—100,000	66,700	45,696.86	3,810,833.08	Commercial crisis. Failure of Overend, Gurney, and Co., and Agra and Masterman's Bank. Six Banks withdrawn from China.
	2,385,200	301,388.21	10.45	547,334.64	6 p.c.—180,000	75,000	35,901.44	4,182,651.94	
1867	3,000,000	260,237.38	8.67	—	6 p.c.—180,000	75,000	14,188.81	4,714,162.36	Failure of Dent and Co. Six month's usance adhered to by H. K. and S. B. Co.; other banks attempting to restrict usance to four months.
	3,000,000	378,470.40	12.61	638,707.78	6 p.c.—180,000	125,000	57,276.60	6,279,121.25	
1868	3,000,000	339,705.36	11.32	—	6 p.c.—180,000	125,000	70,674.14	6,762,810.35	Reserve Fund invested in Indian Government paper. Directors anticipate increased dividends when Reserve made to $1,000,000.
	3,000,000	389,976.08	13.00	729,680.44	6 p.c.—180,000	125,000	63,252.14	7,064,465.76	
1869	3,000,000	252,479.82	8.42	—	6 p.c.—180,000	—	116,791.51	7,860,130.34	Profits interfered with by cheap interest, and unremunerative turn taken by exchange.
	3,500,000	256,632.75	7.33	509,112.57	6 p.c.—210,000	100,000	46,280.12	7,811,684.19	
1870	3,500,000	278,065.53	7.94	—	6 p.c.—210,000	—	99,398.33	8,659,134.49	Franco-German War. $268,587.13 set apart to meet doubtful debts.
	4,000,000	366,570.49	9.16	644,636.02	4 p.c.—160,000	—	22,554.33	11,113,984.84	
1871	4,000,000	365,847.06	9.15	—	6 p.c.—240,000	100,000	31,331.04	12,767,267.35	Reserve Fund made up to $1,000,000.
	4,500,000	368,246.88	8.18	734,093.94	6 p.c.—270,000	100,000	18,340.18	12,578,247.38	
1872	4,500,000	397,474.11	8.83	—	6 p.c.—270,000	—	122,826.51	15,245,415.86	Exceptional provision made for anticipated losses on doubtful old outstandings.
	5,000,000	219,516.40	4.39	616,990.51	6 p.c.—300,000	—	19,227.76	16,072,924.88	
1873	5,000,000	338,566.17	6.77	—	6 p.c.—300,000	—	36,599.97	18,228,804.03	Falling off of profits attributed to general dulness and unremunerative nature of trade.
	5,000,000	203,721.50	4.07	542,287.67	4 p.c.—200,000	225,000 taken from Reserve.	26,290.53	18,767,753.53	$334,000 (including $225,000 from Reserve) set apart to meet losses. A further sum of $275,000 from Reserve possibly required.
1874	5,000,000	104,193.49	2.08	—	Nil.	Nil.	7,042.19	16,210,819.17	

From the foregoing table it will be seen that the bank reached its zenith of prosperity in 1868, when, on a capital of $3,000,000, a profit

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of $729,680.44 was realised, of which $325,000 was carried to the reserve fund.

During 1869 this fund was increased by $100,000, the profits being affected by "cheap money at home and the unremunerative turn taken by exchanges."

In 1870 the business of the bank was affected by the Franco-German war, and the directors, "deeming it best for the interests of the shareholders to make full provision for all doubtful outstandings," recommended the reduction of the dividend to ten per cent. for the year, and the retention of $268,587,13 out of the year's earnings to meet the depreciation on the previous valuations of the Bank's "securities," &c.

In 1871, the accounts showed a profit for the year of $734,093.94 (on a capital of $4,000,000 for the first half year and $4,500,000 for the second,) out of which a dividend of 12 per cent. was paid, and the Reserve Fund was increased by an appropriation of $200,000, making it amount to $1,000,000.

In 1872, a profit of $616,990.51 was realised—(the capital during the latter half of the year being $5,000,000) and a dividend of 12 per cent. was paid, the directors expressing their regret that they had been obliged to make exceptionable provisions for anticipated "losses on doubtful old outstandings."

Bank shares reached their highest price in August 1872, sales being made at 77 per cent. premium for cash, and at 86 per cent. premium for delivery on 31st December, 1872.

As compared with previous year, 1873 showed an unsatisfactory result; the net profit, "after making provision for all bad and doubtful debts," amounting to $542,387.67, from which the directors recommended a dividend of 10 per cent. for the year, attributing the unsatisfactory profit to the general dulness and unremunerative nature of trade. The Chairman, Mr. S. D. Sassoon, at the first half yearly meeting, held on the 13th August, 1873, said:—

There had been a rumour that the Bank's Reserve Fund had been encroached upon in order to meet losses; he would say that the rumour was quite unfounded, and that the Bank's Reserve Fund, and all the old accounts, so far as the directors knew, were quite intact. With reference to the failures in the China trade, the bank was not affected, and all possible losses had been fully provided for. As regards the Pier and Godown Company, its prospects, as every one knew, were in a very precarious condition. The amount advanced by the bank to it under a mortgage of its property and a bill of sale was about $110,000, but the property about two years ago had cost the Company $290,000, so that any loss on that score would not be likely to occur.

At the second half-yearly meeting, held on the 16th February, 1874. Mr. S. D. Sassoon further remarked on the position of the Bank with regard to the Pier and Godown Company, and said that "The last time he addressed a meeting of shareholders it would be remembered that he alluded to a large sum which had been advanced to the Pier and Godown Company. The directors then considered that the advance was fully covered by the value of the property, it having cost three lakhs to the Company. At the auctions, however, no higher bid than $89,000 was made, and it was not sold, although the directors fully believed that it was worth the money advanced, and that it would yet realise it; they had judged it wise to write off the sum."

This statement, together with the confident tone adopted in the Half-Yearly Report—which was worded as follows:—

"The directors regret that the profits of the six months are unsatisfactory as compared with the previous half-year, and can only attribute the falling off to the general dulness and unremunerative nature of trade. When business revives and again becomes generally profitable, the directors have confidence that previous results will be fully obtained. The prosperity of the corporation continues, and the directors congratulate the shareholders thereon. The deposits have increased $3,100,000 during the year, and the Bank enjoys the full confidence of the public at all points—caused slight reaction in the price of shares, which, however, was not maintained. Early in April, bank stock commenced to decline in value, and in August last, sales were made at 5 per cent. premium."

We now come to the Half-yearly Report, issued to the shareholders on the 12th August, 1874.

As will be seen from the foregoing résumé, nothing had transpired officially prior to the issue of the Report, to prepare the shareholders for such a disastrous catalogue of losses, culminating in the reduction of the Reserve Fund by one-half ($500,000) and the non-payment of the usual half-yearly dividend, the Bank being thus in a worse position than in December 1867, at which date the Reserve Fund, and the profits available for distribution, amounted to over six lakhs of dollars.

We cannot but think that a report announcing such very serious reverses should have entered more fully into details, as it is difficult for shareholders, unless thoroughly conversant with facts, to believe that so large a sum as $609,000 could be lost in the six months under review, absolutely *without warning*. Making allowance for the extreme depression of trade during the early part of 1874 we can understand the small profit in working accounts, but when we (with the assistance of the remarks made at the general meeting by the Chairman, Mr. W. H. Forbes), analyse the losses incurred, apart from the general working of the bank, we cannot absolve the directors from all blame in the matter of concealing the real position of its affairs, nor can we account for the extraordinary supineness shown by the shareholders present at the general meeting held on the 19th August. We cannot but consider this apathy on their part as blameworthy in the extreme, and prejudicial to the interests they represented.

When the report of the Hong Kong and Shanghai Banking Corporation came into our hands a few weeks ago, it certainly appeared at the first blush that we had before us a frank and open statement, setting forth with impartiality the errors into which the bank had been drawn, and the crowd of misfortunes which had been the inevitable result. We commented upon the document, accordingly, and we noticed that in this both our Hong Kong and Yokohama contemporaries are at one with us. We naturally accepted the report as a formal catalogue of facts which were to be investigated and discussed at the meeting of shareholders, when certain explanations would be asked and given—a procedure which appeared to us not only natural and a matter of course but absolutely necessary under the circumstances for the re-establishment of the bank in the perfect confidence of the public. Instead of this, we are astonished to find nothing but a superficial and rather off-handed address from the chairman, alluding to "the combination of misfortunes" which had led to the present disastrous condition of affairs; laying blame, vaguely, on this servant and on that; alluding with equal laxity of speech to certain recoupments which might or might not be possible in the dim future; assuring the shareholders that the bank scrip was really very much below its intrinsic value, and reminding them cheerfully that there was still half the reserve fund left. This agreeable tirade was received with complacency and applause, the chairman resuming his seat amid continuous cheering; everybody disclaimed any desire whatever to ask a single question; a little mild chaff passed between some of the shareholders about nothing in particular; and upon a motion, put by the chairman, the report and statement of accounts were *passed unanimously*.

We will now analyse the "unfortunate events" which resulted in the loss of $600,000 in six short months. Passing over the transactions in sterling bills, exchanges, and bullion, which may be classified as *legitimate* banking business, however unsatisfactory the out-turn, we come to, firstly, the "considerable transactions entered into by the London manager *on his own responsibility* in bonds and securities, resulting in a heavy loss (variously estimated at from £30,000 to $150,000.) A portion of this loss "may," as the chairman remarked, "possibly be recovered," but the sole consolation remaining to the shareholders whose money has been lost by these speculations is that the Board will doubtless *now* take steps to prevent the possible recurrence of any such misappropriation of the funds under their control. We think that an expression of opinion from the shareholders on this important matter would have materially strengthened the heads of the directors in dealing with the question at issue. Secondly.—The sugar refinery, the drain down which has been poured no small portion of the profits realised in previous years by the legitimate business of the bank.

Another estimated deficiency has been provided for, to what extent we are not informed, but it is satisfactory to find from the accounts (a statement of which was laid on the chief manager's table for inspection), that the gross sum outstanding in the books of the bank was $335,000, against which the refinery was valued at $400,000.

The most hopeful feature about this account we gather from the *comparative statements of local sales of refined sugar at the China Sugar Refinery, from 1st January, 1869, to the 30th June,* 1874, which may be summarised as follows:—

LOCAL SALES.

	Piculs.	Value.	Average price.
1869	3,651.30	... $31,899.33	... $8.74
1870	10,442.85	... 81,133.56	... 7.77
1871	9,393.03	... 71,728.51	... 7.98
1872	20,097.17	... 166,532.33	... 8.29
1873	43,189.34	... 354,429.05	... 8.27
Total in five years	86,773.69	...$705,722.78	... $8.13

LOCAL SALES—1874.

	Piculs.	Value.
January	3,277.61	... $27,531.87
February	3,824.76	... 30,741.62
March	10,153.55	... 74,171.68
April	9,276.04	... 68,976.40
May	12,255.28	... 91,339.83
June	12,163.65	... 92,204.82
Total for six months ...	...$50,920.89	...$384,966.22

Average price, $7.56.

From this statement it will be seen that the manufacture of sugar and its consumption by Chinese is steadily on the increase, the deliveries *for the first six months* of 1874 being considerably in excess of the deliveries for the preceding twelve months.

As a matter of fact, we believe that the refinery is now paying from $3,500 to $5,000 per month (from $42,000 to $60,000 per annum), and may be considered as a *good asset* for the first time since the account with Watree, Smith and Co. appeared in the books of the bank. Thirdly:—*The Pier and Godown Company.*—This account, so far as we can gather from the addresses of Mr. S. D. Sassoon, quoted above, stands in the books of the corporation at some $90,000. Though the policy of the board in refusing the $89,000 offered for the property in 1873 may be questioned, there is no reason for anticipating any further loss of importance upon this account. The property is in a good situation, and is now leased, and a fair prospect exists of its eventual sale. Lastly:—*The Indo-Chinese Sugar Company.*—We are given to understand that the sum set apart to provide for the expected deficiency actually eliminates the account from the books of the corporation, leaving any sum hereafter realised by the sale of the estate to come in as profit.

It is for their reticence on the subject of the probable losses under this head that we blame the directors. They must have known prior to February 1874 that a further large sum would be required to make good the heavy advances made to the Indo-Chinese Sugar Company, which has been for years past in a state of insolvency. No blame could attach to them for losses so incurred, as the advances were made under different management, and by directors (with one exception) not now on the Board; but the necessity for setting aside so large a sum as $275,000 to meet possible losses might have been avoided by a judicious provision for the impending deficit out of the earnings of more prosperous years. We fully sympathise with the existing Court of Directors, who have now to bear the blame which rightly attaches to the manager and directors, with whose consent the advances were made to the Indo-Chinese Sugar Company, the Sugar Refinery, and to the Pier and Godown Company. It must have been an unpleasant task for the Chairman to present to the meeting a statement of accounts comparing so

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unfavorably with those of previous years; but he must have derived a certain amount of consolation from the fact, which he was able to announce, that "*every known loss had been so fully provided for that a portion of the sum set aside might possibly be recovered,*" which we sincerely trust may prove to be the case, and that at the next meeting the Chairman may find his hopeful anticipations more than realised.

Though we do not approve of the refrain which runs through the late reports of the directors and the addresses from the chair, when referring to these special losses, viz., "they are not likely to occur again," we do believe that *at last* the shareholders *know the worst*, and that the proposed withdrawal of $275,000 from the reserve will extinguish the accounts which have for years past proved such a heavy drain upon the resources of the bank. Looking back to the report of the past nine years, it appears to us worthy of notice that the corporation has been remarkably successful in its *legitimate* banking business, the losses thereby incurred being small in comparison with the extent of its operations. This fact cannot have escaped the attention of the directors, who, it is hoped, having learnt a severe lesson as to the bad policy of assisting in local speculations, will in future avoid business which, in addition to crippling their resources, may involve them in heavy loss, and seriously affect the credit of an institution which it is their duty jealously to protect. Having now attempted to make the present position of the bank clear to our readers, we must leave them to form their own opinion as to its prospects for the future.

A revival in trade is as necessary for its prosperity as for the prosperity of the merchants in China, who are its chief constituents and supporters. Good times for the merchant mean good profits to the Bank, and though trade is now unusually depressed, there are signs that the time is near at hand for the opening up of the vast resources of China to foreign enterprise, and for the employment of foreign capital to aid in their development.

THE ANTI-OPIUM SOCIETY.

On the 13th inst. a number of gentlemen met for breakfast at the London Tavern, at the invitation of the Executive Committee of the new Association for opposing the Opium Trade. About seventy-five were present, including Mr. Alderman M'Arthur, M.P., Dr. J. P. Newman, Chaplain to the Senate, U.S.A., Gen. Alexander, Donald Matheson, Thomas Hanbury, H. Hilton, Rev. W. Braden, Dr. James Legge, N. Achoy, of Hong Kong, and representatives of the various Missionary Societies, Dr. Mullens, E. J. Parke, E. Hutchinson, &c. After breakfast Alderman M'Arthur was called to the chair, and in a vigorous address pointed out the injustice of the opium trade and urged that the matter had been too long neglected in and out of Parliament, and that now we ought to wake up the conscience of the country to grapple with the evil. The subject had been allowed to sleep since Lord Ashley (the present Earl of Shaftesbury) had brought it forward in the House of Commons, till it had been renewed by Sir Wilfrid Lawson. He (the chairman) then voted with Sir Wilfrid's small minority, but he considered the ventilation of the question was very useful, and that it ought to be brought before the House every year. His speech in the House had been made on commercial grounds. Instead of doing the large trade with China we had anticipated, we sent to its 400 millions of population but six million pounds worth of exports, while the Australian colonies with four millions of people took as many as fourteen million pounds worth of our goods. On religious grounds much more might be said. He was sure that they could not expect the blessing of God on their connection with India if they continued the opium traffic. He was quite certain that what was morally wrong could not be practically right. Mr. T. B. Smithies then explained how the meeting was brought about by Mr. Edward Pease, of Darlington, who had offered prizes of £100 and £200 for essays, and thus had brought before him such a mass of facts which had made them feel that something must be done. Our countrymen were very ignorant on the subject. It really was the fact that not only did our Indian Government protect the revenue but that it leased the land to be planted, appointed inspectors to look after the crop, and advanced cash to the Indian farmer.—The temporary Secretary, Mr. F. S. Turner, then read letters expressive of their sympathy with the objects of the meeting, from Edward Pease, of Darlington, Henry Richard, M.P., and J. Hudson Taylor, of the China Inland Mission. Letters from Dr. Duff, Charles Thompson, and other gentlemen were mentioned, but for lack of time not read. The Secretary then read a brief paper to give an account of the present state of the opium trade to those friends present who were not informed as to its details. He explained the production in India, the Bombay pass duty, the nature of the monopoly and its contribution to the Indian revenue. He pointed out how the Indian Government had clearly and emphatically recognised the pernicious effects of opium consumption in India, and how the monopoly had been defended on the ground that it is a protection to the natives of India against the fatal seductions of the drug. He asked if the drug changed its nature by crossing the water, or if Chinese constitutions were poison-proof? Passing to China, he maintained that opium smoking is an ever-increasing, ruinous vice, that the popular voice of China condemns it, and that our import of the foreign drug is only maintained by force. This last statement he supported by reference to the letter of Prince Kung and the foreign board of Peking to Sir R. Alcock, demanding to be released from the obligation to admit opium. An animated discussion followed, in which Drs. Legge and Newman, Donald Matheson, Gen. Alexander, and others took part.

Mr. Ng. Achoy, of Hong Kong, who is now studying for the Bar at Lincoln's Inn, said: I have to ask your indulgence on one point. Being a Chinese, I should prefer to express my sentiments in my native language, but as this would be unintelligible to many of you, I shall speak the language of your country, and in doing so if I cannot convey my idea so clearly to you as you think I might, I hope you will pardon me for my limited knowledge of your language. There cannot be, I presume, two opinions about the desirability or rather the necessity of abolishing the opium traffic, because of the injurious effects produced by the use of opium. The whole nation of China has been demoralised by it. Its evil influence extends to all classes of my countrymen, from the highest to the lowest; the rich and the poor, the educated and the ignorant, nay, from the prince down to the peasant, all are under its sway. If you go to the official circles, you will find many mandarins rendered sluggish and indolent from the effect of opium smoking. If you turn your attention to the family circles, you will see innumerable victims to this vice, who present a melancholy spectacle; they have become weak and enervated both in mind and body. The injurious effects are not confined to the smokers alone, but their offspring are sufferers also. There is a marked difference between the children of the opium smokers and the children of those who are not; the one are weak and sickly, while the other are healthy and strong. But this is not all; opium smoking leads to the commission of crime; instances have been known of opium smokers selling their parents, wives and children, and there have been innumerable cases where men have been led to steal and commit robberies from want of means to purchase opium to satisfy their craving. (Several voices called out—What, then, is the remedy?) The speaker continued: I am not here to suggest means, especially as I am a foreigner; but this I must say, that if England was able to afford to pay an enormous sum of money, such as £20,000,000, for the emancipation of slaves about forty years ago, surely she could now afford to forego a smaller sum of £6,000,000 a year by ceasing to cultivate the poppy in India. But this sum will not be wholly lost, as the land hitherto used for growing poppy will be turned to the production of cereals and other useful articles, which will bring something to the Government. There is another reason why the opium trade should be discontinued, that is, it creates an ill feeling between the two nations—I mean England and China. The lower class of my countrymen are under the impression that opium was first introduced into China by the English people, and though this has been found not to be true, yet are not the English people responsible for the large importations of this drug carried to China? This is the chief cause for the hostile animus manifested by my countrymen against foreigners, and if you want this hostile feeling to be eradicated, and permanent friendship established between the two nations, first of all let this injurious opium traffic be abolished. In conclusion, I must remark that I am very much pleased to see so many benevolent people in this country taking so deep an interest in this question; and I can assure you that I am expressing the sentiments of my countrymen when I say that if encouragement is needed you may count on their hearty support and co-operation.

A resolution was unanimously adopted expressive of sympathy with the objects of the meeting, and pledging the gentlemen present to support it.

Monetary and Commercial.

Tenders for £550,000 in bills on India were received on the 18th inst. at the Bank of England. The amounts allotted were, —To Calcutta, £343,300; and Bombay, £206,700. Tenders on all Presidencies at 1s. 10¾d. will receive about 5 per cent.; above in full. These results show a further increase in the demand for the means of remittance to the East, chiefly due, it is understood, to large exports of cotton to this country.

The Coffee Trade of Costa Rica is flourishing, for not only are the planters there realising double the prices of three years ago, but they are exporting largely in excess of previous years. Last year 11,250 tons of Coffee were exported, against 6,875 tons in 1872. The value of last year's crop was £1,180,000, whilst the estimated cost, all including charges until on board ship, was only £781,000. Of this quantity the largest portion by far is shipped to Great Britain; California comes next as a customer, and France and Germany next.

We understand that an entirely new description of Tea is now being imported from South America, where it is extensively used by the natives. It is said to be of very good quality, though possessing a rather peculiar flavour, not unlike the Ceylon Tea, and the cost of it is so low that it will be sure to meet with a ready sale in England, so soon as tea-drinkers become accustomed to its flavour. It is very small in size, similar somewhat to Gunpowder Tea, and is of a deep black colour.

The dividend to be recommended at the annual meeting of the P. and O. Company on the 4th December is 2½ per cent. for the six months ending 30th Sept. last, with the payment of 2 per cent. from the underwriting account, making, with 2½ per cent. dividend paid in June, a total of 7 per cent. for the year.

The Oriental Gas Company (Limited) has declared a dividend of 5½ per cent. for the half-year, payable on the 4th prox. The report gives a satisfactory account of the progress made in that time.

The directors of the Anglo-Egyptian Bank recommend in their report a distribution of profits amounting to £3 per share, free of income-tax, making, with the pound paid in June last, a dividend of 20 per cent. for the year.

At a Court of Directors of the Bank of England it was arranged to recommend to the proprietors Mr. Henry Hucks Gibbs, the present Deputy-Governor, for Governor, and Mr. Edward Howley Palmer, of the firm of Dent, Palmer, and Co., as Deputy-Governor, at the election in April next.

A sum of £160,000 in Japanese gold coin was received by the P. and O. steamer *Mongolia* on the 16th inst. This amount has been sold for transmission to France at 76s. 4⅜d. per oz.

The Market for Bar Silver has been very firm during the

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week, and all the arrivals have been sold at 58d. per oz., and an increased price would have been paid had there been any amount available. A limited amount of Mexican dollars by the French Packet was sold at 57d. per oz. for shipment by the steamer leaving yesterday for China.

The bullion per P. and O. steamer *Pekin*, from Southampton Nov. 19, was—in gold, to Galle, £2,000; in silver, to Singapore, £23,780; to Shanghai, £940. Total in gold, £2,000, in silver, £24,720.

Shareholders in England of the Canton Insurance and Union Insurance Companies are complaining at not receiving their copies of the reports issued in Hong Kong in September. The report of the Canton was noticed in our issue of the 9th inst., and reports of meetings of both companies were received by the mail which arrived in London on the 11th.

At the time of the issue of the Amoor Steam Navigation Company's bonds by Messrs. Schroeder and Co. we took exceptions to them as a good security, at which they, in common with all interested in their issue, were very indignant. It seems now that we were right in our conclusions. A meeting of the bondholders was held at the Cannon-street Hotel, at which the majority of them decided that in view of the position of the company, and to prevent its affairs coming to a standstill, it would be advisable to forego the payment of the coupons now becoming due and to join in some scheme for promoting the interests of the undertaking generally.

Messrs. John Pook and Co. announce that the partnership heretofore existing between John Pook, Alfred Lawrence, and Charles Pook, under the style of John Pook and Co., has, so far as the said Alfred Lawrence is concerned, been dissolved.

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co. report:—We have again had a very quiet market for the week. The demand is still inactive, and has been chiefly supplied from the public auctions, which in many instances have ruled rather in favour of buyers. The common Foochow teas, per Diomed, have met with a slow sale, they being but little in request, with the exception of those with good water. The public sales have comprised 17,755 packages for the week, the whole of which have been sold without reserve.

Congous.—Red-leaf kinds: Siftings have sold at full prices, some from recent arrival having realised 9d. per lb. Broken-leaf kinds sell slowly at previous prices. Fair to good common, free from dust, sell readily at former rates. Fair Kaisow kinds show no change. Good medium to fine have been in demand at fully previous prices. In finest nothing has been done. Pak Lin kinds, ex-Diomed, have been readily taken at very full prices. Black-leaf kinds: Common to fair have sold, at public sale, from 11½d. to 1s. 1d. per lb., showing but little change. Fair to good medium sell slowly at last week's prices. Good to fine and finest have been without special enquiry, prices remaining much as before. New-make Congous: Sales of common have been made from 11d. to 11½d. per lb., showing no change. Fair kinds have sold rather lower at public auction. Good to fine sell with difficulty rather below former prices. Oolongs have been sold, at public sale, from 1s. 1½d. to 1s. 5½d. per lb., for fair to good kinds, being rather easier prices. Souchongs: Common have been sold at 11⅜d. to 1s. per lb., good to fine have sold from 1s. 6d. to 1s. 9d., being previous prices. *Scented Teas.*—Canton Capers have been dull of sale privately, the Trade supplying their wants at auction, where prices have again been rather easier for common and fair kinds. Good to fine remain firm. Foo Chow kinds show no material alteration. Canton Orange Pekoes have sold at about previous prices; some fine at public sale realised 1s. 8d. per lb. Foo Chow kinds remain much as last week, the enquiry being limited. *Green Teas.*—The market continues dull, and the quantity offered at public auction is still large, prices consequently show some weakness, especially for Ping Suey kinds, which are now selling at very low prices, being again about 1d. to 1½d. per lb. lower. Finest Moyune have been better maintained, but common to medium kinds have sold rather lower.

SILK.

Messrs. Kilburn, Kershaw and Co.'s Circular says:—Since the date of our last the market for China Silk has remained very quiet, and business has been on the smallest possible scale. Continental demand has for the present almost entirely ceased, owing to the large "direct" importations into France, and our home manufacturers do not seem anxious to buy more at present, notwithstanding prices remain fairly steady for all but the very common description of Tsatlees, importers being generally firm holders of the little Silk which is now coming forward, not sold to arrive. In Canton Silk Tsatlee Reel continue very scarce, and commands full rates. Japans are very quiet. Deliveries are fair, but not equal to expectations, being from the 1st to 18th inst. as follows:—China, 1,850; Canton, 328; Japan, 317; Bengal, 110; total, 2,605 bales.

Coffee.—Only limited quantities of Ceylon have been placed on offer at the public sales, and a better demand having been shown a slight recovery from the decline which occurred last week has been established. The closing prices of plantation Ceylon are, triage and ordinary, 80s. to 98s.; small to low middling, 100s. to 107s.; middling to bold coloury, 107s. 6d. to 115s.; peaberry, 125s. to 129s. 6d. Small sales of Native have been made, realising for small 76s. 6d., bold 96s., peaberry 107s. per cwt. The sale is reported of 1,300 bags Manila at 87s. to 87s. 6d for good ordinary mixed quality.

China Preserves.—Of 250 cases Ginger offered a few cases only were sold at 8⅝d. per lb.

Colombo Root.—Small sales reported at 10s.

Gums.—*Benjamin:* Siam, dark block, £9 15s.; drossy ditto, £7 5s.; Sumatra, seconds, £8 10s. to £8 12s. 6d. Guiacum: drossy lump, 4d. Damar Singapore 53s. 6d. per cwt.

Hemp.—In public sale 100 bales Manila good roping have been sold at £35 to £35 15s. per ton.

Japan Wax.—Small sales reported at 56s. per cwt. for fair to fine saucers, showing a further slight decline.

Musk.—In public sale Tonquin, first pile, has realised 43s. to 44s. 6d. second pile 17s. to 22s. 6d. per oz.

Pepper.—*Black:* Penang has been sold at 6⅝d. to 6 3-16d. on the spot, and at 6d. afloat (October sailing). *White:* Singapore has realised 8⅝d. to 8¾d., Penang 8¼d. per lb.

Rice.—The market is quite but steady at unchanged quotations.

Sugar has continued dull and inactive. Towards the close there has been more demand for common qualities at steady prices, but only moderate sales have been effected, including 220 baskets date Penang, fine dry, 19s.; 10,000 bags Ilo Ilo, unclayed Manila, at 18s.; and 420 packages washed Java at 24s. to 27s. per cwt.

Spices.—*Cloves* are dearer. Four cases Penang sold at 2s. 2¼d. to 2s. 2⅜d.; 5 bags Amboyna at 1s. 9d. *Nutmegs:* 64 packages sold at previous prices; Penang, 74 nuts to the lb., at 3s. 8d.; 108 ditto, 3s. 1d.; limed, 2s. 9d.; Java limed, 2s. 11d. to 3s. 1d. *Mace:* 22 packages chiefly sold—ordinary Penang, 2s. 7d. to 2s. 10d. *Cassia Lignea:* 190 cases unworked, part sold at 59s.; stained, 58s. to 58s. 6d.; and 90 bundles Cassia Vera coarse Singapore, 25s. to 26s. *Cinnamon:* 20 bales Ceylon sold at 1s. 3d. to 2s. 2d. 300 bags chips were bought in at 4¼d. to 5¼d.

Sago.—800 bags pearl chiefly sold at full prices; fair small, 17s. 6d.; fair large, 17s. 6d.

Tapioca.—700 bags East India bought in at 2⅛d. to 3⅝d., 120 bags pearl sold, bullets, 20s. to 21s. 6d.

Tin.—The demand has continued good, but in the absence of speculation there has been a decline in Straits and Banca of about £1 per ton during the week. Closing quotations are as follows:—Straits on the spot, £93 to £93 10s.; afloat, £93; Banca, £101; Billiton £95 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 12	Glamis Castle (s.)	Holmes	Shang., &c. via Lisbon	London
18	Resolute	Nicholl	Rangoon	Do.
10	Ionia (s.)	Jeffrey	Batavia	Marseilles
11	Linga	Loyneau	Akyab	Flushing
11	Nederland en Oranje	Pfaff	Saigon	Do.
14	Prins v. Oranje (s.)	Auks	Batavia	Texel
14	Clymping	Saunders	Colombo, &c	London
Oct. 24	Mary Ann Wilson	Stoddart	Kobe	San Francisco
Nov 1	Talisman	Dahler	Batavia	New York
	Glenfinlas (s.)	—	China	Do.
	Killarney (s.)	—	Do.	Do.
17	Lady Hinks	Goodridge	Singapore	London
15	Tre Sorelle	—	Rangoon	Falmouth
18	Sunbeam	Chapman	Colombo	London
17	Madura (s.)	—	Java	Off Texel
	Mindora	Bray	Manila	New York
	Basstian Pot	V. Rosendaal	Padang	Do.
18	Norman Court	Shewan	Foochow	London
19	Bedfordshire	Lawrence	Colombo	Do.
19	Sir Lancelot	Felgate	Shanghai	Do.
	Gebroeder V. D. Beck	V. D. Woude	Rangoon	Plymouth
18	Edith Troop	Smith	Bassein	Falmouth
19	Glengyle (s.)	Gulland	China, &c.	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 12	Osaka	Lowe	Hong Kong	London
11	Ivalo	Spolander	Singapore	Cardiff
11	Dorothea	Moller	Hong Kong	Do.
13	Sarpedon (s.)	Ferguson	Singapore, China, &c.	Liverpool
13	Seafield	Mackay	Colombo	London
13	Sophie	Jones	Hg. Kg., via Antwerp	Do.
14	Sultan (s.)	Owen	Colombo, &c.	Do.
13	Indian Empire	Baird	Yokohama	Cardiff
13	Panama	Burgdorff	Hong Kong	Do.
14	Leon (s.)	—	Manila	Liverpool
12	Ching Foo	Backie	Anjer	Sunderland
15	Maggie Douglas	Cunningham	Singapore	Cardiff
14	August	Riis	Macassar	Hamburg
14	Richard	Carlsen	Singapore	Do.
17	Ceylon	Reynolds	Hong Kong	London
17	Capella (s.)	Dryden	Colombo, &c.	Do.
12	Victor	Sorensen	River Amoor	Cronstadt
13	Martin Luther	Schjonning	Do.	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Yokohama, and Hiogo: Abbotsford. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Scotland, Pardo. For Singapore, Hong Kong, Yokohama, and Hiogo: Wm. Batters. For Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Min. For Penang, Singapore, Hong Kong, and Shanghai: Ben Ledi, Bengal. For Singapore, Hong Kong, and Shanghai: Glamis Castle. For Colombo, &c.: Duke of Lancaster, St. Lawrence. For Galle, &c.: Elgin.

Sailing Vessels.—For Yokohama and Hiogo: Walton, Satsuma. For Yokohama: Annie Braginton. For Nicolajefsk: Genetiv. For Shanghai: Deerhound, Sir Lancelot. For Hong Kong: Rollo. For Chefoo, Tientsing, and Newchwang: Ousuri. For Penang: Glenisla.

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For Singapore: Kingdom of Saxony, Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Yokohama: Earl of Dufferin. For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Priam (str.), Patroclus (str.). For Singapore: Johan Lang. For Batavia and Sourabaya: Questembert. For Shanghai: Success For Singapore (via Cardiff): Lady Lisgar. For Anjer: Finzel. For Manila (via Cardiff): Glee Maiden.

At GLASGOW.—For Batavia and Sourabaya: W. M'Kinnon (str.), Amboina (str.). For Manila: Antela. For Singapore and Penang: Pauline.

At GREENOCK.—For Java: Staadsraad Van Ewyck.

SPOKEN.

TIRLINGSHIRE, Penang to London, Oct. 20, 36 N., 37 W.
WYLO, from China, Sept. 22, 12 N., 111 E.
AGAMEMNON (str.), Liverpool to China, &c., Oct. 17, 15 N., 42 E.

FREIGHTS AND CHARTERS.

We have no material alteration to make in berth rates of freight since our last issue. Coal freights from the southern outports are somewhat easier.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight or meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 55s. weight, 40s. meast. To Singapore: 55s. weight, 40s. meast. To Penang: 60s. weight, 40s. meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight, 25s. meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 24s. To Colombo: 23s. To Galle: 22s. To Manila: 25s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 18s.

CASUALTIES.

BATAVIA, NOV. 12.—The Gerrard Pieter Servatius, from Newcastle to Sourabaya, with coal, has stranded, and will become a total wreck Caseward (? on the East Coast of Java.)

NEW YORK, NOV. 2.—The Mary Ann Wilson, from Kobe, was thrown on her beam ends during a heavy typhoon, Oct. 2, in lat. 40 N., lon. 153 W.

NEWPORT, NOV. 14.—The Belted Will, from London to Shanghai, was in collision off Dungeness, received but slight damage, and proceeded on her voyage.

The Rosina, Hansen, arrived at New York, from Singapore, reports that from 19th to 23rd Aug. she experienced continual W. gales off the Cape, during which she lost and split sails, and sprung a leak above water line.

The Menchikoff, arrived at San Francisco, from Hong Kong, reports that she experienced a hurricane on Sept. 15, which washed everything movable from decks, lost provisions, some bulwarks, and had one boat stove, flying gib, mainsail, and mizen stay sail blown away.

The Anne Dymes (off. No. 47,366), of London, Jones, from Akyab, to Falmouth, with rice, spoken on the 17th June in lat. 32 S., lon. 28 E., and has not since been heard of; has been posted by the committee of Lloyd's as a missing vessel.

HONG KONG, NOV. 18.—The Ningpo (Brit. str.), hence to Shanghai, struck on a sunken rock or reef near Breaker Point, and has put back here with damage to rudder post; she must go into dock for repairs and survey; cargo reshipped (? by the) Chinkiang. The Juno sailed on the 19th Oct. for Swatow and Chefoo, with sugar, but has since put back here strained severely, having encountered heavy gales on the 23rd, during which she sprung a leak; she will be sold, not being worth repairing; her cargo is slightly damaged, and has been reshipped by the Norman.

The Norman Court, Shewan, arrived from Foo-chow-foo, reports that she experienced a heavy W. gale for three days off the Cape of Good Hope, which she rounded 28th Sept.; she crossed the line 15th Oct., and encountered W. gales thence to St. Mary; on the 6th Nov., in lat. 30 N., lon. 27 W., during a very heavy gale from N.E. to N.W., she had jibboom carried away and boat, bulwarks, &c., stove.

MISCELLANEOUS.

At PORT SAID, Nov. 14, Quang Se (str.), from London to Colombo, &c.; Sumatra (str.), from London to Java; Ajax (str.), from Liverpool to Singapore, China, &c.; 16, Leyte (str.), from Glasgow to Manila.

THE LOSS OF THE "CHUSAN."—The Board of Trade enquiry into the loss of the steamer Chusan at Ardrossan has been concluded. From the evidence it appeared that a telegram was despatched at Waterford from Captain Johnston to Messrs. Baring Brothers, London, which was as follows:—"Steamer too weak. Do not consider it safe to proceed. Shall I return to Glasgow? Have written. Wire reply. Ship making water in sea-way." Baring Brothers subsequently wrote Captain Johnston as follows:—"We have received your letter of 12th inst., and also letters from Captain King and Mr. De Courcey May, and we have telegraphed the substance of your communication to Mr. Cunningham, Boston, from whom we shall doubtless hear in due course. As captain of the steamer and representative of the owner's interests, you should know best what to do, but we should think that it will be best to stay where you are for the present." The telegram and letters were put into Court. The Court unanimously decided that the loss was in no way attributable to the conduct of the ship's officers, whose certificates they accordingly returned.

LIGHT SHIP FOR THE JAPANESE GOVERNMENT.—Last week there was a trial of the Japanese twin screw-steamer named the Meiji-Maru, built by Messrs. Napier and Son, Glasgow. The dimensions of the steamer are as follows:—Length, 242 feet; breadth of beam, thirty feet; depth, twenty-two feet; burthen 1,000 tons B.M.; mean draft, twelve feet nine inches. She is fitted with two engines, each pair having cylinders of thirty and fifty-four inches diameter with a stroke of three feet. The trial was made in the presence of the Japanese Charge d'Affaires, Captain Brown, who is to command the steamer, Mr. Shillingford, Inspecting Engineer to the Japanese Government, and Captain Crockett, who has superintended the building. The results of the trial were satisfactory, notwithstanding that the weather was unfavourable, the steamer attaining a speed of thirteen knots with both screws and of eight knots with one screw only. The engines indicated 1,450-horse power. She will be despatched to Japan by Messrs. Matheson and Co., who have had charge of her construction.

ANOTHER addition to the fleet of mail steamers plying regularly between Amsterdam and Java, owned by the Stoomvaart Maatschappy Nederland, sailed from Glasgow on the 12th inst. for Amsterdam. The steamer is named the Prins Hendrik, and is a vessel of 365 feet in length and 37 feet beam, and measuring 3,000 tons. Her builders, Messrs. John Elder and Co., have supplied her with engines of 400-horse power. She is the third steamer Messrs. Elder have launched for this line during the past six months. The line was started in 1871 with four steamers of similar dimensions from this yard.

OFFICIAL advices from Paris state that in the ten days ending with the 10th inst. thirty-one ships passed through the Suez Canal. The transit revenue collected by the Suez Canal Company in the same period amounted to £26,000.

THE Glen Company have chartered the steamer *State of Virginia*, and she takes the berth for the Straits and China.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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References permitted to Parents of pupils, the Clergy, and to F. J. ANGIER, Esq., at the office of this paper.

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THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

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Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

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Reserved Fund ... ... f.20,000,000 ... £800,000.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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11 Threadneedle-street, London, 1874.

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BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
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Ningpo	Manila	Calcutta

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Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

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FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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Restaurant and Table d'Hote. Baths and all other conveniences.

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PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel.
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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

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HOTEL KRON PRINSEN HAMBURG.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

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Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

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EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c &c.

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Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C, and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Indus ...	3,478	500	Nov. 26	Mediterranean, Aden, Bombay.
*Mirzapore	3,763	600	Dec. 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Lombardy	2,723	450	Dec. 10	Mediterranean, Aden, Bombay.
*Mongolia	3,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Tigre ... ... Dec. 6	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ... Dec. 20 1875.		
Ava ... ... Jan. 3		
Iraouaddy ... Jan. 17		
Hoogly ... Jan. 31		

The Steamers of the 20th Dec. and 17th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 6th Dec., 3rd Jan., and 31st Jan. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 15th December.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 12th December.

FOR SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the fine full-powered Clyde built screw steam ship SWATOW, 90 A1 (late "William Batters"), 839 tons register, 550 h.p. effective; owned by Messrs. John Swire and Sons, of London: Victoria Docks. This fine steamer, only one year old, and built by Messrs. Scott and Co., of Greenock, is expected to make a very rapid voyage.

For Freight or Passage, apply to Messrs. JOHN SWIRE and SONS, 19, Billiter-street; or to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 2nd Dec.; the favourite Clyde-built full-powered screw steamer BENLEDI, 100 A1, 1,557 tons gross, 1,000 tons nett, 160-horse power nominal; J. W. BUCHANAN, Commander; South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR CHINA AND JAPAN. —The undermentioned high-classed ships will be despatched as follows:—

Port.	Ship.	Class.	Dock.	To sail.
Chefoo, Tientsin, & Newchwng	Ousuri ...	A1 8 yr.	E.I.D.	With des.
Yokohama ...	Annie Braginton	A1 14 yr.	E.I.D.	With des.

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate street Within, London, E.C. (corner of Cornhill).

CASTLE LINE of STEAM PACKETS from LONDON.—To follow the "Fleurs Castle.'—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, will load in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	With des.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	To follow
Shanghai ...	Deerhound...	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF STEAM PACKETS.—For SINGAPORE, HONG KONG, SHANGHAI, taking goods at through rates to Java and Japan Ports, the magnificent full-powered British owned s.s. STATE OF VIRGINIA, 100 A1, 2,473 tons register, 400-h.p. nominal, Captain MUDIE. This superior ship is handsomely fitted, and furnished with all requisites for both first and second-class passengers, and presents an unusually favourable opportunity to such desiring every comfort and speed.

This boat was built and engined by the same builders as the "Glens," and is equal to them in all respects, but having larger passenger accommodation and increased speed, and will be despatched on the 3rd Dec.

Apply to MCGREGOR, GOW, and Co., 1, East India-avenue, E.C.

N.B. Is now loading at Glasgow, where she will take such cargo as may offer for a few days, and thereafter proceed to her berth in the South West India Docks.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, AND HIOGO. Taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last shipping day 25th November. The favourite full-powered screw steamer SCOTLAND, 100 A1, 2,645 tons gross; 1,694 tons nett; 400-horse power nominal; JOHN JAMES, Commander: South West India Docks. This magnificent steamer from her very great power offers the most favourable opportunity for goods and passengers; the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, TEMPERLEYS, CARTER, and DARKE, 21, Billiter-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (Corner of Cornhill).

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Scotland, s.s. ...	2,645	Norris & Joyner...	Nov. 25
Benledi, s.s.	1,557	Do. do.	Dec. 5
State of Virginia, s.s	2,473	M'Gregor, Gow, & Co	Dec. 3
Edeline	499	Wright Bros. & Co.	Dec.
LIVERPOOL.			
Priam, s.s.	1,572	Alfred Holt ...	Nov. 25
Hector, s.s.... ...	1,522	„ ...	Dec. 9
GLASGOW.			
Singapore, s.s. ...	1,700	T. Skinner & Co.	Nov. —
Bowen, s.s.	1,700	„ „	Dec. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., Hg.Kg. & Japan ...	Min. s.s. .... A steamer	A1 100 A1 100	S.W.I.D. S.W.I.D.	Nov. 25 Dec. —
Shanghai ...	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

NERVA, MARCHAND, & Co., GENERAL COMMISSION MERCHANTS, MILITARY EQUIPMENTS, &c. 14, RUE DE LA GRANGE BATELIERE, PARIS.

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P. L. SIMMONDS, 29, Cheapside, City REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

GUERLAIN, 15, RUE DE LA PAIX PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

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THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Tientsin	JAMES HENDERSON.
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Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 587.] LONDON, MONDAY, NOV. 30, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 30.
JAPAN—Yokohama	Aug. 21	Oct. 7	Oct. 13
Yedo			
Osaka and Hiogo	„ 7	„ 4	„ 8
Hakodadi			
Nagasaki	—	—	„ 5
CHINA—Peking	—	—	„ 6
Tien-tsin	—	—	„ 9
Chefoo	—	—	„ 2
New-chwang	—	—	„ 10
Hankow	„ 7	Sept. 23	„ 10
Kiu-kiang	—	—	„ 8
Chin-kiang	—	—	„ 11
Shanghai	„ 28	Oct. 12	„ 16
Ningpo	—	—	„ 12
Foochow	Sept. 4	„ 13	„ 18
Formosa	—	—	„ 15
Amoy	—	—	„ 19
Swatow	—	—	„ 20
Hong Kong	„ 11	„ 20	„ 22
Canton	—	—	„ 20
Macao	—	—	„ 21
PHILIPPINES—Manila	Aug. 28	„ 6	„ 16
COCHIN-CHINA—Saigon	—	—	„ 26
SIAM — Bangkok	—	—	„ 24
BORNEO—Labuan	—	—	„ 18
Sarawak	—	—	„ 26
JAVA — Batavia	Sept. 18	„ 22	„ 25
Samarang	—	—	„ 17
Sourabaya	-	—	„ 20
MALACCA STRAITS—Singapore	„ 18	„ 19	„ 29
Penang	„ 14	„ 17	„ 24
CEYLON—Galle	Oct. 9	Nov. 2	Nov. 6
Colombo	„ 2	Oct. 24	„ 4

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, this morning, its due date. The Pacific mail, with advices from Yokohama to the 14th Oct., reached London *via* San Francisco, on Saturday last, the 28th inst. The next inward (P. and O.) mail, with advices Yokohama 20th, Shanghai 23rd, Hong Kong 29th Oct., Singapore 5th Nov., which is due, *via* Brindisi, on Monday next, the 7th proximo, left Suez on the 28th inst., three days in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived Nov. 27.—From Yokohama: Messrs. Bayeaux, Danot, Briand, Culty, Bretonniere, Faure, Barnaud, Regotti, Ferreri, Imberti, Feruda, Bolmeda, Mdlle. Cesard. From Shanghai: Messrs. Duncan, Marah, Goetz, Magnussen, Covedstein, Peterson, Walsh. From Hong Kong: Mr. and Mrs. Anderson, Messrs. Tennant, Fairhurst, Vaucher, Stevens, Marciel, Schlindorf. From Saigon: La Soeur DeChartres. From Batavia: Messrs. Schott, Viller, Kulher, Miss MacLean. From Singapore: Mr. Carr, Mr. Henrickson. From Galle: Messrs. Glynn, Ralton, Buckle, Norton, Bishop, Ribourt, Behre, Lormein, Strachan, Hunter, Aldruth, Marian, Fraser.

Per steamer *Antenor* (Holt's line), expected 1st Dec.—From Shanghai: Mr. W. Bonford, Mrs. and Miss Quarry, Mrs. Coate. From Hong Kong: Rev. W. H. Sawnson, Mr. John Belt. From Singapore: Mr. and Mrs. John Waters, Mr. and Mrs. Thorbarn, Mrs. Cozens.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 19.—To Singapore: Mr. A. Watson, Mr. Unwin, Mr. Gibson, Mr. and Mrs. Gentle. To Galle: Dr. Coghill. To Ceylon: Mr. Arthur. To Shanghai: Mr. H. F. Holt. To Hong Kong: Mr. G. Northcote.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 20.—To Hong Kong: Mr. A. Chant. To Singapore: Mr. C. Low.

Per P. and O. steamer *Mirzapore*, from Southampton, Dec. 3.—To Yokohama: Mr. Flourr. To Shanghai: Mr. G. Rose, Mr. E. G. Rose. To Hong Kong: Mrs. Wardlaw, Mr. & Mrs. G. Ewing. To Singapore: Mr. H. Taylor. To Ceylon: Mr. H. D. Patsha[illegible].

Per P. and O. steamer *Sumatra*, from Venice, Dec. 11.—To Hong Kong: Rev. Raimondi and friend. To Ceylon: Mr. G. H. Withers, Mr. J. V. Bell, Mr. J. H. Owen, Mr. J. Sinclair.

Per P. and O. steamer *Sumatra*, from Brindisi, Dec. 14.—To Hong Kong: Three Sisters of Charity. To Ceylon: Mr. D. S. Cargill.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconockie.

Per P. and O steamer *Malta*, from Brindisi, Dec. 23.—To Hong Kong: Mr. C. Braun. To Ceylon: Mr. G. Russell, Mr. M. Drysdale.

Per French steamer *Tigre*, Dec. 6.—To Yokohama: Mr. Pateman, Mr. B. De Mares. To Galle: Mr. and Miss Sabonadiere, Mr. and Miss Layard, Mr. and Mrs. Somes, Mr. Reeves, Mr. E. Delaunay. To Shanghai: Mr. B. Christiensson, Mr. L. Lefebre, Mr. M. Beazley, Mr. C. Burnet, Mrs. Simpson, Mr. A. Gerrard. To Saigon: Mr. Bossant.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Sameshima, Mr. Z. Ono, Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Singapore: Mr. and Mrs. Sackermann. To Galle: Mr. M. Beaulieu, Mr. and Mrs. Bonnifieu, Mr. and Mrs. Pompont, Mr. Prietzbuer. To Saigon: Mr. Conneau, Mr. Gellé.

Per French steamer *Ava*, Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guilleman.

Per French steamer *Hoogly*, Jan. 31.—To Shanghai: Mr. Esmonet. To Singapore: Mr. Fercot, Mr. Jeanjot. To Saigon: Mr. Humbert, Mr. Hamon, Mr. Faure.

Per steamer *Priam* (Holt's Line), from Liverpool, Nov. 26.—For Port Said: Mr. A. Roche. For Hong Kong: Mrs. Hill.

Per steamer *Scotland*, from London Nov. 28.—To Yokohama: Mr. and Mrs. Robert McClure, Mr. Date. To Hiogo: Mr. John Douglas. To Singapore: Mr. R. M. Hill.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 13th Oct.; and by the Pacific mail we have news one day later, viz., to the 14th Oct.; the French mail from London, 14th Aug., arrived out on the 3rd Oct., and the following P. and O. mail of August 21 was received on the 7th Oct. The following summary of news is from the *Japan Herald*:—

An important assembly of about fifty of the nobles and ex-daimios, convoked at the instance of the Government, met in deliberation on the 8th Oct., at the Emperor's residence, on the subject of the complication between China and Japan. The momentous question of peace or war was debated, and a resolution in favour of peace was adopted. We commend the assembly for the wisdom of its resolve, for a war with China must in the end have proved disastrous for Japan. We are as yet without any reliable information as to the progress of Okubo's peace mission to Peking. Beyond the fact of his having had an audience, and presented his credentials, nothing appears to be known, and inaction seems still the order of the day. Both parties continue despatching forces to Formosa, and making purchases of warlike material. The Japanese have also just bought another steamer to add to their already large fleet of transports. The number of deaths amongst their troops in Formosa appears to have been exaggerated, but the amount of sickness must be very large. One steamer, which arrived from there a few days ago, alone brought seven hundred invalids, which must be a very large percentage of the total number of troops there. The Government have issued a notice to the Chinese residents in Japan, informing them that they will be allowed to remain here in the event of war breaking out.

The drunken insolence of Japanese soldiers at Yedo is again attracting attention. Not long ago a lady, the wife of one of the foreign employés of the Government, was insulted, and a formal complaint was made through the British Minister. On the 4th Oct. Mr. de Bavier, Consul-General for Denmark, whilst returning from a walk to Meguro, was stopped on the road by a couple of drunken soldiers, one of whom took off his hat and insisted on Mr. de Bavier saluting him, which, as a matter of course, was refused. The soldier then used insulting language, and, laying hands on Mr. de Bavier, prevented his passing on. Having at length extricated himself, Mr. de Bavier went to an adjacent police station, and gave the two men into custody.

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The men were armed with side arms, and it was fortunate that the partly assailed so far contented himself as to take the course he did, for had he struck his assailants, very unpleasant consequences might have ensued.

Two important law cases are before the Courts here. In a case before the Japanese Court, a claim is made against Mitsui's Bank (the largest in Japan), for interest, &c., on account of their alleged refusal to discount $68,000 worth of their notes, payable "on demand," when presented to them; whilst the other, in H.B.M.'s Provincial Court, is brought against the Oriental Bank, to recover the amount of charges, &c., on a quantity of goods hypothecated to them, and held to their order. Neither case is yet concluded.

The railway between this town and Yedo, although now open for some two years, has been until now free from accidents. On the 11th October, however, whilst nearing the station at Yedo, the engine and leading carriage of a train, from some unexplained cause, got on the wrong line, and were eventually capsized. Luckily the injuries caused were very slight. The engine driver was injured in the legs, and the fireman scalded; but beyond bruises these were all the personal damages sustained.

The Japanese, not content with the prices ruling for silkworms' egg cards (the demand for which is extremely limited, whilst the supply is exceptionally large), have commenced burning a large quantity, with a view of raising the value of the remainder. Their efforts are, however, likely to prove abortive, as the *graineurs* have already filled nearly the whole of their orders.

Burglaries, in a slightly modified form, still continue, and a committee has been appointed to bring the subject to the notice of the Government. One thing is certain, that the dissatisfaction prevailing is calling attention to the present very unsatisfactory state of the Municipal Government of Yokohama, and will probably result in some change.

A correspondent of the *Gazette* sends an account of the execution of Tazaki Hidechika, who so barbarously murdered the late Mr. Haber, the Acting German Consul at Hakodadi.

It was agreed by Minister Von Brandt and the Japanese authorities at Yedo that Tazaki Hidechika should be executed privately within the prison walls, believing that the ends of justice would be best promoted by this course, as the prisoner might, if any opportunity was offered, exhibit unseemly bravado. The prisoner was carried to the place of execution, guarded by twelve policemen. Inside and in one corner of the prison enclosure was a kind of small court surrounded by a high wall and fence. At one side sat the witnesses, consisting only of the three foreign Consuls and several native officers. In the middle was a trench about six inches deep and three feet in length. The murderer was soon brought in blindfolded, and made to kneel on a mat, by the side of the trench; an officer then loosed his cords and tucked the clothes down about the neck, laid bare one knee, and arranged the hair, during which time prisoner occasionally mumbled something, apparently addressed to the executioner, giving directions about his clothes. He looked pale, but did not seem much concerned. Two executioners stood by with their swords, which were dipped in water. First executioner advanced and struck, missing his aim and hitting below the neck, close to the shoulders; the body fell forward, with the head in the trench, seeming to suffer much. A second blow was struck, and then the assistant executioner advanced and delivered a heavy blow, which being unsuccessful, a fourth attempt to sever the head from the body was made but failed. One executioner then took the head by the hair, and commenced to saw the head off with his sword in a most horrible manner, but was stopped by the chief officer. Water was thrown on the face, and, in order to show the face to the witnesses, the head not being entirely severed it was necessary to partially lift the body up with it. The body was covered with a mat, and Tazaki Hidechika had met his due reward. The time occupied by the decapitation was about two minutes. As the head was not severed from the body as per sentence and according to Japanese custom, the question may be raised as to whether the failure was intentional or not, as Hidechika may have preferred to suffer more to having his head cut entirely off; as to the Japanese idea of disgrace I am ignorant.

Among the passengers arrived by the Shanghai steamer, we observe the name of Major Kinder, the Director of the Mint at Osaka. It is understood that changes of importance are contemplated in this establishment, and that Major Kinder's connection with the Mint terminates in February next.

Mr. A. Gibson, solicitor, son of the Rev. H. Gibson, rector of Tyfield, Essex, has been permitted to practise in H.B.M.'s Provincial Court. Mr. Gibson is understood to have taken a high position on his examination.

Training for the Autumn Races, which take place on the 5th Nov. and following days, is now going on, and absorbs considerable attention. The celebrated racing pony Typhoon has been sold at auction by Messrs. Mitchell, Cope, and Co., and realised $800.

The markets are comparatively quiet. A slight demand has sprung up for cotton goods, and the principal other feature is a rise of about $20 per picul in silk.

Count Fe d'Ostiani had his audience of the Mikado on the 2nd October, for the presentation of his credentials as Italian Minister.

A strong shock of earthquake, lasting between twenty and thirty seconds, occurred on the 7th October, about 5 A.M.

A performance in aid of the Hospital has been given by Chiarini's circus troupe, which was well attended.

It is said that another Exhibition will be held at Kioto, to commence on the 1st March next.

A return rifle match between Hong Kong and Yokohama will shortly take place.

The proposed International Boat Race has fallen through.

CHINA.

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SHANGHAI.

The present mail brings advices from this port to the 16th Oct.; the French mail from London August 28 was received on the 12th Oct. The following summary of news is from the *North China Herald*:—

The week has been unproductive generally of local events of any importance, and on the Chino-Japan difficulty in particular the reports from the north throw no fresh light. There seems to be unanimity of opinion, however, on the main point—that there will be no war. But the Japanese are still in Formosa, and their Ambassador at Peking, where the negotiators on each side seem to be waiting for the other to break ground on the question of indemnity.

The presence at Shanghai of H.B.M. squadron on the Asiatic Station has added to the social life of the place. A capital match at cricket was played last week between a Navy Eleven and the Shanghai Cricket Club, and was won by the latter. The band of the *Iron Duke* was in attendance at the cricket ground, and fine weather favoured the amusement.

H.B.M. gun vessel *Frolic* followed the *Midge* up to Shanghai on the afternoon of the 6th Oct., and next day the *Modeste*, the newest and handsomest corvette in the British navy, also came up. She is not ram-built, like the *Briton* and *Druid*, and her lines are much finer than those of either the *Cadmus* or the *Thetis*. She is, in fact, a model in her outline, and to a sailor's eye is particularly pleasing. The *Frolic* sported Admiral Shadwell's flag on her arrival, but it was shifted to the *Modeste* on the 8th Oct., with the customary time-honoured observances. The stay of the squadron here will, as at present arranged, extend to a fortnight, time enough, it is to be hoped, for the interchange of those courtesies for which Britishers abroad are ever famous when the army and navy are concerned. The *Dwarf* left on the 13th Oct. for a week's stay at Chinkiang, and is charged, we believe, with some special duty on the Yangtsze. The *Frolic* left for Ningpo on the 14th, where she will remain for a week, and then return to Shanghai, prior to taking up her station for the winter, which will probably be Hankow. It is understood that, after coaling, the *Midge* will proceed to Ningpo and relieve the *Frolic*; so that the Ningpo residents will have the reassuring presence of a gunboat for some time. The *Growler* is expected daily from Amoy.

Admiral Shadwell, accompanied by his secretary, has paid a visit of inspection to the Temperance Hall. Mr. Grimmer, the manager, conducted the visitors over the building. The admiral was epecially pleased with the permanent boarders' apartments, while the cleanly, healthful, and orderly appearance of the dormitories set apart for seamen and other temporary occupants, also met with his unqualified approbation. The library, reading-rooms, and dining-rooms were also inspected; and as the admiral's visit was quite unlooked for, it is gratifying to know that he saw the hall in its every day condition. He spoke in terms of great praise of the establishment and maintenance in Shanghai of so excellent a place of resort for the men of the fleet, and hoped that nothing would be permitted to interfere with its continued success. Such testimony as this cannot fail to be pleasing to the Temperance Society generally, showing as it does that their efforts to provide a counter-attraction to the public-house are approved by those whose position enables them to perceive both the need and the usefulness of such an organisation.

The Russian gunboat *Sobol* arrived from Tientsin on the 13th Oct. on her way to Vladivostock, *via* Nagasaki, to winter. She will remain here about ten days, to make some slight repairs, before proceeding on her voyage northward.

The Hon. B. P. Avery, U.S. Minister to China, accompanied by E. T. Sheppard, Esq., U.S. Consul at Tientsin, has left for the North. H.B.M. Consul, Mr. Medhurst, has returned from Chefoo and has resumed charge.

We hear of several contemplated changes in H.B.M. Consular Service. Mr. W. King, Vice-Consul in charge at Kiukiang, goes home shortly on leave, and Mr. W. Stronach, Acting Vice-Consul, Shanghai, will go to Kiukiang; Mr. Watters, Tientsin, replacing Mr. Stronach. Mr. Davenport, Vice-Consul for this port, has had his leave extended. Mr. Alabaster, lately Acting Consul at Ningpo, is temporarily attached to the Supreme Court. Mr. Bristow takes charge of the shipping-office.

The steamer *Cavador Castle* came up to Shanghai on the 8th Oct., from Woosung, where she had been detained for two days by want of water on the bar. When she arrived there, she drew 21 feet 5 inches, and had to be lightened to the extent of 250 tons, to enable her to cross on a draught of 19 feet 10 in.

The French barque *Union*, stranded on the Block House Spit, has been got off, and Messrs. Boyd and Co.'s steamer *Lever* towed her to Shanghai. It is said the barque has sustained no material damage by her prolonged stay on the mud.

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A melancholy disaster, involving the loss of a Chinese gunboat and all on board, is reported from Taiwan. The vessel is the transport *Ta Yak*, No. 15, of 600 tons, which foundered in a typhoon on the 29th September, while lying at anchor at Un Ping, Taiwanfoo. Fortunately the *Ta Yak* had landed her troops, but as it was, the loss of life was very serious, all the crew—seventy in number—excepting the captain, who was on shore on a visit to the Chinese Commissioner, having gone down with the vessel. Three steamers were at anchor in the roads at the time of the disaster, but none of them could render any help, as the sea was running mountains high, and breaking right over the vessels. One of them, the *Chi Ngan*, slipped both anchors and ran for shelter to the Pescadores, while the *An Lan*, No. 4, ran down south. Immediately on the arrival of the news at Foochow, Mr. Giquel despatched Captain Farrow with carpenters, divers, and all the necessary apparatus for raising sunken vessels, hopes being entertained that the *Ta Yak* may be raised. The *Tchin Hang*, which brought the news to Shanghai, also took from Foochow officers and a full crew for the *Haiching*, which has been running for the China Merchants' Company for some time, but is now to be put in commission for Government use. Subsequent advices *via* Hong Kong, report that the Chinese gunboat *An Lan*, referred to above, was driven on the Formosa coast, ten miles below Taiwan, and became a total wreck. The crew managed to save themselves.

The barque *Farningham* arrived on the 9th Oct. from Freemantle, seventy-eight days out. She left the day previous to the sailing of the *Nardoo* from the same port, and the latter arrived at Shanghai on the 10th September. The *Farningham* not having been heard of for some time apprehensions were felt as to her safety. As she lies at present near the harbourmaster's hulk, she presents a sorry sight, with her mainmast "fished" and her bulwarks gone fore and aft. Though her decks were swept by successive seas, not a drop got below, and were she not a strong and taut craft she could hardly have come so safely through the rough weather she met with.

The return of fine weather has again brought the racecourse into good order, and enabled owners of ponies to make occasional use of it during the training season. So far there has been little opportunity for testing the merits of ponies. The entries for the various events do not come up to those of last autumn meeting, and are particularly short in the steeplechase and hurdle races, but on the whole they are considered satisfactory. The Griffins contain forty-one entries, and the Consolation forty-eight.

A Naval Court has been held, at the English Consulate, to investigate the circumstances attending the foundering of the barque *Argonaut*, during a typhoon off the East coast of Formosa on the 1st Oct. The testimony adduced showed that captain, officers, and crew made almost incredible efforts to save the vessel, but the continued fury of the elements, lasting from the 27th September to the day named, proved too much for them. They had to abandon the vessel, but did not do so until she had become a perfect wreck and was fast sinking. Just at that time, a French barque hove in sight, bore down and took them off in safety. The Court were unanimous in giving the highest commendation to Captain Sanderson and his crew for their efforts to save their vessel; and Commander Grant, of H.M.S. *Midge*, the President, was requested to bring the gallant and generous conduct of the French Captain to the notice of the Board of Trade.

At the U. S. Consulate-General, before Mr. Seward, Consul-General, the case of "Sit-Ming-Cook *v.* R. W. Wade," for assault, came on for hearing. The facts of the case are so nearly similar to those detailed in our lengthy reports of the cases heard in the English Police-court, *in re* Orme, that it would be waste of space to repeat them. The present case was settled by Mr. Wade paying the expenses incurred by the complainant.

Miss Carry George's Dramatic Company continues to perform daily, and its capabilities have been well brought out in the pieces lately given. The acting is always careful, and in most instances really of a high order; and the success with which nightly changes of programme are put through is not a little creditable to the management. Numerically weaker, the Company seems to us as a whole stronger in talent than that of which several of its members formed part last year, and well deserves the support of playgoers.

A gentleman who recently visited Woosung sends us the following note regarding the works in progress there. Being interested in the science of fortification, and desirous of inspecting Chinese works, the writer tried to find the new Woosung forts, but seems to have been unable to discover anything more formidable than the entrenched camps recently formed for the accommodation of soldiery, and the river embankment works which we referred to some months ago;—

From the Lighthouse there seemed some indication that the Chinese had not been idle during the past twelve months, and I can assure you I contemplated what appeared to be a fortification with no little interest, but I was doomed to disappointment, as you will see. About 400 yards from the river, inland, has been erected an earthwork enclosure, 300 feet by 400 feet, the height being about ten feet, width at bottom six feet, and at the top two feet; the top of the wall has embrasures about a foot wide and the same depth, and some three feet apart. The Chinese live inside the enclosure in tents, and the place is in a filthy condition. There is a very liberal display of flags; I never saw so many in so small a space before. I imagine it is intended to have a ditch cut around the place. The men, as far as I could see, are not armed. Another enclosure by the side of this, a little farther inland, needs no description, as it is similar in all respects. Workmen are employed driving piles along the edge of the river and filling in with earth; of course this simply means improving the embankment; what may be done after the embankment is made good I do not know. At one place, for a length of about 100 yards, piles are driven in three tiers abreast, the space between them being filled with earth and stones. Perhaps the intention is to erect a fort above this, but there is no present indication of it.

An application to Li Tsung-hi, the Viceroy at Nanking, on behalf of the proposed Reading-room and Polytechnic School for Chinese, at Shanghai, made by a Chinese member of the Committee, has called forth from his Excellency the handsome acknowledgment, giving a subscription of Tls. 1,000. Countenance so liberal and favourable from the high officials of the Empire must materially strengthen the hands as well as the funds of the promoters, and encourage them to go on hopefully with their laudable enterprise. We expect soon to hear that the Committee have secured a suitable local habitation in which to carry out the objects covered by the name already chosen for the Institution.

Our correspondent writes on the 1st Oct. from Peking:—

The Japanese Ambassador is still here, discussing the Formosa matter with the Tsung-li Yamen. Little of a general nature, and nothing positively, is as yet known regarding the said discussion, but it is believed that it has not got beyond the question of the sovereignty of the island. The Japanese have taken up the position that aboriginal Formosa does not belong to China, and to this they seem inclined to stick, while the Chinese of course assert that their territorial rights extend over the whole island. I question much whether the negotiations have yet settled that point; but at the same time, from all one can hear, the Japanese seem to maintain the position simply in justification of their action, and, that being conceded, with a view to getting an indemnity for the expenses of the expedition. I don't think they mean to argue a right to annex or colonise, and thus there is every probability that war will be averted. The attitude of their Ambassador, and the diplomatic delay to which he has apparently been a party, are just the opposite of what was expected when he was despatched on his mission, and plainly indicate a desire to have the affair patched up. It is now believed here that the Japanese are feeling their way slowly and cautiously towards an indemnity, and if that were settled the whole thing would be over. The Chinese, it is believed, expect to be called on for an indemnity, but I fancy the amount the Japanese may ask for will depend on circumstances.

Among Legation *on dits*, I may mention that his Excellency M. Geoffroi, the French Minister, is likely to go home very soon, the Comte de Rochechouart again becoming Chargé d'Affaires. The Hon. Mr. Avery, the new Minister of the United States, is expected in a week or two; and Dr. Williams, who has been Chargé d'Affaires since Mr. Low's retirement, will leave for America early in the coming year.

HONG KONG.

Our advices by the present mail extend to the 22nd October; the French mail from London Sept. 11 was received on the 20th October. The following items of news are from the *Hong Kong Daily Press*:—

We deeply regret to have to announce the sad news of the death of Lady Kennedy, which reached the colony on Oct. 20, through the Governor of Singapore. The sad news has cast a general gloom over the colony. In the death of Lady Kennedy all have to lament a friend, as there was no one with whom she came in contact to whom she did not extend some kindly words and pleasing courtesy. To her largeheartedness and magnanimity the colony owed more than was perhaps generally known of its social pleasantness—as the example she set of the graciousness which should ever characterise those in exalted position went far to remove many of those little heartburnings and estrangements which are too apt to arise among small communities. The memory of one who has thus fulfilled the difficult duties of her high station must be long cherished. All must feel that the late Lady Kennedy has nobly filled her mission, and has reaped the last and greatest of all human rewards, the respectful and affectionate remembrance of all who have known her. It may be hoped that the consciousness of this fact will be some slight consolation to Sir Arthur Kennedy, in whose sad bereavement all in Hong Kong feel the deepest sympathy.

We learn by our correspondence from Tientsin that there is no longer any doubt that the Chinese intend to open some of the rich coal mines in the North, and to have them worked according to foreign principles. It appears that the Viceroy of Chilhi has now given orders for the purchase of the necessary machinery, and that Mr. Henderson, an American gentleman, has been engaged to procure the necessary plant and to engage miners in the United States to set the work going. This is undoubtedly a very satisfactory step in advance, and in one point of view it is of good augur from the very slowness with which the Chinese have been induced to adopt it. This deliberation shows that they have very carefully and accurately calculated their chances, and the likelihood of their succeeding in the steps which they

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have adopted is thus increased by the consideration that they must have made careful provision for the difficulties which might arise. It is evident that a noticeable change must have taken place in the Celestial mind to enable it to depart so far from recognised traditions, and it is to be hoped that the step which is now announced may be taken as a good augury for future progress.

We learn from Korea that a sudden move has been made against all the statesmen hostile to Japan, who have been seized and thrown into prison, and a strong desire has arisen, for the first time for many years, to cultivate friendly relations with the Japanese. This extraordinary movement does not owe its origin to any force from within, but to the teaching of a Japanese, who has persuaded some of the most influential Koreans of the superiority of Western knowledge over that of the Chinese, and of the advantage which would accrue to them from the acquisition of it.

A fire broke out in the verandah of the house over the Western Avenue of the Central Market on the 19th Oct. The occupants appear to have been cooking in the verandah, and some sparks caught a quantity of old rags and mosquito curtains there. Fortunately the verandah was brickwork, else the few buckets of water which did put it out would have been useless. There should be some measures taken to prevent the Chinese from cooking in verandahs and hanging up all sorts of greasy rags and other combustible materials there. One Chinese has been fined by Mr. May, for "chin-chining Joss" with fire in his verandah.

Messrs. Douglas Lapraik and Co. propose to start a steamer from Foochow every Sunday morning, so as to catch the mail at Hong Kong. It is arranged to despatch a steamer for Hong Kong every alternate Thursday. This is a graceful effort to meet the wishes and convenience of the community.

It is proposed to raise a subscription at Foochow in aid of the sufferers by the late terrible catastrophe at Macao. Mr. A. A. da Silva, of Messrs. Hedge and Co.'s, has undertaken to collect and forward contributions.

The *Gazette* notifies that Mr. Justice Snowden will act as Deputy Judge of the Vice-Admiralty Court.

Telegraphic communication with Saigon and Singapore has been re-established.

The Typhoon.

The heads of the various Government Departments have been busy in the preparation of official reports upon the late disastrous typhoon. The following is the report forwarded by the Captain Superintendent of Police :—

I have the honour to forward, for the information of H.E. the Governor, the following particulars as to deaths and losses caused by the Typhoon of 22nd and 23rd September, 1874, on the Island of Hong Kong and in British Kowloong. The bodies of 17 Europeans and 604 Chinese have been recovered by the Police, and by them buried, or by the friends of the deceased. Over 200 houses have been destroyed or rendered uninhabitable, one house was also burnt. Two steamers, *Aibay* and *Leonor*, have sunk in the Harbour, and the Pacific Mail Company's steamer, *Alaska*, valued at $250,000, is on shore near Aberdeen, and will with difficulty be got off. About eight ships are supposed to have been lost. The destruction of Chinese junks and small boats it is impossible to estimate. At Stonecutter's Island about 100 were stranded; at Shau-ki-wan 37 large junks and several house boats; at Aberdeen about 100 junks and sampans; at Stanley no boat was left when the typhoon was over.

The telegraph posts were blown down in different parts of the island, so as to prevent all communication. The majority of the lamp posts also lost their lanterns, and the gas works were so damaged that gas could not be supplied to the street for two nights. The roads were almost impassable from the obstruction caused by the fallen trees. The loss of personal property is also great, nearly every person complaining of some loss or damage. The details that I have given above are of necessity meagre; the number of bodies recovered in all probability represents only one-third of the actual loss. In many cases the junks and ships have gone down with their crews on board, and are thus probably buried in their vessels.

The Registrar-General reports as follows:—

The number of deaths occasioned by the typhoon which have been registered is as follows:—Chinese.—Drowned: Male adults, 419; female adults, 152; male children, 93; female children, 48; killed by falling houses, male adults, 52; female adults, 15; male children, 12; female children, 5; total deaths, 796. The above refer to Chinese, among whom, of course, the greatest number of deaths occurred. I may take this opportunity of reporting to his Excellency the great aid given by the Board of Direction of the Tung Wah Hospital in the late serious emergency. The board hired boats and engaged men through whose instrumentality as many as 193 bodies of those enumerated above were buried. Further, they hired the *Sir Jamsetjee Jeejeebhoy* steamer, and one of the members of the board searched the neighbouring headlands and inlets, where they buried several other bodies of their countrymen, as well as those of two Europeans. The energy displayed and the good work done by the board deserves, I think, some recognition from the Government.

SIAM.

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BANGKOK.

The *Siam Weekly Advertiser* gives the following items :—

A proclamation has been issued for the information of slaveholders and slaves, that his Majesty, in concurrence with the Saanabaudee and the Councillors of State, requires that henceforth all holders of slaves, one, two, nine, or ten persons, or families, must take note of the children born of slave parents. All such children born after April 12th, 1868 and 1869, male or females, must be taken to the proper authorities, and the names of those born in 1868 must be recorded on the back of the bond papers, stating their age at the time of the record, every bond paper must have such a record, if the children were born in 1868, if born previous to that year, no record need be made of such.

On the 18th Oct. the British steamer *Paris* passed up by Bangk'olem point, from Saigon. This is a fore and aft steamer, and is designed to run regularly between this port and Hong Kong, so that henceforth the firm of Messrs. Windsor, Redlich, and Co. will be the agents of two steamers that will ply regularly between this port and Hong Kong. The steamers *Danube* and *Paris*, we hope, will keep us in semi-monthly communication with Hong Kong.

If the steamer *Asia* forms another line, and is eventually aided by a sister steamer, under the management of the firm of Messrs. A. Markwald and Co., there is no reason why we may not soon be in weekly communication with Hong Kong.

We are assured in the Government *Gazette* that the great pest and demoralising vice of the country, gambling, is under consideration, and will soon receive prompt and efficient action.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 29th October; no later mail from London had arrived out. We take the following items of intelligence from the *Straits Times* :—

At the meeting of the Legislative Council on the 5th Oct. the question of contributing towards a land line of telegraph to connect the British lines in Burmah with the Dutch lines in Sumatra, and passing through the native States on the Malay Peninsula, was considered, when the Council resolved to encourage the project on condition that the united contributions from this Colony and the native States under its protection should not exceed £16,000. The telegraphic scheme also embraces an extension to Siam, but we learn that the King's Privy Council at Bangkok has decided in favour of the construction of the Siamese portion of the line by that Government. It is obvious that this telegraph line must prove of great benefit both to this Colony and to the native States, and with the substantial encouragement which this Government is prepared to extend to it, and the prospect of being relieved from the cost of the Siamese part of the line, the projectors should be able to carry out their design without much difficulty.

The Hon. Mr. Shelford also brought before the Council the question of the seizure, some time ago, of the British steamer *Sri Malacca*, while trading between Malacca and Langkat, by Tunku dia Oodin, who had declared a blockade of the Langkat river. The steamer was, it appears, trading with and under a pass from the Sultan of Salangore, and had obtained her cargo and her clearance from the Sultan. The legality of the seizure, under these circumstances, by the Viceroy of Klang and Salangore, who is a vassal of the Sultan, was seriously questioned.

Among the passengers for home by the last mail was Mr. W. R. Scott, who, as an unofficial member of the Legislative Council and a municipal commissioner, has taken a prominent part in our local politics and in all questions of public interest, and has enjoyed the respect and confidence of all classes of the community. The vacancy in the Council caused by his retirement will be filled by Mr. H. W. Wood, than whom no more fitting selection could have been made, or one more certain to receive the hearty approval of the public.

At the meeting of the shareholders in the Chindrass Mining Company, Limited, the following resolutions were proposed and carried unanimously :—

That the capital of the Company be increased to $150,000.

That no call be made above $10 per share, and that one month's notice be given of each call.

That the thanks of this meeting be given to Mr. Davidson, the Chairman, Mr. Buckley, the Managing Director, for his services at Chindrass, and to Mr. Cumming and the other Directors in Singapore for the services they have rendered to the Company.

The *Gazette* contains the text of a short Act of Parliament, passed on the 30th July, 1874, by which offences committed at any place in the Malay Peninsula south of the 9th degree N. latitude, or in any island within twenty miles of the coast, by any person resident in this Colony within six months previous to the commission of such offence, shall be amenable to trial in our Criminal Courts as though the offence were committed within the Colony.

The steamer *Eastern Isles* has left with a staff of the Telegraph Company's people on board, to endeavour to pick up and repair the Saigon cable, which has been suddenly interrupted. We understand the break is only some twenty miles out, and though communication is not yet restored, it is probable the repair will be very shortly effected.

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On the 5th Oct. the official journal of Manila published a Government Resolution to the effect that the provisions of a decree issued in October, 1868, according to which materials imported from foreign countries into the Philippines for public works, such as railways, tramways, roads in general, navigation and irrigation, canals and water works, and also for the benefit of harbours, lighthouses, and private buildings of general utility, should be duty free, are to be put in force.

No less than thirty-five shocks of earthquake were felt at Manila on the 16th Sept., between 10 A.M. and 2 P.M.; and six more during the following night. A panic, says the *Comercio*, arose in consequence amongst the population of that city, and precautionary measures were taken against accidents, of which, however, scarcely any happened.

The *Sarawak Gazette* publishes the following news item :—A telegram has been received from London announcing the birth of a son and heir to H.H. the Rajah and Ranee on the 26th ult. A salute was fired in Kuching on receipt of this important intelligence, and official communications were sent to the different outstations, where the happy event will be celebrated in like manner.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Business in Imports, with the exception of Cotton Yarn, had been on a fair scale. The lower qualities of Grey Shirtings had been most in demand : 7lbs. T-Cloths, Indigo Shirtings and Cotton Sateens, had been saleable. Velvets had again improved, but Taffachelass closed weaker. In Woollens, there had been a good demand for Black Lustres ; and Cloth—especially Presidents—had been rather more enquired for. In Metals, the market for flat and round Iron had been weak, but a slightly better enquiry had existed for some sizes of Nail Rods. Quotations : G.E. Grey Shirtings, 7 lbs., 38½ yds. 39 in., $1.95 to $2.17½ per piece ; do. 8¼ lbs., $2.35 to $2.67½ ; do. 8 lbs. 45 in., $2.40 to $2.60 ; do. 9 lbs., $2.90 to $3.10 ; T-Cloths., 6lbs., $1.50 to $1.65 ; do. 7 lbs., $1.90 to $2.05. Drills, English, 15 lbs., 40 yds. 40 in., $3.30 to $3.40. G.E. White Shirtings : 60 to 64 reed 40 yds. 35 in., $2.50 to $2.75. Cotton Yarn : No. 16 to 24, $34.50 to $38.00 per picul ; No. 28 to 32, $36.50 to $39.75 ; No. 38 to 42, $41 to $46. Camlets, SS (Assorted), $18.00 to $19.00 per piece. Plain Orleans and Lustres : 40 to 42 yds., 32 in., $6.50 to $8. Figured Orleans : 30 yds. 31 in., $4.75 to $5.50.

SHANGHAI.—There had been an improvement in the market, although two or three articles had slightly receded in price, and the value of others had remained stationary ; whence the improvement had sprung, and whether it would be maintained, were points equally difficult to determine at the moment. In reference to the source, various opinions were hazarded, and amongst them stand—reduced stocks, enhanced rates at home, a scarcity in the interior of the particular goods required, a desire to get supplied of such before winter sets in, and speculation. Advices from the River Ports were as unsatisfactory as ever, while those from Tientsin and the North reported no change. It was evident, however, from the business done here during the week, and the prevailing excitement, that more encouraging native information had been received from the interior, and this, aided by the continuance of the demand from Japan, had tended to strengthen the market for manufactured goods generally.

FOOCHOW.—The only sale had been one of 500 pieces of Mexican T-Cloths 7 lbs. at $2.12½ per piece. Lead was quoted $8.25 per picul.

EXPORTS.

TEA.

YOKOHAMA.—Business had continued moderately active, and settlements of 6,000 piculs during the fortnight were reported. Buying had been fairly general, but no change had been made in quotations. Arrivals had failed to keep pace with the demand, and stocks were somewhat reduced. The Ambassador sailed for New York on the 30th Sept., with a cargo, from this port, of 709,969 lbs. The P. M. steamer Japan left on the same day, with 315,785 lbs. for New York, 250,201 lbs. for San Francisco, and 11,950 lbs. for Boston, &c. The New Republic, for New York, was engaged full. Export from 1st May to date 10,241,073 lbs., against 5,974,259 lbs. in 1873-4, and 6,827,413 lbs. in 1872-3.

HANKOW.—Messrs. Drysdale Ringer and Co.'s Report says :—Our Tea season is now pretty well over, and as the export figures will be the only thing of further interest ; arrivals for the three weeks since issue of our last, dated 15th Sept., are 11,000 chests, against 10,000 for same period last year. There is only low common tea to come down from the country now, and the quantity is estimated by teamen at not over 10,000 chests. We think this will prove too low, however ; our total arrivals are at present 20,000 chests over same time last year and still 30,000 chests short of the then total export. Settlements have been :—767 chests, 2,984 half-chests at 1s. 1d. to 1s. 2¾d. per lb.; 1,685 chests, 2,910 half-chests at 11¼d. to 1s. 1d. per lb.; Toong-shan Teas have commanded Tls. 17½ to 18½, other kinds ranging from Tls., 12.60 to 13½ for Shuntam packed to Tls. 16½ for Ping-kongs and Wun-kais per picul. Export to date per Customs returns :—

	Hankow Tea.	Re-export Kiukiang Tea.	Total.
1874—	51,966,553 lbs.	8,309,284 lbs.	60,275,837 lbs.
1873—	51,244,327 „	7,311,986 „	58,556,313 „
1872—	52,767,120 „	5,112,707 „	57,879,827 „
1871—	53,437,022 „	3,353,524 „	56,790,546 „

KIUKIANG.—Black Teas : One chop Kiukiang packed, 420 half-chests, had been settled at Tls. 15.25. The equivalent of about 3,000 chests had come to hand during the interval. Total arrivals, 175,055 chests. Green Teas : Total arrivals, 73,740 half-chests. Stock, 3,000 half-chests.

SHANGHAI.—Black : There had been a quiet market, and few fresh arrivals. Prices were unchanged. Settlements : 6,762 chests at Tls. 15⅜ to 24½. Stock : 7,000 chests. Green : A fair business had been done at previous rates, the demand running chiefly on Moyune kinds, at Tls. 33 to 40. Settlements : Fychow and Moyune, 16,950 ½-chests. at Tls. 28½ to 41½ ; Pingsueys, 2,267 do., Tls. 27½ to 40 ; Stock 68,500 ½-chests. Export to Great Britain to date (exclusive of lost Cargoes).—

	1874-1875.		1873-1874.
Black	59,920,146 lbs.	against	49,213,713 lbs.
Green	4,963,834 „	„	6,229,851 „
	64,583,980		55,443,564

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says : —During the past week a fair amount of business has been passing, settlements in Congou amounting to 14,002 chests, which have been taken, to a great extent, for the Continental market. Settlements for the week are :—Congou, 14,002 chests ; Souchong, 407 chests ; Oolong, 14,935 ½-chests ; Flowery Pekoe, nil ; Scented Teas, 2,046 boxes. Congou : Prices in the better grades have been well maintained, but teamen are more anxious to realise the lower kinds. The market in teas under Tls. 15 short shows, in some cases, a drop of half a tael, and closes with a downward tendency. Dust and broken leafs continue to command attention at last mentioned rates. Souchong : Only a small business has been doing in this description at former rates. Flowery Pekoe : No transactions. Oolong : The market for America was opened on Oct. 10, and a fair amount of business has since resulted. All information is derived from private sources, as none of the purchases have been reported. The favourite chops only have been taken, and it is generally understood that the prices paid are as follows :—Tong Lee and Wung Mow, Tls. 29.75 and 27.75 respectively ; Tong Mow, Tls. 28.5 ; Sou Yuen, Tls. 32.5 ; Tong Shing, Tls. 27.5 ; Kum Wo Kut, Tls 26.25 ; and Chong Mow, Tls. 29. Scented Teas : A small quantity only has changed hands at higher prices. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope is 45,771,997 lbs., against 37,951,965 lbs. at same time last year. To America, 301,937 lbs., against 757,800 lbs. To the Colonies, 10,971,088 lbs., against 10,520,409 lbs. last year. Departures are :—For London, October 14, Ulysses (str.), with 637,000 lbs.; 15, Glenartney (str.), with 1245,000 lbs.; 17, Olympia (str.), 61,495 lbs. For the Continent, October 17, Olympia (str.), 500,446 lbs.

AMOY AND TAMSUI.—Ooloongs had continued in demand, and the total settlements were reported as 134,200 half-chests, leaving a stock of less than 30,000 half-chests. Prices had been firmly maintained, but as teamen seemed more inclined to realise, lower values were hoped for. The departures for New York had been screw-steamers Glenfinlas, Anita, Auguste Reimers, and Piociola. The Helena had been chartered for New York. Latest advices from Tamsui reported a quiet market but no change in prices.

CANTON.—Considerable activity had been displayed for this period of the season, and higher prices had been paid for Scented Capers.

SILK.

YOKOHAMA.—The active demand lately prevailing had continued, and a large business had been done at gradually advancing rates,—quotations at the close being about $15 to $20 per picul, higher than last reported. Arrivals had been about on a par with settlements. Settlements from 1st July to date, 3,900 bales ; against corresponding period —Season 1873-4, 4,500 ; 1872-3, 7,000 ; 1871-2, 5,500 ; stock, 500 bales old and new Silk. Silk-worms' Eggs : Total arrivals, since the beginning of the season, 1,450,000 cards ; against 480,000 last year, at the same date. Total settlements estimated at 400,000 cards, the bulk of which had been bought at from $0.25 to $0.50 for annual Green. Some marks, which were the objects of special enquiry, had realised from $0.60 to $1.00. The native dealers, in order to raise prices, had resolved to destroy a portion of the stock, and actually commenced doing so.

SHANGHAI.—Since last mail a fair amount of business had been transacted at a further advance in prices, and holders of medium chops were very firm for full rates. Prices reported paid are :—Gold Lion Chop, Nos. 1, 2, 3, and 4, Tls., 380, 360, 340 and 320 per picul ; Incense Chop, 367½ ; Dancing Bear, No. 2, 330 ; Kukee's "Chin Jan" and "Kin Hock" 350 and 320 ; Blue Elephant, 330 ; Yellow Elephant, 305 ; Bird Chop "Kin-ling," 317½ ; Red Peacock, 320 ; Common Tsatlees, 250 to 270. Settlements since last mail had been fully 2,500 bales, making total to date, 48,500 bales. About 2,000 bales had arrived during the week, and the unsold stock was estimated at 10,500 bales.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅞d.	4s. 2¾d.	4s. 3d.
Shanghai „	5s. 9¼d.	5s. 9½d.	5s. 9¾d.
Canton „ ...	4s. 2½d.	4s. 2¾d.	4s. 2¾d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2½d.	4s. 2¾d.	4s. 2¾d.
Manila „	4s. 0½d. to 4s. 0¾d.	4s. 0¾d. to 4s. 1d.	

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MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306½	223
,, Hong Kong	27⅛ to 27⅝ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	,, 744.5	1¼ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4½ per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 4 premium.
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $24 premium
Indo-Chinese Sugar Company, 94 per cent. dis.
Shanghai Steam Navigation Company, Tls. 85 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9¼d., at Hong Kong 4s. 2⅝d., at Batavia F.11.70, at Singapore, 4s. 2⅛d.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Oct. 14, 1874	86560615	44528684	484135	13838050	125411484	23295
From June 1, 1873, to Oct. 14, 1873 ... ,, ...	57744594	36698946	111726	11268178	105133444	26496

TO THE CONTINENT.

	Bales.
From June 1, 1874, to Oct 14, 1874	4090445	20985
Do. do. 1873, to Oct. 14, 1873	5387032	10901

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to Oct. 14, 1874	23884700	2348
Do. do. 1873, to Oct. 14, 1873	14440398	3146

TO AUSTRALIA.

From June 1, 1874, to Oct. 14, 1874	...12,393,697
Do. do. 1873, to Oct. 14, 1873	...10,916,113

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	..*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Oct. 8, Mikado, Lucerne; from London, &c., Nov. 23, Deucalion (str.), Sylvia (str.).

At HONG KONG and CANTON.—From London, &c., Nov. 20, Chinaman, Agamemnon (str.), Formosa (str.).

At MANILA.—From Glasgow, Oct. 8, Bacolod.

At SINGAPORE.—From London, Oct. 28, Lake Leman; 29, Dewa Gungadhur; Penedo (str.); from Cardiff, Oct. 28, Her Royal Highness, Endora; from Greenock, 29, Ringdove; from Bordeaux, 27, Jackmel; from New York, 29, Gamecock; from London, &c., Nov. —, Crocus (str.), Achilles (str.), Ocean.

At PENANG.—From London, &c., Nov. 25, Ly-ee-moon (str.), Achilles (str.).

DEPARTURES.

From SHANGHAI.—For London, Oct. 7, Glenartney (str.); 9, Ulysses (str.); 11, Olympia (str.); for New York, 9, Galley of Lorne (str.).

From HONG KONG and CANTON.—For London, Oct. 17, Ulysses (str.).

From MANILA.—For Liverpool, Oct. 15, Emiliano (str.); 6, Star of China; for Channel, 7, Lanercost; 8, British Empire; for New York, 11, Empire.

From SINGAPORE.—For London, Oct. 27, Olympia (str.); Nov. 24, Glenfalloch (str.); for New York, 29, Galley of Lorne (str.).

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, NOV. 27.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, arrived here to-day at 6 A.M. She brings 105 passengers and a general cargo, including 1,743 bales of silk, 13,573 packages of tea, 184 packages of sundries, and specie to the value of £2,800 for London, which part of her cargo will be forwarded to its destination per Company's steamer Erymanthe, due in London on or about the 6th of December.

INWARD MAIL DUE DECEMBER 21.—GALLE, NOV. 26.—The P. and O Company's steamers Pera and the Baroda arrived to-day, from Australia and China respectively, with the China and Australian mail. The Australia leaves for Suez to-morrow. Specie, Europe £397,000.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—GIBRALTAR, Nov. 24.—The P. and O. Company's steamer Pekin, with the India, China, and Australian (heavy) mails, from Southampton, on the 19th inst., arrived at 7 A.M., and leaves at 10 A.M. for Port Said. Experienced fine weather. All well.

NEXT INWARD MAIL.—SUEZ, NOV. 29.—The P. and O. Company's steamer Zambesi arrived here at 7A.M. yesterday, and the Hindostan at 7 A.M. to-day from Calcutta and Bombay respectively, with the homeward India and China mail.

HEAVY PORTION OF LAST INWARD.—GIBRALTAR, NOV. 28.—The P. and O. Company's steamer Khiva, with the homeward India China, and Australian (heavy) mails left here at 9 A.M. to-day for Southampton, where she may be looked for on the evening of the 2nd proximo

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 27, at London, from Singapore, Nicola Tommasa; off Deal, from China, &c., Lotus (str.); at Liverpool, from Bassein, Prince Umberto; 24, at Marseilles, from Singapore, Mecca (str.); 19, at Cadiz, from Manila, Buena Ventura (str.); 27, at London, from Galle and Colombo, Aboyne; at Liverpool, from Rangoon, Lorton Vale; at Sandy Hook, from Ilo Ilo and Manila, Flying Eagle; at Boston, from Zebu, Osceola; 30, off Deal, from Penang, Hypatia.

DEPARTURES.—Nov. 26, from London to Shanghai, Deerhound; from Liverpool to Yokohama, Earl of Dufferin; to Anjer Finzel; to Singapore (via Cardiff), Lady Lisgar; from Glasgow to Java, Amboina (str.); to Singapore and Penang, Pauline; 23, from Cuxhaven to Hong Kong, Juno; Nov. 27, from London, to Singapore, China, &c., Scotland (str.); 28, from Liverpool, to Hiogo (via Middlesbro) Kashgar; 27, to Yokohama (via Cardiff), Abano; 26, from Shields, to Singapore, Lincoln; 28, Pekin.

STEAMER PASSED THE SUEZ CANAL.—Previous to Nov. 23, Koning der Nederlanden (str.), from Java to Nieuwe Diep.

SPOKEN.—P.H.F.E. (?) (Dutch ship), Batavia to New York, Sept. 20, 36 S., 21 E; R.B.L.Q., Cardiff to Singapore, Oct. 13, 7 N., 25 W.; Scawfell, London to Colombo, Oct. 17, 6 N., 24 W; Naval Brigade, Singapore to Liverpool, Nov. 8, 21 N., 36 W.; Agnes Muir London to Shanghai Sept. 11, 26 S., 24 W.; Ulva, Singapore to Falmouth, Oct. 26, 15 N., 30 W.; R.D.B., V. Dut. barq.) Cardiff to Singapore, Oct. 16, 8 N., 24 W.

CASUALTIES.—Advices from Batavia, Oct. 10, state that the Laurens Coster, from Pangool, had lost all her anchors, and was to replace them at Batavia. A mutiny broke out during the evening of the 23rd Nov. on board the Nancy Pendleton (Am. ship), Pendleton, soon after she had left Penarth Dock for Galle; it is said that several shots were fired by the officers, and one or more of the crew (coloured men) killed. The Deerhound, Shearer, from London to Shanghai, has put back to the Downs with loss of anchor and 60 fathoms chain, and making much water, having been ashore on Greatstone Point; at midnight she was got off at 1 P.M., with the assistance of two steam tugs. The Lotus (str) arrived in London from China, and reports:—Left Malta Nov. 12; experienced heavy gale from S.W., with a tremendous sea, and were obliged to ease the engines for six days. The Mirzapore (str.), Parish, bound to Calcutta, was ashore at 6.20 A.M. Nov. 28, in the lower part of Gravesend Reach; she is expected off this tide (the above steamer passed Dover Nov. 29).

MISCELLANEOUS.—Nov. 26, at Port Said, Montgomeryshire (str.), from London to China, &c., to Singapore and Saigon, Ginga (str.); at Suez, from Java, County of Sutherland, (str.); at Mauritius, Oct. 18, Euprem, from Monte Video, and sailed, 30, for Galle. The Committee of Lloyds will be glad of any information respecting the following vessels: Alajendre, Loronda, which is reported to have sailed from Newport to Hong Kong on the 6th Feb. last; Hiawatha, Umness, which is reported to have sailed from Rangoon for Holland on 15th Feb. last. At Port Said, Nov. 29, Sarpedon (str.), from Liverpool to Singapore, China, &c.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BELMORE—On the 23rd Nov., the Countess of Belmore, of a son.

BROUGHTON—On the 17th inst., at Millview, Malahide, county Dublin, the wife of F. S. Delves Broughton, Commander Royal Navy, of a son.

DRAGE—On the 8th Oct., at Shanghai, the wife of Z. B. Drage, of a daughter.

GILES—On the 24th Sept., at Hankow, the wife of Herbert A. Giles, H.B.M.'s Consulate, of a son (Bertram).

HAIGH—On the 20th Nov., at Sandoon Park, Liverpool, Mrs. Reginald Haigh, of a son.

SHEPPARD—On the 15th Nov., at 12, Holland-street, Clapham-road, S.W., the wife of F. A. Sheppard, C.E., of Shanghai, late of Cape Town, Cape of Good Hope, and Singapore, of a girl.

WHITE.—On the 18th Sept., at Shanghai, China, the wife of F. W. White, Commissioner of Customs, Ningpo, of a son, prematurely, stillborn.

MARRIAGES.

DE OJEDA—BROOKE.—On the 7th Oct., at H.B.M.'s Legation, Japan, by the Rev. W. B. Wright, M.A., and subsequently at the Catholic Church, by H.G. Monseigneur Petitjean, Bishop of Myriophite, Emilio de Ojeda, Chargé d'Affaires of Spain, son of Manuel de Ojeda, of Madrid, to Julia, second daughter of John Henry Brooke.

KINDBLAD-SPOONER.—On the 8th Oct., at Trinity Church, Shanghai, by the Rev. Canon Butcher, Alex. Wilhelm Kindblad, of Stockholm, Sweden, to Wilhelmina Spooner, of England.

TWELLS—CORBETT.—On the 26th Nov., at the parish church of Leamington Priors, by the Rev. Henry Twells, M.A., rector of Waltham, near Melton Mowbray, assisted by the Rev. John Vaughan, formerly chaplain in the H.E.I.Co.'s Service, Philip Twells, M.P. for the City of London, to Georgiana Hannah, younger daughter of the late John Corbett, of Birmingham.

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DEATHS.

COLLIER—On the 23rd Nov., at 13, Tamar-terrace, Stoke, Isabella Mary, widow of the late Capt. Edward Collier, R.N., aged 76.

GOSS—On the 26th Nov., at Ivy House, Chislet, near Canterbury, Frederic Goss, Paymaster R.N., formerly of Margate, in his 81st year.

HAIGH—On the 24th Nov., at Sandoon Park, Liverpool, Flora, wife of Reginald Haigh, and youngest daughter of the late Admiral Grenfell, aged 33.

HART - On the 11th Oct., at Shanghai, William Hart, of Ningpo, aged 54 years.

TOMPSON—On the 23rd Oct., at Nicolaiewsk, Eastern Siberia, after a few days' illness, Edward Tompson, only son of the late Arthur Fisher Tompson, of Belton, Suffolk, aged 30 years.

WHITE.—On the 20th Sept., at Shanghai, China, Alice Mary, the fondly loved wife of F. W. White, Commissioner of Customs, Ningpo, aged twenty-five years, deeply lamented.

Miscellaneous.

THE WRECK OF THE "CHUSAN."

The *Liverpool Journal of Commerce* offers the following remarks upon this disaster:—

Anyone who paid the most casual attention to the evidence adduced in connection with the loss of the steamer *Chusan*, at Ardrossan, on the morning of the 21st ult., would be prepared for the judgment at which the court of inquiry arrived. There was nothing to show that the captain and officers had not done everything in their power to guide the vessel into a haven of refuge. The certificate of the chief officer was, accordingly, very properly returned. But although the court has come to this decision, certain matters were elicited in the course of the investigation which cannot fail, in view of the occurrence of a similar catastrophe, to be attended with advantage, and the inquiry has not therefore gone for nothing. And in the first place there was much questioning as to the build of the *Chusan*; as to whether she was a vessel capable (after the results of the survey at Waterford had become known) of proceeding from that port to Glasgow for repairs, not to speak of attempting a trip to China at this season of the year. The *Chusan*, it appears, was built for river traffic in China, and was therefore wanting in many of the specialities of a thorough sea boat. It is not the first time, however, that river craft have crossed the seas in safety, but in order that this may be accomplished it is necessary to take many things into consideration, and more particularly the season of the year. At this season of the year bad weather may be expected before reaching Gibraltar, after entering the Mediterranean, and for the remainder of the voyage after emerging from the Red Sea. The *Chusan*, we find, had only gone from the Clyde to Waterford, where it was found that seven of her frames were cracked. She was ordered back to the Clyde for repairs, and on the way, according to the evidence of certain witnesses, the vessel shook in a manner which said very little for her rigidity. In the midst of the gale she became unmanageable, and the rest is only too well known. She was a total wreck, and seven of the crew, including the captain, were drowned. As to the vessel herself, there was a certain conflict of evidence. Captain Lodge, a marine surveyor, who had discovered the cracked frames at Waterford, said the *Chusan* was quite fit to go back to Glasgow, but quite unfit to go to China. He would have considered it a very imprudent thing to send a vessel like the *Chusan* to China at the latter end of October. On the other hand, Mr. Harrington, consulting engineer of French Lloyd's, had examined the fore part of the wreck, and pronounced the *Chusan* to be excellent, both as regards material and workmanship. In his opinion the vessel, when she left Glasgow, or when she arrived at Waterford, was fit to proceed to China "with careful management," and he could not understand how it was that when she had plenty of sea room in the Firth of Clyde she would have become unmanageable. Mr. Thomas Scott, also a consulting engineer, was of Mr. Harrington's opinion, that the loss could in no way attributable to default in workmanship or material. But so far from being able to go from Waterford to China even "with careful management," the result proved that she could not attempt the voyage from Waterford to Glasgow without being completely at the mercy of the wind and waves, so that in the face of all the evidence adduced the wreck can only be set down as having been attended by special circumstances over which no one had any control, and for which there is no one to blame. The investigation was marked by the introduction of another element which also demanded some clearing up. Imputations were thrown out against those having the management of the lifeboat and the rocket apparatus, and the inference was that but for some remissness in all probability all on board would have been saved. Certain it is that only one coastguardsman was at Ardrossan on the eventful morning, his four companions being absent at drill. The rocket apparatus could not, therefore, be worked, although it is admitted that by this means all might safely have been brought ashore. There was a long delay in launching the lifeboat, and, notwithstanding that it was propelled by ten oars, it could not for nearly an hour make any headway against the storm. One arrangement, which will doubtless be remedied in future, was, that the coastguard had charge of both rocket apparatus and lifeboat, so that the solitary man on duty on the morning of the 21st ult. had a task imposed on him which he was unable to discharge. The responsibility will hereafter be divided, and along with this decree we may expect that at Ardrossan there will be an enrolled lifeboat crew, and that the coastguardsmen will not be called away for drill at the very season our coasts are usually visited by the equinoctial gales.

THE CHINESE IN CALIFORNIA.

Advices from Washington to the 16th inst. state that Congressman Page has received from California interesting affidavits of Revs. Otis Gibson, R. L. Simmons, and Ira M. Conduit, all for many years resident in China, and now engaged in missionary work among the Chinese in San Francisco, for the Methodist, Baptist, and Presbyterian Churches, certifying that they have personal knowledge that a regular system of importation and traffic in Chinese women for purposes of prostitution exists in China and California, and that at least nine-tenths of all the Chinese women in California are owned, bought, and sold for vile purposes, there being three thousand of them in San Francisco alone. These affidavits were forwarded by Mr. Ester, late Speaker of the California Assembly, to be brought to the attention of Congress by Mr. Page, with a view to securing Federal legislation to prevent further importations of this kind, it having been held by the United States Courts in California that the State laws enacted for the purpose were unconstitutional. President Grant, in a recent conversation on this subject, expressed the opinion that such importations are in violation of the spirit of the treaty with China, but he did not say he believed the treaty was directly violated thereby, nor did he give any assurance, as has been incorrectly stated, that he would call attention to the subject in his forthcoming Message.

THE French *Journal Officiel* has the following:—It is known that the Mikado of Japan is earnestly endeavouring to cultivate European habits and customs in his country. He has lately decided that each year a certain number of children belonging to the first families of the Empire shall proceed to Europe for their education. After some wavering in his choice between London, Berlin, and Paris, he has at length decided in favour of the latter city. M. Debruyere, a French gentleman, who has resided several years at Yedo, is commissioned to organise a new school, and he has taken an hotel on the Boulevard Saint Michel. The Japanese children will devote their attention chiefly to scientific subjects. At the end of four years some of the students will attend the lectures of *l'Ecole Central*, while others will proceed to England for naval instruction. Some young Japanese are expected in Paris before the end of the year.

A P. AND O. STEAMER IN COLLISION.—A collision has taken place off Dover between the steamer *Abbotsford*, outward bound from Antwerp for Philadelphia, and the P. and O. Company's steam ship *Indus*, *en route* from the Thames to Southampton to receive the heavy Indian mails, with which she was appointed to leave Thursday. Serious damage was done to both vessels. The *Abbotsford* put into Dover, but the *Indus* continued her course and reached Southampton. She will have to tranship her cargo and dock to make good repairs. The *Kashgar* was sent from London to take out the mails.

THE Earl of Camperdown, who was the junior Naval Lord of the Admiralty under Mr. Gladstone's Administration, has left England for India, where he intends devoting several months to examining, not only the resources of the continent, but those of the Straits Settlements, and he may possibly extend his journey to China and Japan.

THE *Pall Mall* of the 26th inst. contains an appeal from Sir Rutherford Alcock on behalf of the Convalescent Hospital, in which he has taken a great interest.

The Times prints an interesting account from Mr. W. W. Mundy of the *Spark* tragedy.

THE gun boats *Mayenne* and *Entrecasteaux* are now fitting at Cherbourg for the service of the King of Annam.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, Nov. 18.

After an eight days' debate the Budget for the East India Colonies was carried last Friday, almost unanimously. Mr. Van Goltstein has proved himself a very apt politician. He knew how to gainover Mr. Nierstrasz, and the next day he spoke in such a sense that he was applauded by the "Left." It is of course impossible that steering in such different ways can be maintained, but it cannot be contradicted that it has been so far successful. There has been only one victim of the debate, viz., Mr. Levysohn Norman, the general secretary, who was sent out to investigate the agrarian questions, and who was recalled simply because Messrs. Nierstrasz, C. van Nispen and some others wished it. These gentlemen were so proud of their Parliamentary victory that they urged the necessity, that the Minister should give an explanation of the policy of Mr. Van de Putte regarding Atchin. Mr. Van Goltstein, who, as a private member, was one of the leaders of the opposition against the war, declined to grant this request. "I have," he said, "accepted my portfolio under the condition that I am not to be called upon to discuss accomplished facts, and I must therefore decline to enter upon a debate." This declaration caused, of course, much satisfaction amongst the Liberals, who at once saw that the Atchinese policy would be continued and on the other hand the Conservative members were disappointed and angry. Mr. Nierstrasz was so incensed that he voted against chapter II. of the Budget. This, however, was rather a protest, a mark of disapproval than a vote of distrust. So much is certain, that a very large majority backed the Minister, who will continue the policy of Mr. Fransen Van de Putte, but in a more moderate manner. Only upon two matters has a difference of opinion been shown between him and his predecessor, viz., the questions of the *heerendiensten* and that of slavery in some parts of our colonies. In the course of the debate Mr. Van Goltstein, however, showed that he will follow the way of Mr. Van de Putte in these matters. For the moment he is not convinced that it is necessary to abolish these institutions. A good deal was said about the bad state of lower class education in Java. The Minister wishes to be as neutral in this matter as possible. Mr. Nierstrasz spoke with much warmth on behalf of the navy and the army in Java, and hoped that many improvements would be introduced. The Minister agreed that something ought to be done, and he will direct his attention to the subject. Mr. Nierstrasz proposed to add to the Budget a postscript in behalf of the East India brigade, which was carried by thirty-eight against thirty-four votes. The amendment of Mr. de Ros to put at the disposal of the Government for this purpose an amount of f.300,000 was withdrawn. You will remember that immediately after the first expedition to Atchin had proved a failure, Mr. Fransen Van de Putte made the proposal to form such a brigade, which would be established at Haarlem. Mr. Van Goltstein, however, was desirous of sparing the money which the Chamber voted to spend for this purpose till the war with Atchin should be brought to an end. He will then establish such a brigade in a healthy part of Java.

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It is very doubtful whether the other Ministers will meet with the same success as has Mr. Van Goltstein. Most difficult will be the task of Mr. Heemskerk. The Liberals wish him to give a definitive declaration about his policy regarding the Education question; but this the Minister declines. He demonstrates that the members of the Chamber must wait for the Bill, by which he will propose to alter the existing laws. This answer is anything but satisfactory.

Some time ago I told you that an admirer of General Van Swieten had forwarded a sum of f.100 to the paper *het Nieuws Van den Dag* to form the basis for a fund to purchase a sword of honour for presentation to the "victorious" general. There were, however, no other subscribers, and General Van Swieten took the wisest part and declined the honour. Our students, however, forwarded to him an address, and now there is a proposal to send him an address from the inhabitants of this town. It would be better to leave the poor general in peace.

The Samarang *Locomotief* has stated that the late Dr. W. Bosch left some papers referring to some scandalous facts about the East Indian Government, and that they would be published under the editorship of an eminent man. This statement is now most officially contradicted.

AMSTERDAM, NOV. 25.

Strange things happen sometimes in our Parliament. After a hot battle on the introduction of the question if we should maintain the silver standard of coinage or substitute a golden one, the majority decided that we are to have no standard at all—for there is really no other form of expression which can be given to the decision, which grants to the Minister power to suspend the coinage of silver for private account. Many are astonished that Mr. Van der Heim succeeded in carrying his Bill. The majority consisted of absolute supporters of the Cabinet and advocates of the gold standard. Several days were occupied with the question, and thus it was not until the day before yesterday that a beginning could be made with the general discussion upon the Budget. It seems that the Chamber will have a hard nut to crack with the Minister of the War Department, Mr. Weitzel. The majority is ill disposed towards him, because he became a member of this Cabinet after having served with the last, while, moreover, an opinion prevails that he is most active in small matters, whilst important questions are left untouched. His budget leaves an impression that he despairs of success in the work of organising our army in such a way that we shall be competent to defend our independence. His Bill about the militia has been since 1873 *in status quo*. His fortress system is now ready on paper, but it seems that it will cost such an enormous sum that even our military members stand aghast. But there is still another handle offered to the Opposition. His memorandum replying to the "section report" does not satisfy anybody. It is quite clear that the Minister is angry, but it is much easier to show anger than to defend a bad measure. But it will soon be his turn before the Chamber, and it is quite impossible to predict what may happen.

Mr. Haffmans opened the general debate upon the Budget, and criticised the financial policy of the Ministers. He was of opinion that it was unadvisable to place so much money at the disposal of the redemption fund, and he maintained that our public works should be constructed by means of loans, so that the next generation should have to pay something towards the enormous benefits which we provide for it. He showed that from 1852 to 1873 we diminished our public debt by 223,000,000, and we paid during that period 140,000,000 for our railway system. The only other speech of importance was that of Mr. Kappeyne, who demonstrated that the Liberal party was inclined to wait quietly for the issue of events, if Liberal principles were fairly used by the Cabinet. Several other members delivered some more or less remarkable speeches, which, however, had no effect. Only two sittings were occupied in the general discussion, and the various "chapters" of the Budget are now under consideration.

Some time ago I told you that Mr. Rueb, a sugar broker at Rotterdam, had published a pamphlet, to demonstrate that our sugar trade was swamped by that of England, *le grand entrepot sucrier du monde*. I find now that he is backed by an India commercial house, which, in the *Economist*, shows by figures that we lose *terrain* with every month. The only thing to preserve our trade is to abolish the sugar-tax, as England has done.

To-day a meeting was held here of shareholders in the East India Railway Company. A proposal was brought forward to negotiate a loan of f. 6,000,000 at 4½ per cent., to be repaid in ninety years. This amount will be devoted partly to repay former loans, and for the other part to augment the material. The proposal was carried unanimously. Mr. E. H.'s Jacob acted as chairman.

Mr. A. C. Claessens, who started twenty-seven years ago to Java, and is now appointed Catholic bishop there, arrived some days ago in good health at Sittard, where he will be consecrated.

A fortnight ago our largest ironclad was launched here from the Government yard. The vessel, however, is of such enormous dimensions that it is impossible for her to pass the sluices. She will thus be obliged to lay in our harbour till the new canal to the North Sea is complete.

Prince Alexander returned the day before yesterday from his trip abroad.

Literature.

The Straits of Malacca; Indo-China and China; or, Ten Years' Travels, Adventures, and Residence Abroad. With upwards of Sixty Illustrations. By J. THOMSON, F.R.G.S. London: Sampson Low and Co. 1875.

Mr. Thomson has, we think, acted very wisely in following his costly and elaborate "Illustrations of China and its People" by the more-generally accessible account of his experiences and labours in the East contained in the volume now before us. No one this time will be inclined to grumble at the price; 546 pages of printed matter, four maps, and sixty wood engravings, large and small, for four dollars and a half—even without counting an elegant and uniquely-embellished binding, which reflects infinite credit on the publishers—is a really marvellous example of the cheapness with which books can be produced by the appliances of modern skill. The author has divided his narrative into fourteen chapters; the first three treat of the Straits Settlements and the inhabitants there in all their various nationalities; in the fourth we are carried off to Bangkok, and shown some of the wonders and glories of the people of Siam; chapter five describes Camboja and its ruined temples; the succeeding chapter gives us some account of Saigon and Lower Cochin-China; and the rest of the work refers entirely to the Celestial Empire, to the habits of the Chinese, and to the towns, temples, and scenery to be met with in the "Flowery Land." We must, however, not omit to notice chapter eleven, which is devoted to a record of Mr. Thomson's trip in Formosa, and which supplies, as far as we are aware, the only detailed account of that island that has been produced in the present day.

Mr. Thomson's book is everywhere characterised by painstaking accuracy and thoughtful care. Written, as it evidently has been, for the amusement and instruction of the general reader at home, we are not entitled to find fault if—as is actually the case—we may turn over page after page without discovering any new theory broached, or indeed any facts supplied which were not already pretty generally known among those who have visited the East and resided in any particular locality described. But this, at any rate, we may safely affirm, that the wide area over which the writer's travels extended must always embrace some one or two places with which the oldest Eastern resident has not been brought personally into contact. Thus there must be few men who can boast that they have paid long visits to Bangkok, Camboja, Saigon, Formosa, and Peking.

Mr. Thomson, it should be remembered, is an artist by profession, not a writer. Hence, as we might expect, it is in his descriptions of the aspects of nature, the exterior of temples, and so forth, that his best passages occur. Thus, of Malacca, he says—and not unhappily:—"It is a quaint, dreamy, Dutch-looking old town. . . A spot where nature seems to sit at every man's doorway; drowsy as the placid sea, and idle as the huge palms, whose broad leaves nod above the old, weather-beaten, smug looking houses. Here nature comes laden at each recurring season with ripe and luscious fruits, dropping them from her lap into the very streets. . . . It is withal a place where one might loiter away a life dreamily, pleasantly, and uselessly." But there are also some descriptions of the characters he fell in with which the author has touched off in a no less successful strain. Mrs. Cheng, spouse of the master of a Chinese river boat, is a case in point; of her it is related:—"Our captain was Cheng-show, or rather his wife, a lady who had a great deal to say, both for him and herself; who stood no more than four feet high, and yet talked about half as much again as any other woman twice her size. Of a truth she was the wonder of her sex, the great female phenomemon of the modern Chinese age! Thus, when we ascended the first rapid, there was Mrs. Cheng to be seen, well to the fore, at one moment nursing her baby; at another, the child had been tossed into a basket, and the mother was fending her boat, with a long pole, from destruction on the rocks. Then to her brat again, or to cooking, cleaning, or husband-baiting; to each and every pursuit she was found equal, as fancy prompted or necessity compelled."

Many descriptive passages of equal merit are to be found in the work; one more such indeed we cannot forbear quoting, because the comparison contained there is as true as it is clever. Speaking of the Hospital at Tientsin, where the Sisters of Mercy were brutally murdered, the author relates that the breach in its walls through which the ruffians dragged their victims has now been plastered up with mud; "a fitting type," he adds, "of the unsatisfactory way in which the Chinese sought to atone for an outrage perpetrated almost within sight of the Governor's Yamen."

When Mr. Thomson was in Siam he seems to have had more than one interview with the late Monarch of the country, an eccentric old character. It is rather funny to find the King exclaiming, when he learned that his visitor was born in Edinburgh: "Ah! You are Scotchman, and speak English I can understand; there are Englishmen here who have not understanding of their own language when I speak." The explanation of this really is that the King, from paralysis, had an impediment which prevented his articulating quite clearly, and he used to make up his sentences beforehand with long-winded misapplied words which he dug out for himself in English dictionaries. Hence few but those familiar with his particular style could follow him. Thus he once called a passage in a letter which he could not make out, a "gloomily lurking, murky sentence;" and he compared a man in a passion during the hot season to a "cruel-oiled elephant;" by which he meant an elephant savage in the rutting season, and secreting oil (as their wont is at that time) in the temporal glands.

The most interesting portions of Mr. Thomson's book are to be found in those chapters where he describes the Chinese;

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indeed, the style of the author improves conspicuously as he progresses in his task; and we advise readers who may find the first two or three chapters somewhat dull to resume the perusal at the seventh chapter. If we were forced to name the best written, the most valuable, and most attractive passages, we should point to those which describe the habits of the beggars, the Chinese detectives, and life among the extremely poor. The last chapter of the book, which relates to Peking and its neighbourhood, is excellent throughout, and few who read the account of the Peiho inundations will fail to realise the wickedness of that despotic yet impotent and imbecile dynasty which has seized upon the Chinese Government and yet confines its care over the people to the collection of taxes levied on the industries of that unhappy land.

We have said that Mr. Thomson's work is cheap; indeed it is, for the illustrations are beautiful, and the size of the work is great; but we are bound to add our opinion that had the less attractive early chapters been cut down, and those subjects omitted where the author's recollections were not so fresh and vivid, as still cheaper and even more readable book would have been the result, and the writer would have profited by a more extended sale. The "people's edition" is the edition that pays.

Histoire de l'Eglise de Corée. Par Ch. DALLET, Missionnaire Apostolique. 2 Tomes. Paris: Victor Palmé. 1874.

The world already owes a large debt of gratitude to Catholic missionaries, who, going about their work in an unobtrusive manner, have accumulated vast stores of knowledge respecting the unknown regions of the earth, and have in various ways communicated the same to their fellow men, and this debt is still further increased by this history of the Korean Church. Who knows anything about Korea? asks Père Dallet. Geographers themselves hardly know its name; no *savant* has busied himself with it, and no traveller has been able to explore it; the expeditions which have of late years been attempted in order to make the laws of humanity respected by its Government have failed miserably, and the country is to-day more obstinately isolated than ever. Notwithstanding that Korea, more than any other kingdom of the Far East, has remained a sealed book to the outer world, still for eighty years past the standard of Christ has been planted there, and has survived an almost incessant series of persecutions. Père Dallet informs us that his object in the volumes before us is to recount the history of the Korean Church, its providential origin and rapid development; to make known the missionaries who have evangelised it, the country which has been the theatre of their labours and of their martyrdom, the character of the people to whom they have preached, and the difficulties of all kinds which they have had to overcome; to recall the sufferings of the perse cuted Christians and the cruelty of their executioners; to publish the deeds of the martyrs, and to rescue from oblivion some of the examples of heroic virtue which have shed lustre on the Christian name. He commences with an elaborate introduction on the history, institutions, manners and customs of the Koreans, subjects on which the world at large is profoundly ignorant. The following are some of the chief points touched upon in the fifteen introductory chapters;—the physical geography of the country, its products and population; its state of vassalage to China; its government and civil and military organisation; matters connected with the administration of the laws, public examinations, &c., and the social condition of the kingdom. The character of the Koreans and their ancient religion and superstitions are also dealt with, and a chapter is devoted to some elementary information respecting their language, which is almost entirely unknown to Orientalists. The information embodied in the introduction is derived to a great extent from numerous letters from missionaries, and although, as Père Dallet observes, this portion of his work presents some inevitable gaps, yet, such as it is, it possesses a value which is unique in its kind, since the missionaries are the only Europeans who have ever sojourned in the country, who have spoken its language, and who have been able, through living with the natives for many years, to acquire a real knowledge of their laws, character, and customs. Although the information on all these subjects is as exact and accurate as possible, still we are warned not to forget that the position of the missionaries, who were always in hiding and almost always being hunted down, did not admit of their verifying, in certain cases, the statements which they received, and that it was not in their power to compare the manners and customs of the different provinces.

Père Dallet tells us that this history of the Korean Church is based upon the letters of the missionaries, and the native accounts of which they forwarded translations, for there were no other materials available. We suspect, therefore, that the details of the occurrences previous to the arrival of European priests must be accepted with a certain amount of reservation. The history is divided into two main portions; the first deals with the period from 1784 to 1831, that is, from the introduction of Christianity to the appointment of a Vicar Apostolic; and the second of the period from 1831 to 1866, viz., from the arrival of Monsignor Bruguière to the martyrdom of Monsignor Berneux and others, and the abortive French expedition consequent thereon

It may be interesting to notice that the seeds of the Catholic religion were planted in Korea in a somewhat curious manner, and that the Church in that country mainly owes its origin to the fact that in 1784 a native of an enquiring turn of mind, named Ni Tek-tso (afterwards known as Pierre Ni) accidentally met with some elementary books on religion in the Chinese language, which the Korean ambassadors had brought from Peking among a number of works on science and mathematics.

M. Edmond Planchut contributes to the *Revue des Deux Mondes* of Nov. 15 a paper entitled "Formose et l'Expédition Japonaise," basing his observations partly on documents recently received in Europe, and partly on notes which he himself collected during a ten years' sojourn in the Far East. In view of the events which have so lately attracted attention to that portion of the Chinese Empire, his article, though somewhat rambling in its nature, will, doubtless, be read with interest. In the first part he describes the island, its inhabitants, products, &c., and details the manner in which, a few years back, the aborigines were brought into contact with foreigners. M. Planchut incidentally has occasion to speak of Amoy, and we are somewhat surprised to find that he considers it the chief town in the province of Fohkien. The second part of his article is devoted to the Japanese Expedition, and he discusses at some length the causes which led to its despatch, giving also a detailed account of its progress, and the circumstances which attended it. Having contrasted the conditions of the Chinese and Japanese armies, to the disadvantage of the former, he concludes with a hint to the latter, which we shall not be surprised to hear of their adopting. After having behaved gloriously in Formosa, he says, Japan may sooner or later make a fresh essay of her power in Korea, where her honour has also grave injuries to avenge. The Koreans are not less barbarous or less hostile to foreigners than the Boutans were, who are crushed for ever; and if Japan had the glory of triumphing over the former as she has done over the latter, she will be the only nation of Asia which has fought in the cause of progress and liberty.

We have received Nos. 302 and 303 of the *Wan Kwoh Kung Pao* (Chinese *Globe Magazine*), a periodical which is doing good service by disseminating among the Celestials a knowledge of western countries and their civilisation. Besides a variety of information respecting Europe and America, the numbers before us contain articles on the Transit of Venus and the Comet, and instalments of Dr. Williamson's Natural Theology and the Rev. T. Richard's Philosophy of the Plan of Salvation. They also, each of them, give seven numbers of the *Peking Gazette*, and several items of intelligence relating to China and Japan.

Trubner's *American and Oriental Record* for this month contains a very complete notice of the recent meeting of the International Congress of Orientalists in London. We notice the firm are publishing the following works:—"The Wheel of the Law;" "Buddhism Illustrated from Siamese Sources," by the Modern Buddhist; "A Life of Buddha," and an account of the "Phra Bat," by Henry Alabaster; the "Romantic History of Sakya Buddha," by the Rev. Samuel Beal; and the "Life and Works of Mencius," by Dr. Legge.

The *Oriental* for November is a very excellent number, although India again claims nearly all the papers of interest. There is, however, some "Gossip about Ceylon," and a chapter on "Home Rule," a subject, by the way, which has been thoroughly *aired* in the daily papers, one would think. Mr. Seward on the Government of India is the subject of a paper, while the Administration of Sir George Campbell in Bengal is the theme of another.

The *China Review* for July and August contains a paper on Chinese Coinage, entitled "The Shroff's Mystery," a History of the *Peking Gazette*, Tales from the Liao Chai Chih Yi, and a continuation of the paper on the Japanese and China. There is also a very interesting chapter on Formosan Dialects and their connection with the Malay, while Baron Richthofen's lecture on Railways to China, given at the Berlin Geographical Society, is produced.

A pamphlet has just been issued by Mr. G. W. Jones, the author of "Jones's Plan of Universal Penny Railways." It is entitled "The Million on the Rail," and is dedicated to the shareholders of the Midland, London and North-Western, and Great Northern Railway Companies. Mr. Jones in his pamphlet shows the expediency of encouraging the third-class passengers to travel, and his arguments are supported by statistics.

An interesting reminiscence in connection with the recent meeting of the Oriental Congress is afforded by a photograph which has appeared of the group of members and friends assembled at the house of Mr. Bosanquet, at Enfield, the treasurer of the Congress. The photograph is by Mr. R. L. Farr, of Enfield, and the portraits given are remarkably good.

Mr. Thomson's work, "Illustrations of China," is the subject of an elaborate review in the *Pall Mall Gazette* of Nov. 11th. This work was noticed in our own columns some twelve months since. The thorough appreciation of the work which the writer evinces will, however, do much to atone for the delay.

Messrs. Macmillan and Co. have published a translation of Baron Hubner's travels, under the title of "A Ramble Round the World."

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 30, 1874.

THE DUTCH IN ATCHIN.

IN spite of the long-winded pomposity of Parliamentary debates at the Hague, it is not very difficult to see that the Dutch have for a long time made up their minds as to the policy they intend to apply to Atchin, and as to the mode in which that policy is to be carried out. True, there is a show of party opposition; the men in office are a little pressed by the men out of office to come forward and deliver on the floor of the House a full disclosure of those precise arrangements, political and military, for executing their plans, which very possibly even the Administration itself has not yet fully resolved upon; but such attacks as these are as insignificant as mosquito bites; the question discussed is not whether the Atchinese shall be left to their independence and an honourable retreat effected, there is no dispute of this kind; *delenda est Carthage* is a proposition to which all yield assent; the only disagreement arises as to the means and method most proper for securing the object sought, and, after all, it is chiefly from the point of view of costliness or economy that each politician looks at the competing schemes. From the eight days' discussion on the Colonial Budget which the Netherlands Government has just brought to a close, the general conclusion we gather is that no third expeditionary force is to be got ready and despatched for special service in Sumatra. The troops at present operating against the Atchinese, if kept up to their existing strength, are judged sufficient for completing the subjection of the still resisting provinces. Of the actual strength and condition of the Atchinese we know next to nothing. Their communications with the coast seem to be pretty effectually cut off, or at any rate their chiefs have given up the notion that it will answer their purpose to send information of their own doings to Penang; and this being so the only sensible course is to take it for granted that the Dutch have been at the pains to ascertain for themselves the full extent of the power for resistance which their enemy still possesses, and that hence they know well enough that the resources and spirits of the Malays have very nearly reached low-water-mark. We have before pointed out that if this is the case the wisest plan in the interests of the Dutch, the Atchinese, and general commerce alike, would be to put a quick end to a lingering mischievous warfare by one or two vigorous strokes. What would the British public have said if two English regiments were still fortifying themselves beyond the Prah, casting up entrenchments at Coomassie, and waiting till the King of Ashantee and the remnant of his forces should turn up on some side or other, and, as the French would say, "resume aggressive operations?" To keep the land out of cultivation and trade at a standstill for the sake of a temporary saving of say £150,000 may seem good in the eyes of the statesmen of Holland, a worthy sequel to the policy of those early settlers who burnt the spice trees on some islands so that those on the rest might rise in value, but it will not find favour or bring credit to its inaugurators with the public at large.

Our last news from the seat of war tells us that the Atchinese persist in continuing the struggle, and that the health of the Dutch troops is very unsatisfactory. The real danger, however, is lest, while the little Netherlands army is slowly pushing its way inland foot by foot, now occupying "seven forts and three bridges" (what sort of "bridges" we should like to know, three bamboo poles perhaps), now erecting a battery to command "the river" (or, as we should say, a reach in it), the Atchinese may one of these days surprise them in force, and by the sheer superiority of numbers inflict an absolutely overwhelming defeat. The Malays are pretty crafty, and at any rate they seem determined to fight to the last. Should such a catastrophe as this take place Mr. VAN GOLTSTEIN and Mr. NIERSTRASZ may league together in unholy alliance; but not all their intrigues nor all their eloquence will save the ruling party in Holland from a fall; and what then will be said of the sagacity of those who, from narrow motives of economy, and although their East India revenues admit of a large margin for expenditure, yet are now seeking to spare all outlay and to reduce the forces in Atchin to the lowest possible strength?

It is rather amusing to find, among other items of intelligence, some enthusiastic friend proposing to present the "Victorious" VAN SWIETEN with a sword of honour, and offering f.100 out of his own pocket for that purpose. Alas! not one single additional subscriber has added his name and contribution to the "presentation list." Those who are too zealous in our service often expose us to the most bitter humiliation! Well might VAN SWIETEN break silence and exclaim, "Save me from my *Friend*."

THE BURMAH, SIAM, AND STRAITS STEAM CO.

THE Burmah Steam Ship Company (Limited), which was established in 1871, are now building on the Clyde other two steamers of 300 and 400 tons respectively for service between Rangoon, Penang, and Singapore. The Company's steamers call at Tavoy, Mergui, and Malewan on the Pak-chan—the utmost limit of British Burmese territory, and thence on to Rendong, Ta-Kopa, and Tongka, in Junkceylon, all Siamese ports. They are of considerable importance, as the head-quarters of the Straits tin-mining operations. Tongka alone has a Chinese population of over 100,000 people, employed chiefly at the mines. Ta-Kopa and Rendong, though smaller, are also important places, and a large trade is springing up in rice, &c. These ports, although little known, present a wide field for enterprise, and their trade may at present be considered as only in its infancy. Captain BOWERS, who is well known in Burmah, is superintending the building and despatch of these two boats, and is well able to carry the Company to a success, in spite of a rather unworthy opposition on the part of a well-known established Company, to whose interest as well as policy it would have been better to have encouraged Captain BOWERS in his undertaking. If it had not been for the forbearance and assistance given by the P. and O. Company when they first started, perhaps they would not have been so successful to-day, but that great Company fostered and assisted the young enterprising firm, and the result is a fleet of vessels second to none afloat. The days of monopolies and exclusiveness in trade have gone by, and those great commercial problems are daily being worked out on the sea as well as on land, and no firm or Company shall say to its neighbour, "You shall not "go here or trade there, because this is my beat, and I "was here before you." The whole of British India and the ports round the Malayan Peninsula all the way to China still want facilities for the transport of emigrants and goods backwards and forwards, and in these seas steam vessels are particularly favourable for the advancement of commerce and to highly commercial and intelligent races like the Chinese and natives of India, who are willing to avail themselves of steam in preference to the old lumbering sailing ship, subject to the calms and the capriciousness of adverse monsoons and light winds. The transition from the inconveniences and delays of the one to the despatch and regularity of the other is readily seized upon by those quick-witted traders, and a trade has sprung up within the last ten years that we only see the beginning of as yet. The Chinese, with that quick perception peculiar to them, see the advantages of steam, and have a large fleet of steam vessels working round the coasts, rather expensively, perhaps, but they possess the faculty of combination and the knowledge of markets. Entering into competition with us in steam as well as other branches of industry, we shall find it a hard matter to hold our own with them at no distant date.

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THE PRINCE OF KUNG IN DISGRACE.

BUT three years ago an acute observer of the Chinese political world made use of the following significant expression in speaking of the Prince of KUNG to a traveller, who during his visit to Peking had had an interview with his Imperial Highness :—"When the young Emperor be- "comes old enough to take the reins of government the "position of the Prince will become critical." Whatever may have happened before or behind the scenes we have no means of telling, but, as our readers are aware, this prophecy has been literally and publicly fulfilled within a little more than eighteen months of the time mentioned. Incited probably by evil counsellors, who desired war with Japan and were opposed to the *rôle* which the Prince played in the negotiations consequent upon the Formosa difficulty, the EMPEROR, by an edict published in the *Peking Gazette* of Sept. 10, degraded his uncle by depriving him of his Imperial princedom, with hereditary succession for ever, and reducing him to the rank of a secondary prince; and to make the disgrace more complete, he further visited the supposed sins of the father on the son, and deprived him, too, of his title. And all this was owing to the youthful occupant of the Dragon Throne not relishing the sound advice which he had from time to time received from his experienced relative, or, to quote the words of the edict, because "whenever speech has been "held by us with the Prince of KUNG, his language "has been marked by manifold shortcomings of de- "corum." This foolish and puerile action on the part of the petulant Son of Heaven was the cause of much talk, not to say consternation, at the Chinese capital, and there is no knowing what disastrous consequences might not have ensued, had not wiser counsels fortunately prevailed. The Empresses Dowager used their influence with the offended monarch to such good purpose, that this ill-advised edict was revoked on the following day, and the Prince and his son were forthwith reinstated in their honours and titles as quickly as they had been deprived of them. The EMPEROR bases his change of mind on the Prince's previous good services to the State, and yields to the "benign mandate," as he terms it, of the Empresses Dowager with as good a grace as possible; but at the conclusion of the second edict he endeavours to save his dignity by warning his uncle to behave more carefully hereafter. "It behoves the Prince,"—so runs the Imperial command,—"to respond to "the desire of his Sovereign to convey a salutary admoni- "tion, and for the future to be more and more dili- "gent and careful, contributing largely toward relief "from difficulty and embarrassment, to the end that "his trust be worthily discharged." It is lucky for China that her ruler, under the influence of maternal pressure, has found out that second thoughts are best, for although the Prince of KUNG is, perhaps, not a man of extraordinary intellect, and is not very advanced in his ideas respecting the necessity which exists for radical reforms in the general adminstration of the Celestial Empire, still he has shown that he is gifted with sufficient sagacity to steer the bark of State in safety through the perils which every now and then beset it, and furthermore, which is a very important qualification for a man in his position, "he possesses,"—to quote the words of the authority cited above,—"in the "highest degree the precious talent of knowing how to "choose able men, and to employ each one according to "his capabilities."

PROPOSED SURVEY OF THE INDIAN SEAS.

WE understand that a survey of the coast and harbours of India has been decided on. Commander A. D. TAYLOR, late of the Indian Navy, and a practical surveyor, has the duty entrusted to him by the Admiralty of organising and conducting the survey, and as Captain TAYLOR has had much experience in India, it is believed that the survey could not have been committed to better hands; he will be assisted by experienced surveyors from the Imperial Navy, so that he will commence with a staff of officers well qualified to undertake the duties at once. It is proposed that the first survey undertaken shall be of the mouths of the Ganges and Brahmaputra, to be followed by the Andaman and Nicobar Islands, the Sittany River, the Gulf of Cambay, and the Chittagong Coast, &c. We may congratulate the India-office on having decided upon the commencement, or resumption, of this important work, for its neglect hitherto is almost incomprehensible. There is not a single harbour of refuge throughout the whole coast of India; the coast is badly surveyed and lighted. Although it has been proposed to light the Basses Rocks for the last thirty years, it has only just been accomplished, while the miserable light at the southern extremity of Ceylon is a disgrace to our Indian executive. Even at Calcutta ships have to lie at moorings instead of docks, subject to all the danger of tides; and the shipping trade of the East suffers considerably by reason of all these serious inconveniences.

THE information recently received with reference to the Chinese Government and the coal and iron mines in the province of Chihli is extremely satisfactory. Foreign machinery is to be used in the development of the mineral resources of the district, and Mr. JAMES HENDERSON, a gentleman whose devotion to this subject our readers must have had ample evidence of in our columns, is entrusted to procure the necessary staff and plant. It is gratifying to reflect that Mr. HENDERSON has at length overcome the obstacles which the caution of our own officials and the obstinacy of the Chinese have hitherto thrown in his way. Mr. HENDERSON has arrived by the present mail,

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THE proposed alteration in the allowance for retirement in the Consular Service, which we noticed some time since, cannot, we understand, be carried into operation until an Act of Parliament has been passed to alter and amend the regulations now in force. Considering the reductions made of late years in the salaries of Consular officers, we are glad to notice this proposal. It is intended that the Act should have a retrospective effect so far as to cover retirements made after Lord DERBY'S Circular, issued last February. In framing the Act we trust that Chaplains will not be forgotten.

ADVICES from the flourishing colony of Queensland state that a movement is on foot to import Chinese immigrants for the purpose of introducing labourers accustomed to tropical and semi-tropical agriculture, in addition to their general services among the colonists. It originated among certain planters and others connected with the production of sugar, which promises to be a staple article of commerce, not only for home consumption, but for export to the neighbouring colonies, where the climate is not suitable for the growth of the sugar cane.

THE report of the French Consul at Manila, announcing the seizure of the French vessel *L'Avenir*, by a Spanish frigate, in the Sooloo Seas, has been published in the Paris papers, the grounds alleged being the sale of arms, &c., while the ports of Sooloo are under notice of blockade by the Spanish Government. The French Minister of Marine has warned French trading vessels to abstain from trading with these ports.

THE proceedings of the Oriental Congress are, we understand, to be edited by Professor DOUGLAS, and published by Messrs. TRUBNER and Co. We are glad to note that the catalogue of works at the British Museum on which Professor DOUGLAS is engaged has now reached to the letter N, and we may expect its completion in a few months.

THE provision made in the Treaty with Siam concluded at Calcutta, as to a Vice-Consul being placed at Chengmai, is not likely to be carried out until the return of Consul-General KNOX to Bangkok.

WE have good authority for stating that the Secretary of State for the Colonies has given his approval to the policy pursued by Sir ANDREW CLARKE at Singapore, in regard to the native States.

WE understand that an Order in Council will shortly be brought out, altering and amending the procedure now in force in the Consular Courts of China and Japan.

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THE P. AND O. COMPANY.

The following is the Report of the Directors of the P. and O. Company, to be submitted at the annual meeting on Friday next :—

The directors beg to submit their thirty-fourth annual report. Detailed statements of accounts, duly audited, together with supplemental and explanatory documents, have been laid on the board-room table for the inspection of proprietors. The following is an abstract of these accounts, which relate to the financial year, commencing October 1, 1873, and terminating September 30, 1874 :—

THE CAPITAL ACCOUNT

Shows that the Company stood possessed, on Sept. 30 last, of stock in ships, less the amount deducted for appreciation		£3,757,220	15 10
Also, of freehold and leasehold property in England, and docks and premises at Calcutta, Bombay, Hong Kong, Singapore, and other stations ...		221,248	13 4
And stocks of coals, naval and victualling stores, amounting to		412,765	19 0
Also cash at bankers, bills receivable, balances in Agents' hands, and debts due to the Company ...		344,821	0 10
Making the total Assets		£4,736,056	9 0
That the capital received from the proprietors at that date amounted to...	£2,700,000 0 0		
And that there had been received on debentures ...	800,000 0 0		
Total capital	£3,500,000 0 0		
That the liabilities of the Company, in bills payable and otherwise, amounted to ...	803,932 12 2		
Making the total Capital and Liabilities ...		4,303,932	12 2
And showing a surplus of		£432,123	16 10

This surplus being the balance at the credit of the General Reserve Fund.

THE REVENUE ACCOUNT

Shows that the gross revenue of the Company, from freight, passage-money, postal-service contracts, and other sources (including balance of undivided profit, brought forward from last year), amounted, for the twelve months ending 30th September last, to		£2,186,663	8 9
That the expenditure and charges on revenue, including interest on debentures, the reserves for insurance and depreciation, and the outlay for repair of ships amounted to		2,047,899	13 4
Leaving a net profit of...		£138,763	15 5
Deduct dividend of 2½ per cent., for the half-year ending 31st March	£67,500 0 0		
And the half-year's dividend of 2½ per cent., now about to be recommended	67,500 0 0		
		135,000	0 0
Leaving a balance of		£3,763	15 5

THE RENEWAL FUND.

Amount at the Credit of this Account on the 30th September, 1873		£78,981	16 2
Amount brought from Underwriting Account for the year 1874		41,016	7 0
		£119,998	3 2
Expended during the past year upon ships fitted with new engines, and otherwise improved		128,197	12 0
Leaving a balance to the Debit of this Fund		£8,199	8 10

THE PROPRIETORS' UNDERWRITING ACCOUNT.

The annual premium of 5 per cent. on the estimated value of the floating property of the Company, covering ordinary sea risks, credited to this account, for the year ending 30th Sept., 1874, is ...		£130,000	0 0
Costs and expenses incurred by collision of *Geelong* and *Glimt*, the stranding of the *Bokhara*, and other casualties during the past year	£15,948 14 3		
Marine and fire insurance paid on ships lying in ports of the United Kingdom, and proceeding from one port to another for repairs...	£5,903 13 9		
Marine insurance paid on the Company's ships between London and Southampton	13,131 5 0		
		34,983	13 0
		£95,016	7 0
Payment proposed to be made to the proprietors, at the rate of 2 per cent.	£54,000 0 0		
Balance carried to the renewal fund	41,016 7 0		
		95,016	7 0

In the last annual account the general reserve fund amounted to £432,123 16s. 10d., at which it still remains.

THE COMPANY'S FLEET.

The tabular statement prefixed to this Report contains, as customary, particulars of the tonnage, horse-power and present station of the Company's Fleet, and shows that its total tonnage has been increased since the last annual report by 4,000 tons.

The *Thibet*, sister ship to the *Teheran*, was launched at Dundee in August, and has since made a satisfactory passage to Bombay. The *Geelong*, *Malacca*, *Avoca* and *Sunda*, having received new boilers and machinery, on the compound principle, are again on the active list; and the *Deccan* is being fitted at Newcastle with engines of the same type. The *China* has been supplied with new boilers, and her refit will be completed next month. The *Kashgar*, one of the two vessels built by Mr. Laing, of Sunderland, and purchased by the Company, has performed one voyage to India and back; she left again for Bombay on the 26th instant. The *Surat*, which has been lengthened forty feet and fitted with compound engines, sailed for Calcutta in October; and the lengthening of the *Poonah* by eighty feet is making good progress. New engines and boilers will be ready for her when she comes out of the shipbuilder's hands. The compound engines for the *Bangalore* have been finished for some time, so that the necessary alterations can be effected whenever a suitable opportunity occurs for withdrawing the vessel from the active list. A satisfactory offer having been made in Japan for the *Madras*, that vessel has been sold, being no longer equal to the requirements of the service; and it is probable that one or more ships of a similar class may be disposed of in the same way.

PPOPRIETORS' UNDERWRITING ACCOUNT.

The directors are happy to state that this account is free from any total loss, although it is charged with several cases of minor damage, amounting altogether to £15,948 14s. 3d. The principal of these cases are the collision of the *Geelong* with a vessel named the *Glimt*, immediately outside the harbour of Hong Kong, and the stranding of the *Bokhara* upon an unknown rock, also in the vicinity of Hong Kong. The account is also charged with the sum of £5,903 13s. 9d. for insurance effected at Lloyd's and in the offices on the Company's steamers, while going to and coming from the shipbuilding ports of the United Kingdom. The number of coasting voyages entailed through sending vessels to be repaired, and placing new ships at Southampton, has been such as to render insurance to a considerable extent advisable.

A further and more important item is the charge for insuring the steamers while on the voyage between London and Southampton, amounting to £13,131 5s. As explained more fully in the succeeding part of this report, the Company's mail steamers have, during the past year, regularly discharged and loaded the bulk of their cargoes in London, touching at Southampton on the homeward voyages for the purpose of landing, and on the outward for embarking, passengers and mails, and also for coaling. The continuation of the voyage to London necessarily involves additional risk, and until such time as the Company's officers could be generally accustomed to this local navigation, the directors have considered it prudent to effect insurance on this part of the voyage. By the end of the present winter the ships will have run to London sufficiently long to enable the directors to judge whether the practice of insuring against this risk should be continued, or whether the Company should undertake it. Deducting these charges, the underwriting account shows a credit of £95,016 7s., from which the directors recommend a payment of 2 per cent., amounting to £54,000. The balance of £41,016 7s. the directors have found it necessary to carry to the renewal account.

RENEWAL ACCOUNT.

In accordance with the promise contained in their Annual Report for 1873, the directors have now included a statement for this account in the returns presented to the Proprietors. It will be seen that the expenditure debited to this account during the past year has amounted to £128,197 12s. 0d., and that after crediting the above-named sum of £41,016 7s. 0d. from underwriting account, a debit balance of £8,199 8s. 10d. is carried over to next year.

The total amount charged in the accounts of this year for ordinary and extraordinary repairs is £326,656 17s. 2d., and although considerable sums must be carried to renewal account during the current year, owing to the number of vessels now laid up, and shortly to be laid up, for new machinery and improvements, the Directors have every hope that the expenditure for ordinary repairs will be diminished.

With a view to this result, the Directors have, since they received the sanction of Government to the steamers using the Suez Canal, commenced to reduce their various repairing establishments abroad, and to concentrate their work as much as possible in England.

SUEZ CANAL.

The Directors have alluded in their two preceding reports to the fact that they had made a proposal to the Postmaster-General to convey the Southampton or heavy portion of the Eastern Mails *vid* the Suez Canal, upon the basis of a general improvement of the Mail Service. The proposals of the Directors were first submitted formally in a letter dated the 5th March, 1873, but it was not until nearly eighteen months afterwards that a new Contract was arranged for the purpose of enabling the Company's steamers to use the Canal for the conveyance of the Mails. This Contract was approved by the House of Commons on the 5th August, 1874, in lieu of the Contract of 1870, and to remain in force for the same period as that Contract, viz. until February, 1880. It would be impossible for the Directors, within the limits of this Report, to explain the various and complicated phases through which the negotiations passed before a settlement of this question was effected. They have, therefore, considered it necessary to circulate a copy of their correspondence with the Government on the subject, in order that the Proprietors may see that the best arrangement possible has been made for their interests.

The Directors feel confident on this point themselves, but at the same time they do not conceal from the proprietors their opinion that the Company has been hardly dealt with in this matter, and they have repeatedly stated this opinion both to the late and to the present Government.

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CHANGE OF TERMINUS FROM SOUTHAMPTON TO LONDON.

Although, under the Coutract referred to above, the Mail Terminus continues to be Southampton, the Directors have found it necessary, for cargo purposes, to continue the voyages of the steamers to London, and their intention is shortly to consolidate the work in London, and to reduce their establishment at Southampton to one of very small extent.

The reasons which render the discharge and loading of the Company's steamers in London necessary are twofold. First, that much, if not the greater part, of the cargo shipped by the Company's vessels would not be sent by them if they continue to discharge and load in Southampton ; or, if shipped, it would be so only at reduced rates of freight. Second, that upon the low rates of freight now received by the Company they cannot afford to pay the Railway and Dock Companies for carrying goods to and from Southampton, although since the Company's steamers began to come to London, the Railway and Dock Companies of Southampton have offered comparatively moderate rates for the purpose.

This change in the Company's operations is of course not accomplished without disadvantages ; but the Directors feel confident that in the present state of the Company's business, and of daily competition with Canal steamers, it is necessary to give shippers all the advantages in loading and discharging cargo which can be obtained from opposing lines.

CAPITAL AND DIVIDEND.

The paid-up capital and debentures remain the same as last year, viz., £2,700,000 and £800,000 respectively. The Directors propose in the course of the ensuing year to make two calls of £5 each upon the new shares, viz., on the 1st April and 1st July, which will increase the paid-up capital to £2,900,000, leaving £600,000 of capital unpaid. It is necessary to make these calls in order to continue the improvement of the Company's fleet. The last call was made in April, 1868, and, as the Directors have repeatedly mentioned in their reports, the Company's business has since that date undergone a complete revolution, entailing the necessity of an entirely new class of steamers for its work.

The estimate made of the Company's operations for the half-year has been borne out by the subsequent accounts for twelve months, and the directors are unable to recommend a Dividend at a higher rate than that paid in June. The difference in the result of the present, as compared with last year's operations, arises mainly from two causes—first, the reduction of £40,000 per annum in the subsidy received for the Australian Mail Service ; and secondly, a large additional expenditure in Suez Canal dues, arising from the Company's steamers having regularly used the Canal during the past twelve months.

Summing up the operations of the whole year under the circumstances explained in this Report, the directors are enabled to recommend a dividend of 2½ per cent. for the six months ending 30th September last, and a payment of 2 per cent. from the Underwriting Account, making, with the dividend of 2½ per cent. declared in June, a total of 7 per cent. for the year.

The amounts payable under this Report will therefore be as follows :—

Dividend	2½ per cent.
Underwriting Account	2 „
Together ...	4½ per cent.

DEATH OF MR. JAMES ALLAN.

The Directors deeply regret having to announce the death of their esteemed colleague, Mr. James Allan. Mr. Allan was connected with the Company from its earliest commencement, having been the first secretary, and subsequently appointed to succeed the late Mr. Francis Carleton as a managing director in 1849. During this long period Mr. Allan had the entire and well-merited confidence of the Board. His zeal and labours in the interests of the Company must be well known to many of the proprietors, but it is the duty of the Directors to place on record their high appreciation of his character and attainments, and their personal sense of the loss which the Company has sustained by his death.

Mr. Allan had, as previously made known to the proprietors, retired from the active duties of a managing director, and the two remaining managing directors, Mr. Bayley and Mr. Sutherland, will continue to perform, as hitherto, the duties of that office.

THE ANTI-OPIUM SOCIETY.

The following is a full report of the address delivered by Mr. F. S. Turner, the temporary Secretary of the Anti-Opium Society, at the meeting on the 13th inst. :—

Mr. Chairman, Ladies and Gentlemen,—It falls to me, as temporary secretary of this movement, to give a brief outline of what the opium trade is, especially for the sake of those friends who, in these busy days, have not had an opportunity of making themselves acquainted with its nature. I will make my tale as succinct as possible, and pray the forbearance of those who know the facts already. Time forbids my entering upon the past history. I will keep to the present state of the trade. All the opium that reaches China from abroad, with an insignificant exception, arrives from India. All the opium exported from India, with, as far as I know, no exception, goes to China and Chinese settlements in the Straits and Islands. The trade therefore concerns India and China. Let us glance at India first. In India there are two great opium-producing regions ; one in British territory, one in the Native States. The opium from the Native States, called in commerce Malwa opium, goes west to the sea, and is shipped from Bombay. Our British opium is grown in Bengal, and passes out at Calcutta. Our British Indian Government has nothing to do with the production of Malwa opium. It simply guards its own interests by the exaction of a pass-duty of Rs. 600 per chest. This Bombay pass-duty brings in something over two millions sterling, more than a quarter of our opium revenue. In Bengal it is very different. There we hold a rigidly-exercised monopoly of the trade. From the time the seed is put in the ground to the time the finished article is sold for export, it is Government property. The system is this. Government determines beforehand how much opium it will produce. On the part of the ryot the cultivation is voluntary, nominally so at least. If willing to grow he gets his land registered, a licence is given, money is advanced. He sows his seed. More money is advanced. He harvests the juice, takes it to the Government factory, and receives the balance due. Henceforth Government officials watch over the opium and prepare it for sale. A small proportion, about one-twentieth part, is sold in India to licensed dealers. The great bulk is specially prepared and packed for the China market. It is brought down to Calcutta and sold by auction by a Government official. That closes our Indian Government's connection with it. The profits of the sale form our Bengal opium revenue. They average about 300 per cent. on cost of production. In the year ending March, 1872, 49,695 chests of Bengal opium were sold in Calcutta for export. In the same year 39,225 chests were shipped from Bombay. The net revenue for that year was £7,656,000. Important questions arise as to the working of the monopoly in India, its effects upon the ryots, its tendency to restrict the use of the drug in India, or otherwise. These I must leave, hoping that gentlemen personally acquainted with India will take them up. One thing only I notice. It has been clearly and emphatically recognised by the Indian Government that the consumption of opium is a vicious indulgence, highly injurious to the people. The minute of the Board of Revenue of Bengal in 1859 defends the monopoly on the ground that its abolition "will deprive the Government of all power of checking the local consumption of the drug." So we are every year manufacturing about 8,000,000 lbs. weight of a confessedly noxious drug, which we desire to keep from our own subjects, for sale to a foreign land !

We must now follow the opium to China. Does the drug change its quality on the sea ? or are Chinese constitutions poison proof ? We shall see. There are curious and difficult questions with regard to opium in China. Why does it exert so fatal a fascination for *Chinese* more than all other people ? Who first introduced the poppy ? Who first invented smoking ? It is a little hardy to assert that *we* taught the Chinese opium-smoking, when neither we nor the Hindoos have yet acquired the art. The Chinese have grown the poppy for generations in their western provinces My own investigations point to the conclusion that cultivation and importation began about the same time, and have increased *pari passu*. The latest estimate I have seen by the Chinese Imperial Customs makes the quantity of native opium rival that of the imported. This, however, is a mere vague estimate. But as regards England's connection with the opium trade, all these perplexing questions are beside the mark. Two facts, and two only, settle the moral character of our opium trade. The first is, that the use of opium is fearfully injurious to the Chinese. The second is, that we are compelling them to admit our opium against their will. Now, if proof be demanded for the first fact, I will not attempt to work upon your feelings by harrowing descriptions of isolated cases. I find my proof in the universal testimony of the Chinese people. They are of age, ask *them*. They are the only opium-smoking people on the face of the world. They have tried it now for three generations. They ought to know. Ask them. Sir, I do not think on any matter subject to human testimony you could find such another instance of perfect unanimity of testimony. The Emperor condemns it. The officials condemn it. The people condemn it. The opium-smokers condemn it : they most loudly and bitterly of all. Ah ! well they know, about whose souls the fatal serpent-coil of the fascinating poison has wrapt its adamantine folds. Well do they know who come crowding round the missionary begging for some medicine to release them from the habit they feel is dragging them to poverty and death. Never during eleven years in China did I hear one single Chinese commend or even so much as excuse the opium-pipe. I think you might traverse China from the Great Wall to the Southern Sea, from the mouth of the Yangtsze to the Passes of Thibet, without hearing from 400,000,000 lips one word in favour of opium. It is popularly one of the triad of vices : gambling, opium-smoking, debauchery. You ask why, if there is such a unanimous condemnation of the vice, why do they buy opium, why do they grow it ? *Why do men sin ?* Sin is pleasant at first. There are plenty of people in China, as in England, who will minister to any vice for money.

One hears opium-smoking compared to the drinking customs of England. These analogies are perilous things, and always require to be measured with the facts before they can be trusted. People say alcohol is a stimulant ; opium is a stimulant ; here there is moderate drinking and drunkenness ; surely in China only excess in the use of the opium-pipe is evil, a moderate usecannot be harmful. So I should have reasoned from analogy, but the facts conduct to a different conclusion. Opium appears to possess such qualities that its regular use becomes a slavery ; after a while it is no more a pleasure, but a physical necessity, and increasing doses of the drug must be taken to appease the inexorable demands of the tyrant craving. Now, without entering into medical discussions, without even taking for granted that the Chinese popular notion of opium is absolutely correct, we have this fact before us, that the Chinese people regard the habit as a ruinous vice. Drinking has no lack of defenders amongst ourselves. The majority agree that it is excess, not use, which injures. It is not so with opium. I do not think that such an idea as the possible moderate use of opium has entered a Chinaman's mind.

My second point is, that we are forcing our opium upon China. Good people in England, who have no practical acquaintance with the politics of the Far East, may be surprised to hear this. They thought that the trade was now a legal one. So it is : opium was introduced iuto the tariff of the Treaty of Tientsin in 1858. But what was the basis of the Treaty of Tientsin ? Nothing but our superior military power. There was no pretence of willinghood on the Chinese side. When that Treaty was made, it required another war to get it ratified. Not till our troops had taken the gates of Peking, destroyed the Emperor's summer-place, and driven him to take refuge in Tartary, did the Chinese finally yield. The simple fact is, we are all along forcing ourselves into China—our ambassador, our consuls, our merchants, our missionaries ; the whole foreign intercourse with China, without ex-

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ception, has been based upon and is maintained by force; and opium in this respect is only one most offensive and objectionable item in a totality of relations supported simply and solely by the British fleet and army. But if the Chinese are compelled sorely against their will to admit us and our commerce according to so-called treaties, which are *our* declarations of the terms on which *we* choose to hold intercourse with China, they may object to one part of this intercourse more than another. And they do so specially and in set terms object to the opium trade. They have expressly and emphatically demanded to be released from their treaty obligation. They have complained that opium is destroying their country, and that they cannot put their own laws in force against the native-grown opium, because they are compelled to admit our Indian opium. They appeal to our justice, our mercy, our sense of religion. They intimate the probability of this opium trade leading to another war. Oh! such a despatch as that, written by Pagan statesmen to a Christian ambassador makes one's heart sink with shame. There is no reply. There is no excuse. The dishonour weighs us down. We feel that as a country we have sold justice and humanity, religion, peace, goodwill among men, the very honour of our God and our Saviour Christ, for gold. That terrible pile of eight million golden sovereigns: it has outweighed every consideration of true political expediency, of righteousness, of philanthropy. But is it yet too late to repent, and to endeavour to retrieve our lost character, and, if it may be, avert that impending retribution which we cannot but believe God has in store for such iniquities as this?

It has been my task to set before you the opium trade as it is, not to suggest the remedy. Until we feel the evil, until the national conscience is aroused, and the people of England demand that this iniquity shall be no more, what hope is there of remedy?

MARINE INSURANCE.

The subjoined letter, drawing attention to the unsatisfactory state of marine insurance business, has appeared in *The Times*, with the signature "Underwriter."

"Sir,—Attention has been drawn of late through your columns to the unprofitable results which have attended the operations of marine insurance business during the past three or four years. Will you allow me, in as short a space as possible, to point out to what extent this has really been the case, also to state some of the causes to which it may be attributed, and to suggest some remedy for such a state of affairs? To give some adequate idea of the losses which have been incurred lately by marine insurance companies it will, perhaps, be best to give some facts respecting their shares. Indemnities, which were in 1870 120½, are now 104; Marines are still worse; in 1870 they were 91, they are now 46½; Oceans, which touched 30, are now 8½; Universals have fallen from 15 to 8¾; and Thames and Merseys from 19 to 8½. Of the other companies, some are at a discount. Of the companies established since 1871, the Realm and Trident have been obliged to close their doors, while the rest are quoted at various rates of discount. The condition of underwriters at Lloyd's has been precisely similar. What, then, have been the causes which have been at work to bring about a state of affairs so uniformly disastrous? The first to which I will draw attention is the sudden developement of steam traffic which followed the opening of the Suez Canal. During the last few years, but especially in 1871 and 1872, the number of steamships turned out of all our shipbuilding yards was unprecedented. The construction of sailing ships came almost to a standstill, and steamers began in nearly every trade to take their place. Unfortunately, sufficient care was not given to the construction of these vessels, the great aim of their designers apparently being to see of how little iron they could be constructed. This object was fostered by the foolish competition between Lloyd's Registry and the Liverpool Iron Registry books, the latter of whom reduced their standards very largely, a mistake which I am happy to say they have since rectified; but the mischief was done, and we had turned out a large fleet of steamers utterly unfit to meet the ordinary perils of the sea. This great and sudden out-turn of steamers created an equally sudden demand for steamship captains and officers, and there being of necessity no adequate supply, a large number of them were sent to sea under the command of men who had probably never been in a steamer before—certainly not in command of one—and who thus, from no fault of their own, were quite ignorant of steam navigation. These steamers, badly built and badly commanded, were readily insured by almost all our underwriters at from six to eight guineas per cent. per annum. A large number of them were very soon lost, either through their own inherent weakness or the incompetency or recklessness of their officers. Of those which still remain, the majority have had to be almost rebuilt at the expense of underwriters. Thus from this cause alone the losses of underwriters must have been enormous. Again, the size of some of these steamers enables them to bring very large and valuable cargoes; and as they, as a rule, carry their own advices, losses are frequently announced by telegraph long before underwriters know the extent of their lines and have time to re-insure their excess—a circumstance greatly aggravated by the system of writing 'steamer or steamers' policies.' It is said that the steamers *Arcturus*, *Woosung*, and *Queen Elisabeth* took over a million and a quarter out of their pockets.

"I now come to consider for a moment the risk of collision, which it will be very easily seen increases very much out of proportion to the increase in the number of steamers. For instance, if the number of steamers in existence be increased tenfold, the chances of collision are increased very nearly a thousand times. Further, as a steamer will generally make three voyages where a sailing ship used to make one, the risk of loss to underwriters under this head becomes increased to an extent almost impossible to calculate. Turning from steamers to sailing vessels, I cannot see any diminution of losses in this quarter. Indeed, it is to be feared that we are entering upon a fresh source of loss here from the system of building large iron ships, which have an unfortunate tendency to lose their masts in the first heavy gale they encounter—a fault, I presume, which arises from some defect or other in their construction. I think, Sir, that I have shown that, whatever be the cause, losses have increased during the last three or four years to an extent hitherto almost unheard of, and I cannot see that they are at all likely to diminish—at any rate, for some time. What, then, is to be the remedy for so serious a state of affairs? In a word, premiums must be raised to a point at which they will remunerate underwriters. In 1870, when steamers were only in their infancy, and when the premiums current at the beginning of this year got fixed, none of the risks to which I have alluded were present to the minds of underwriters. Consequently, the existing scale of premiums was not framed to include them, and does not do so. So that underwriters are subject to fresh sources of loss, for which they receive no premium whatever. Nothing can be plainer than this, that if this continues to be the case, marine insurance business must remain unprofitable, and the year 1875 must show as serious a loss as any of its predecessors.

"Hitherto combination among underwriters for the purpose of raising premiums has been impossible, owing to the number of competitors for the business. Since the close of 1870, when marine insurance business looked all *couleur de rose*, no fewer than seven new companies and innumerable agencies of foreign companies have been started in London. Three of these companies and a large number of agencies have been already obliged to close their doors. The result of this was premiums reached a point at which it was utterly out of the question that they should be remunerative. Since the beginning of this year, however, they have been steadily advancing, and will, doubtless, continue to do so if underwriters will only support one another. How they are to do so will be the question asked. I would venture to suggest that some of the leading companies should take the initiative and call a meeting, at which all underwriters in London should be represented. These representatives should agree upon a course of united action best calculated to meet the present emergency. It may be objected that, even were the companies to combine, Lloyd's underwriters would not follow their example. Of course Lloyd's will always write a little below the companies; but I am certain that not only they, but underwriters all over the country, would be only too glad to raise their rates in proportion."

Naval and Military.

The Fly, double-screw composite gunboat, 4 guns, 584 (464) tons burthen, 489 (120) horse power, Commander John Bruce (1871), sailed from Plymouth on the 27th inst.

It has been decided by the Lords of the Admiralty that a "foreman in charge" shall be appointed at the Hong Kong Dockyard, and the names of foremen in dockyards at home who would be willing to take the post have been sent to the Admiralty, and the selection made by their lordships will shortly be announced. The salary of the foreman in charge will be £450 per annum.

The Lords of the Admiralty have given permission for two officers of the Japanese navy to visit Chatham Dockyard, when they will be conducted over the departments open to foreigners by one of the dockyard officials.

Admiral Sir Rodney Mundy, whose term of service as Commander-in-Chief at Portsmouth expires next March, is, it is reported, to be succeeded by Admiral Sir Alexander Milne, the First Naval Lord.

Dr. Richard Denton Mason, C.B., who has been gazetted Inspector-General of Hospitals and Fleets, served in the Sanspareil, on the East India and China station, from 1856 to 1858.

Rear-Admiral Lord John Hay, C.B., has accepted the post of second in command of the Channel Squadron, vice Admiral Hancock, whose term of service has expired.

The Victoria Cross has been conferred upon Capt. Mark Sever Bell, of the Royal Engineers, for gallant and distinguished conduct during the Ashantee war.

Staff-Commander J. G. Dathan, who served in the Encounter and Imperieuse on the China station, from 1859 to 1863, has commissioned the Fox storeship.

Vice-Admiral Ryder the newly-appointed Commander-in-Chief for China, left Malta on the 22nd inst. in the Audacious.

Captain Mayne, R.N., C.B., the eldest son of the late Sir Richard Mayne, has been nominated to the command of H.M.S. Invincible.

The corvette Cadmus, recently returned from China, was paid off at Devonport on the 26th inst.

Monetary and Commercial.

The tone of the Manchester Market has been steady, though the transactions do not extend beyond a moderate amount. There has been no variation in the attitude of producers, who are very firm in requiring the full quotations in any orders placed before them. No change is thus perceptible, but the tendency if anything is to hardening prices.

An issue is announced of £200,000 Russian Six per Cent. Land Mortgage Bonds, at the price of £88 10s. per cent. The bonds are stated to be emitted under the authority of the Imperial Minister of Finance by the Saratov-Simbirsk Land Mortgage Bank, established for the purpose of granting advances against mortgages of real property.

The directors of the London and River Plate Bank have resolved to recommend a dividend of 7½ per cent. for the half-year ending 30th September last, making, with the interim dividend of 5 per cent. paid in June, equal to a distribution of 12½ per cent. for the year.

The Royal Bank of Scotland announces a dividend of 9½ per cent. per annum, being ½ per cent. more than last year. The sum of £20,987 is carried forward, besides the "rest" of £500,000.

Official statistics just published show that the value of the

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rough mineral produce of the United Kingdom during the year 1873 was nearly 59½ millions sterling, of which more than 47½ millions was the value of upwards of 127 million tons of coal. Manufactured metals during the same period are set down at about 21½ millions.

Reports have been issued by the liquidators of the Anglo-Mediterranean Telegraph Company, the British Indian Submarine, and the Falmouth, Gibraltar, and Malta Telegraph Companies. All the concessions, properties, and liabilities have been transferred to the Eastern Telegraph Company, and the affairs of each fully wound up.

Mr. Jonathan Heyworth, cotton manufacturer, of Wheatly-lane, Spen Brook, and Barrowford, near Burnley, has suspended payment, and made an assignment in favour of his creditors. It is reported that the liabilities are £22,000.

Bar Silver has increased in value, and all that could be got ready for shipment by the French steamer of the 21st inst. and by the P. and O. steamer leaving yesterday was sold at 58½d. per oz. Mexican Dollars to the amount of about £5,000 from New York have been sold at 57d. per oz. The market is now bare of supplies.

THE BOARD OF TRADE RETURNS.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st Oct. 1872.	1873.	1874.
China and Hong Kong	lbs.	1,136,830	632,200	1,681,200
Japan	,,	600,400	752,100	160,000
Straits Settlements	,,	263,200	162,520	308,630
Ceylon	,,	47,300	17,400	19,500
		For the Ten Months ended 31st Oct.		
China and Hong Kong	lbs.	8,252,260	8,810,880	12,609,200
Japan	,,	11,312,560	6,769,250	4,558,700
Straits Settlements	,,	1,689,810	1,786,450	2,100,590
Ceylon	,,	133,550	178,500	325,600

COTTON MANUFACTURES.

To		For the Month ended 31st Oct. 1872.	1873.	1874.
China and Hong Kong	yds.	23,526,425	25,398,020	24,277,760
Japan	,,	3,054,500	2,479,700	377,800
Philippine Islands	,,	992,600	1,604,700	1,039,500
Java	,,	1,709,350	1,617,600	2,915,000
Straits Settlements	,,	11,640,500	7,327,000	8,338,100
Ceylon	,,	3,720,800	4,262,800	3,548,300
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	341,239,525	298,416,720	334,820,000
Japan	,,	25,006,100	18,427,147	15,649,400
Philippine Islands	,,	10,374,660	7,979,640	9,372,340
Java	,,	20,804,150	15,473,950	31,856,300
Straits Settlements	,,	85,364,500	72,684,250	96,674,720
Ceylon	,,	27,851,200	31,145,400	31,811,200

WORSTED STUFFS.

T		For the Month ended 31st Oct. 1872.	1873.	1874.
China and Hong Kong	yds.	829,080	1,041,220	1,114,750
Japan	,,	307,100	127,720	77,250
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	12,654,480	13,614,680	10,963,300
Japan	,,	2,375,390	2,399,540	1,183,600

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st Oct. 1872.	1873.	1874.
China and Hong Kong	yds.	161,356	177,830	125,190
Japan	,,	60,314	81,290	—
To		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	1,686,769	1,856,090	824,560
Japan	,,	752,114	877,810	123,340

LEAD TO CHINA AND HONG KONG.

For the month	tons	9	616	1,010
For the ten months	,,	6,978	3,095	7,677

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and nine months ended Sept. 30, 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Three Months ended 30th Sept. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£1,834,262	£1,113,762	£1,134,220
Hong Kong	708,637	906,796	829,278
Japan	728,264	468,148	264,268
Straits Settlements	715,608	631,671	633,707
Ceylon	249,528	284,547	262,012
Philippine Islands	56,632	77,249	89,531
Java	176,103	166,542	344,997
Siam	789	19,379	—
Cochin China	—	—	268

To	For the Nine Months ended 30th Sept. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£5,332,204	£3,966,041	£3,636,383
Hong Kong	2,076,653	2,622,956	2,796,849
Japan	1,579,602	1,330,100	889,936
Straits Settlements	1,796,897	1,599,740	2,089,359
Ceylon	739,587	759,090	853,390
Philippine Islands	291,029	309,243	322,915
Java	581,093	560,621	909,887
Siam	23,061	29,587	27,541
Borneo	—	—	15
Cochin China	151	—	306

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and nine months ended 30th Sept., 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th Sept. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£3,917,298	£3,738,227	£4,585,180
Macao	5,058	3,127	6,015
Hong Kong	330,023	158,279	261,797
Japan	48,054	147,906	123,248
Straits Settlements	987,565	513,740	523,487
Ceylon	578,160	1,420,211	801,321
Philippine Islands	287,313	249,556	322,043
Java	95,590	74,925	195,267
Siam	—	—	—
Borneo	17,610	—	14,667
Cochin China	8,640	—	13,760

From	For the Nine Months ended 30th Sept. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£8,954,540	£7,596,062	£7,512,971
Hong Kong	639,837	518,902	535,178
Macao	121,701	69,353	36,028
Japan	122,464	447,704	529,479
Straits Settlements	2,628,097	2,409,351	1,828,225
Ceylon	2,520,569	3,573,897	2,975,197
Philippine Islands	960,190	1,114,996	1,208,572
Java	494,400	399,853	1,190,864
Siam	12,637	4,235	—
Borneo	29,570	30,211	52,940
Cochin China	8,640	—	25,269

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 15th Nov., 1874, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 7,900,951 yards; for the twelve months, 119,516,927 yards; for the twelve months, 1873, 94,883,302 yards; for the twelve months, 1872, 80,839,372 yards. Increase for 1874 against 1873, 24,633,625 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 3,999,777 yards; for the twelve months, 5,064,752 yards; for the twelve months, 1873, 4,765,165 yards; for the twelve months, 1872, 1,912,160 yards. Increase for 1874 against 1873, 299,587 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 159,544 yards; for the twelve months, 849,499 yards; for the twelve months, 1873, 1,933,184 yards; for the twelve months, 1872, 2,158,470 yards. Decrease for 1874 against 1873, 1,093,685 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 1,642,030 lbs.; for the twelve months, 13,602,798 lbs.; for the twelve months, 1873, 9,007,345 lbs.; for the twelve months, 1872, 7,388,370 lbs. Increase for 1874 against 1873, 4,595,453 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 20,446,299 yards; for the twelve months, 257,083,596 yards; for th twelve months 1873, 249,257,619 yards; for the twelve months 1872, 298,770,060 yards. Increase for 1874 against 1873, 7,825,977 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 1,171,745 yards; for the twelve months, 14,683,233 yards; for the twelve months 1873, 17,123,261 yards; for the twelve months 1872, 9,488,865 yards. Decrease for 1874 against 1873, 2,440,028 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 322,203 yards; for the twelve months 5,015,599 yards; for the twelve months 1873, 8,045,161 yards; for the twelve months 1872, 6,756,547 yards. Decrease for 1874 against 1873, 3,029,562 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 64,000 lbs.; for the twelve months, 738,980 lbs.; for the twelve months 1873, 1,319,063 lbs.; for the twelve months 1871, 1,256,780 lbs. Decrease for 1874 against 1873, 580,083 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 4,368,825 yards; for the twelve months, 35,468,777 yards; for the twelve months 1873, 30,393,419 yards; for the twelve months 1872, 29,475,457 yards. Increase for 1874 against 1873, 5,075,358 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 612,909 yards; for the twelve months, 3,269,660 yards; for the twelve months 1873, 5,787,547 yards; for the twelve months 1872, 3,076,240 yards. Decrease for 1874 against 1873, 2,517,887 yards.

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PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 50,293 yards; for the twelve months, 709,665 yards; for the twelve months 1873, 2,703,058 yards; for the twelve months 1872, 1,785,700 yards. Decrease for 1874 against 1873, 1,993,393 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 1,197,230 lbs.; for the twelve months, 12,078,382 lbs.; for the twelve months 1873, 9,722,208 lbs.; for the twelve months 1872, 15,009,208 lbs. Increase for 1874 against 1873, 2,356,174 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 5,817,107 yards; for the twelve months, 82,083,571 yards; for the twelve months 1873, 61,933,694 yards; for the twelve months 1872, 71,638,810 yards. Increase for 1874 against 1873, 20,149,877 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 209,610 yards; for the twelve months, 4,674,982 yards; for the twelve months 1873, 4,644,546 yards; for the twelve months 1872, 5,529,094 yards. Increase for 1874 against 1873, 30,436 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 311,062 yards; for the twelve months, 3,955,721 yards; for the twelve months 1873, 2,502,471 yards; for the twelve months 1872, 3,860,386 yards. Increase for 1874 against 1873, 1,453,250 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 163,900 lbs.; for the twelve months, 2,161,395 lbs.; for the twelve months 1873, 1,887,515 lbs.; for the twelve months 1872, 1,830,014 lbs. Increase for 1874 against 1873, 273,880 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 3,135,307 yards; for the twelve months, 34,746,192 yards; for the twelve months, 1873, 20,664,379 yards; for the twelve months, 1872, 21,067,808 yards. Increase for 1874 against 1873, 14,081,813 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 981,027 yards; for the twelve months, 11,305,203 yards; for the twelve months 1873, 8,117,891 yards; for the twelve months 1872, 10,507,902 yards. Increase for 1874 against 1873, 3,187,312 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 784,713 yards; for the twelve months, 7,373,064 yards; for the twelve months 1873, 6,682,533 yards; for the twelve months 1872, 12,249,348 yards. Increase for 1874 against 1873, 690,531 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 119,960 lbs.; for the twelve months, 872,214 lbs.; for the twelve months 1873, 631,025 lbs.; for the twelve months 1872, 389,020 lbs. Increase for 1874 against 1873, 241,189 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 1,405,355 yards; for the twelve months, 21,014,136 yards; for the twelve months 1873, 17,954,321 yards; for the twelve months 1872, 13,756,207 yards. Increase for 1874 against 1873, 3,059,815 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 1,521,405 yards; for the twelve months, 14,919,079 yards; for the twelve months 1873, 15,681,853 yards; for the twelve months 1872, 9,200,134 yards. Decrease for 1874 against 1873, 762,774 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 341,356 yards; for the twelve months, 4,386,778 yards; for the twelve months 1873, 2,491,638 yards; for the twelve months 1872, 512,213 yards. Increase for 1874 against 1873, 1,895,140 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 57,370 lbs.; for the twelve months, 986,674 lbs.; for the twelve months 1873, 720,418 lbs.; for the twelve months 1872, 537,201 lbs. Increase for 1874, against 1873, 266,256 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 15th Nov., 1874, 3,792,486 yards; for the twelve months, 30,292,866 yards; for the twelve months, 1873, 34,723,973 yards; for the twelve months 1872, 29,070,761 yards. Decrease for 1874 against 1873, 4,431,107 yards.

COLOURED COTTONS.—Export for the month ended 15th Nov., 1874, 255,564 yards; for the twelve months, 3,028,810 yards; for the twelve months 1873, 1,792,552 yards; for the twelve months, 1872, 1,796,950 yards. Increase for 1874 against 1873, 1,236,258 yards.

PRINTED COTTONS.—Export for the month ended 15th Nov., 1874, 348,431 yards; for the twelve months, 2,592,573 yards; for the twelve months 1873, 3,288,565 yards; for the twelve months, 1872, 4,251,784 yards. Decrease for 1874 against 1873 695,992 yards.

COTTON YARN.—Export for the month ended 15th Nov., 1874, 34,200 lbs.; for the twelve months, 406,800 lbs.; for the twelve months 1873, 254,394 lbs.; for the twelve months 1872, 261,702 lbs. Increase for 1874 against 1873, 152,406 lbs.

ARTICLES OF IMPORT.

The depression in the Produce Markets has continued, the demand for almost all leading articles being limited; transactions have been unusually small, and the tendency in prices has again been unfavourable to the importer.

TEA.

The market still continues in a very quiet state, although, owing to the smaller quantity offered at public auction, there has been rather more business by private contract. Prices on the whole show but little alteration, though there has been a rather lower range for common to fair Foochow Congous. In the public sales only 6,327 packages have been offered, the whole of which have been sold without reserve. The deliveries for the week as compared with last year are as follows:—

	1874. lbs.	1873. lbs.
Home Consumption	2,094,000	1,886,000
Coastwise	855,000	815,000
Exports	597,000	490,000
Total delivered	3,546,000	3,191,000

Congous.—Red-leaf kinds: Siftings remain in good demand at last week's prices. Broken-leaf kinds have sold rather lower, the quantity on offer being larger; common to good common have also given way ½d. to ½d. per lb., owing to the same cause. Fair Kaisow kinds show a decline of ½d. per lb. Good medium to fine have been well maintained, but sales, ex Norman Court, have been only to a limited extent, importers holding for extreme rates. Finest remain dull of sale. The sales of Pak Lin kinds have been at fully former prices. Black-leaf kinds: Common to fair show no alteration. Fair to good medium are only in moderate request; good to fine remain firm, as also finest, few of which are now in first hands. New-make kinds: Common remain as before; a few parcels of fair have sold at rather lower prices, good to fine showing no change. In Oolongs there has been no material change, but the demand is limited. Souchongs have been sold at about last week's prices.—*Scented Teas:* There has been no change in Canton Capers; about 4,300 packages are to be sold without reserve to-morrow, which will try the market. Foochow kinds remain slow of sale. Canton Orange Pekoes; new-make kinds have sold ½d. per lb. lower. Fair to good show no change. Foochow kinds; fair to good have sold at last week's prices; fine at rather lower rates.—*Green Teas:* There is no improvement to notice in the demand. Further public sales have shown increased depression for all but the finest kinds of Moyune Gunpowder, which sold at very full rates. Ping Suey kinds remain difficult of sale, even at the low range of prices established.

SILK.

The market has been extremely quiet, and the prices of some descriptions have undergone a decided reaction from the highest rates of last month. In China Silk very little business has been done, and a decline of fully 6d. per lb. has taken place in the medium and lower classes. Canton Silk is without change. Japan Silk has been difficult of sale, and prices have given way from 6d. to 1s. per lb. Deliveries, 1st to 25th inclusive:—China, 2,678 bales; Canton, 420; Japan, 420; total, 3,518 bales.

CAMPHOR.—Business continues very limited, and prices rule easier and are almost nominal; 2,500 tubs Japan and 200 cases China have been sold privately at 75s. per cwt. Of 47 cases Japan offered in public sale a few only were quitted at 80s. per cwt.

CUTCH.—The market has been quiet, but prices have ruled firm. The sales do not exceed about 500 boxes fine Pegue at 27s. to 28s., chiefly at the former price.

COCOANUT OIL.—Fine Cochin has been firmly upheld at £43 10s. to £44, and a sale of very middling quality has been made at £40, but Ceylon has again attracted most attention, and has ruled in sellers' favour, more especially for arrival, 60 tons September shipment having changed hands, pipes £38, puncheons and hogsheads at £38 10s., since when 50 tons in pipes, October-November shipment, have realised £39. The demand on the spot has also been good, and 220 tons old oil in pipes have been sold at £37 to £37 5s., with some puncheons and hogsheads at £38, also a small lot in hogsheads at £38 10s., and of 112 pipes offered by auction, 36 pipes very fine sold at £37 10s. to £37 15s. per ton.

CHINA PRESERVES.—At auction of 633 cases 63 casks Ginger 150 cases 15 casks sold at about previous rates, at 6¼d. to 8⅝d. (including Chyloong brand), the remainder being withdrawn or bought in at 6d. to 7d.; 21 casks Cumquats were withdrawn.

CUBEBS.—No business done.

CARDAMOMS.—Market dull and quotations nominal.

COLOMBO ROOT.—Fine quality still in request; of 84 bags offered in auction about half was sold at 10s. per cwt. for low wormy quality.

DRAGON'S-BLOOD.—Market quiet but steady at previous quotations.

EBONY.—In auction of 46 tons (233 logs) Ceylon 19 tons of new import sold, good fair large at £13 per ton.

ESSENTIAL OILS.—*Anniseed* has been quiet, and about 20 cases have been sold at 8s. 6d. to 8s. 7½d., closing at 8s. 9d., at which about 20 cases have been sold, but closes with firmer holders, and buyers afloat at 8s. 3d. *Cassia* dull and very plentiful; small sales at 4s. 7d. to 4s. 8d. *Nutmeg* quiet; 5 cases partly sold at 8d. *Lemon Grass* firm; 10 cases retired. *Cinnamon* scarce, and fine much wanted, a single case sold at 6s. 5d. per oz. Large stock of leaf, and of 26 cases few sold at 3d. for fair. *Citronelle* has been dealt in to a considerable extent; about 300 cases have changed hands privately, chiefly at 1 11-16d., more recently at 1⅝d.; 80 cases at auction retired, but subsequently quitted.

GAMBIER.—A decline of 3d. per cwt. was accepted in the earlier part of the fortnight, at which there has been rather more demand, and about 1,500 bales have changed hands at 25s. 9d. to 26s. ex warehouse and ex quay, chiefly, however, at 26s.; also 50 tons just arrived at 25s. 6d., 25 tons near at hand at 25s. 4½d. ex ship, and about 150 tons for arrival, price not reported. At auction 163 bags, 116 broken bales, and 8 tons loose free cubes were chiefly sold, 1st class at 43s. 6d. to 44s.

GALLS.—China are very scarce, and rule firm at £3 2s. 6d. per cwt.

GUMS.—*Benjamin* steady, and of 27 cases offered the bulk sold. Sumatra seconds fair, at £8 10s. to £8 17s. 6d.; Siam ordinary to middling dark block, £7 5s. to £9 15s. *Copal* is unchanged, but about 1,000 cases have changed hands at up to 24s. for fair, and holders are very firm. Of 211 cases at auction, half sold at the previous value. *Damar* firm. Of 304 cases at public sale, a part sold at 54s. to 55s. for good Singapore. *Gamboge* steady: 12 cases offered and retired.

GUTTA PERCHA.—Market dull, and no business reported.

GALANGAL ROOT.—Market firm; of 144 bales and mats offered, about one-half was sold at 24s. 6d. to 25s. per cwt. for rather lean to fair quality.

HEMP.—Only a moderate inquiry has prevailed for Manila, and the sales on the spot do not exceed 1,000 bales, mixed, below fair to fair at £31 10s. to £33, fine at £38 5s. to £38 10s.; for January to March delivery there are sellers at £32 basis fair current. In auction, of 133 bales offered, 90 bales good roping sold at £35 to £35 15s.

INDIA-RUBBER has been in small supply, and the market has been steady, notwithstanding that business has been quiet; 19 cases Borneo sold without reserve at 10¼d. to 1s. 2d. per lb.

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JAPAN WAX has been more firmly held, and there is consequently less offering; of 266 cases at auction, over one-third sold at 56s. per cwt. for fine large hard saucers; fair at 52s. to 53s.

MUSK.—The market has been firm; public sales have embraced 57 caddies and tins Tonquin all sold, good selected well shaped pods at 43s. to 44s. 6d.; rough and bally, middling to good, 17s. to 22s. 6d.; wet pickings 22s. to 28s. Of 10 tins Grain offered three only sold at 47s. 6d. for good.

STRAW PLAIT.—Of 261 bales China offered about one-half sold, extra fine white at £54, fine £31, very good £23 to £27 5s., "O" quality £22 15s., No. 4 to No. 2 at £10 5s. to £16 15s.

SHELLS.—*Mother o' Pearl:* With the exception of about 20 cases Manila sold at £11 15s., nothing of consequence has been done since the public sales of 6th instant. Macassar are scarce and wanted. *Tortoise:* No business done; value nominally unchanged.

SOY.—Market firm; 10 casks China have been sold at 1s. 6d. per gallon.

STICKLAC.—The market for Siam continues quiet but is steadier, the downward tendency having been arrested; 150 cases fine quality have been quitted privately at £5 10s. per cwt.

SAPANWOOD continues scarce and in request; at auction of 22 tons offered five tons from Singapore (Gambier damaged) sold at £11 per ton.

TIN has been in better consumptive demand, but this has not proved sufficient to warrant an advance in prices. Yesterday the bi-monthly sale of the Dutch Trading Company took place, when 20,100 slabs Banca realised 57¾ to 58¾ florins, average 58.40, parity of £102 per ton, laid down here. Since the announcement of this result the market is stiffer, and a fair quantity of Straits has changed hands at £93 for arrival. Closing quotations are as follows:—Straits on the spot £93 10s. to £94, afloat £93; Banca £102; Billiton £95 per ton, showing an advance of about 20s. per ton for Straits and Banca.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov19	Saga	Boe	Bassein	Plymouth
	Antonio	Elise	Rangoon	Falmouth
18	Truth	Evans	Samarang	Liverpool
20	Kermaria	Burlin	Rangoon	Falmouth
20	Tarquin	Decker	Do.	Do.
20	J.V.L.N. (Fr. barq.)	—	Do.	Lizard
16	Christophr. Columbus	Wesenburg	Akyab	Flensburg
19	Nancy	Seyffert	Batavia	Texel
19	Golden Wave	Pollard	Akyab	Do.
18	Vicenta	Villaboa	Manila	Cadiz
23	Colombo (s.)	Bainbridge	Colombo, &c.	London
23	Whitehall	Rattan	Ilo Ilo	Falmouth
24	Sea Star	Brotherton	Singapore	London
23	Wm. Leavitt	Williams	Rangoon	Queenstown
21	Kosmopoliet III.	Dienshe	Batavia	Zierikzee
	Island Belle	Camm	Do.	Plymouth
24	Sumatra	Edwards	Bassein	Falmouth
24	Thor	Broman	Singapore	Do.
24	Blanche	Bamborough	Batavia	Do.
24	Rutland	Jamieson	Rangoon	Do.
24	Lavagna	Piccaluga	Bassein	Do.
	Moss Rose	McFie	Rangoon	Queenstown
	Cora Elisa	Ferrao	Do.	Do.
25	Ascalon	Cain	Foochow	London
24	Warrior	Beasley	Rangoon	Holyhead
24	Triton	Oostrun	Do.	Liverpool
25	Plantagenet	Stapledon	Bassein	Do.
23	Toronto	Roberts	Akyab	Bremerhaven
11	Garibaldi	Noyes	Hong Kong	Portland, O.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov17	Terentia	Bevan	Singapore	Glasgow
17	Zodiac	—	Anjer	Sunderland
20	Fleurs Castle (s.)	Dickie	Singapore and China	London
	State of Virginia (s.)	Moodie	Do. via London	Glasgow
	Hibernia	Bedden	China	Do.
21	Villa Franca	—	Hng. Kng. via Cardiff	Liverpool
7	Titan	Berry	Shanghai	New York
7	Armenia	Salter	Hiogo	Do.
23	Tage	Mestayer	Galle	Cardiff
23	Samarang	Davidson	Do.	Do.
23	Moonlight	Waterhouse	Batavia	Do.
23	Nimrod	Lyle	Singapore	Do.
21	Annie W. Weston	—	Galle	Liverpool
21	Cotherstone	Laurensen	Singapore	Sunderland
20	Goodall	Crockett	Batavia	Texel
21	Prinses Amalia (s.)	Fabritius	Do.	Do.
Nov24	Duke of Lancaster (s.)	Barrie	Colombo, &c.	London
24	Walton	Shields	Japan	Do.
23	Anna	Davidson	Hong Kong	Swansea
23	Onrust	Hoffman	Batavia	Sunderland
	Ariadne	—	River Amoor	St. Petersburg
25	Annie Braginton	Smith	Yokohama	London
23	Societe	Berwenato	Singapore	Cardiff
24	Stefano G.	Casta	Do.	Do.
24	Charity	Taylor	Anjer	Do.
23	N. Pendleton	Pendleton	Galle	Penarth
24	Bessie North	Richman	Yokohama	Swansea
26	Priam (s.)	Scale	Singapore and China	Liverpool
25	Success	Gent	Shanghai	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Yokohama, and Hiogo: Abbotsford. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Scotland, Pardo. For Singapore, Hong Kong, Yokohama, Hiogo, and Nagasaki: Min. For Penang, Singapore, Hong Kong, and Shanghai: Ben Ledi, Bengal. For Singapore, Hong Kong, and Shanghai: Glamis Castle, State of Virginia For Colombo, &c.: Colombo, St. Lawrence. For Galle, &c.: Elgin.

SAILING VESSELS.—For Yokohama and Hiogo: Satsuma. For Vladewostock and Nocolajefsk: Rowena. For Nicolajefsk: Genetiv. For Shanghai: Scindia, Sir Lancelot. For Hong Kong: Rollo. For Chefoo, Tientsing, and Newchwang: Ousuri. For Penang: Glenisla, Zehlino. For Singapore: Kingdom of Saxony, Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Yokohama and Hiogo: Spirit of the Age. For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Patroclus (str.), Diomed (str.). For Singapore: Johan Lang. For Batavia and Sourabaya: Questembert. For Manila (via Cardiff): Glee Maiden.

At GLASGOW.—For Batavia and Sourabaya: W. M'Kinnon (str.). For Manila: Antela.

At GREENOCK.—For Java: Staadsraad Van Ewyck. For Galle: Mary Fry.

SPOKEN.

L. C. Q. W. (Eng. barque), to Japan, Oct. 22, 10 N., 26 W.
P. Q. M. J. (Dut. ship), Amsterdam to Java, Oct. 17, 8 N., 25 W.
PIEVE SUPERIORE, Singapore to London, Sept. 25, off Cape Agulhas.
JOHANNA (Ger. ship), Manila to New York, Sept. 30, 22 S., 3 E.
PAPA, Hamburg to Hong Kong, Nov. 16, 29 miles N.W. of Bockum.
AMITY, Sunderland to Singapore, Oct. 10, 12 N., 25 W.
PRESIDENNT VAN RYCKEVORSEL, Amtdm. to Samrg, Oct. 11, 8 N., 25 W.
FAITH, Hong Kong to London, Oct. 21, 34 S., 22 E.
CLEVELAND (Ger.), Hamburgh to Hong Kong, Oct. 18, 5 N., 24 W.
GENEVA, Samarang to Liverpool, Oct. 26, 20 N., 32 W.
P.B.Q.L., Ghent to Singapore, Nov. 3, 2 S., 33 W.
W.Q.S.Q., London to Japan, Sept. 21., on the line, 29 W.
W.Q.S.T. (Penrith), London to Japan, Sept. 21, 19 W., on the line.
NORHAM CASTLE, Shanghai to London, Sept. 25.
G.F. HEMDEL, Cardiff to Singapore, Oct. 15, 7 N., 23 W.
GERARDINA WILHELMINA, Amsterdam to Macassar, Oct. 2, 5 N., 24 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are without any material alteration since our last report, and rates rule as quoted below. Coal freights to Hong Kong are somewhat higher.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight or meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 55s. weight, 40s. meast. To Singapore: 55s. weight, 40s. meast. To Penang: 60s. weight, 40s. meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 24s. To Colombo: 23s. To Galle: 22s. To Manila: 25s. to 26s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 18s.

CASUALTIES.

The Dharwar, Freebody, which arrived at San Francisco Nov. 1, from Zebu, reports that on the 3rd and 4th Sept., in lat. 18 N., lon. 12 E., she encountered a heavy typhoon, when she lost sails, steering gear, binnacle, &c.

The Island Belle, Camm, arrived at Plymouth from Batavia, reports that on Sept. 12, in lat. 36 S., lon. 29 E., she experienced heavy gales from N.E. with tremendous seas, one of which broke the boats to pieces, carried away bulwarks, and stove in main hatches.

MISCELLANEOUS.

At PORT SAID.—Nov. 22, Glenroy (str.), from London, to Singapore, China, &c.; 24, Navarino (str.), from London, to Colombo, &c.; Cassandra (str.), from Hamburg, to Shanghai.

At SUEZ.—Nov. 22, Galley of Lorne (str.), from China, &c. to New York; United Service (str.), from China, &c., to London.

At TABLE BAY.—Dahlkarlsa, Merlin, and sailed, Oct. 18, for Batavia.

THE "Nederland" Company's steamship Prinses Amalia, Captain Fabritius, sailed from Southampton on the 24th inst., for Batavia, &c., with a full cargo, 140 cabin passengers, 280 troops, and the Dutch mails and specie.

THE Amboyna, a screw steamship of 700 tons, with engines of 155-horse power, has cleared out from Port Glasgow for Batavia and Sourabaya. This steamer has just been built by Messrs. Blackwood and Gordon for the Netherlands-India Steam Navigation Company, and is intended for their line to Java, *vid* the Suez Canal.

THE steamer Lotus, Captain Castle, while off Sukatra Island, lost two blades of her propeller; expected to make the voyage with the other two. Twelve hours, however, after leaving Port Said they also broke short off; the vessel then proceeded under canvass to Malta, and was put on the pontoon, when the broken propeller was replaced by a spare one on board, causing a detention of seven days. Left Malta on the 10th inst., and in consequence of tubes leaking had to call in at Gibraltar, causing a further detention of twenty-four hours.

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VIOLET, PARIS.

VIOLET'S

SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

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VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth,

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM,

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Bse. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES,

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio,

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the sk

SACHETS AND SULTANES,

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

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AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

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LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

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CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

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Threadneedle-street, London, 1874.

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Capital, $5,000,000. All paid up.

Reserve Fund, $775,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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CLIFF PARADE, SOUTHEND.

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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 8d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS.

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THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

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ALEXANDER BROWN,

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

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Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

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TABLE GLASS OF ALL KINDS.

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J. LYONS, Manager.
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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

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FIRST-CLASS English Family Hotel.
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AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

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SITUATED on the Alster. A first-class House, at moderate prices.

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12, RUE CASTIGLIONE, 12.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

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OVERLAND ROUTE and SUEZ CANAL. — Under contract for conveyance of H.M.'s Mails. — The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
*Mirzapore	3,763	600	Dec.	3	Mediterrancan, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Lombardy	2,723	450	Dec.	10	Mediterranean, Aden, Bombay.
*Mongolia	3,833	530	Dec.	17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Avoca ...	1,481	250	Dec.	24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Tigre ...	... Dec. 6	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone	... Dec. 20		
1875.			
Ava ...	... Jan. 3		
Irrouaddy	... Jan. 17		
Hoogly	... Jan. 31		

The Steamers of the 20th Dec. and 17th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 6th Dec., 3rd Jan., and 31st Jan. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

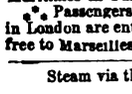
For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

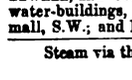
Steam via the Suez Canal. Last shipping day, 15th December.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

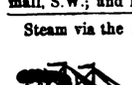
Steam via the Suez Canal. Last shipping day, 12th December.



FOR SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the fine full-powered Clyde built screw steam ship SWATOW, 90 A1 (late "William Batters"), 829 tons register, 550-h.p. effective; owned by Messrs. John Swire and Sons, of London: Victoria Docks. This fine steamer, only one year old, and built by Messrs. Scott and Co., of Greenock, is expected to make a very rapid voyage.

For Freight or Passage, apply to Messrs. JOHN SWIRE and SONS, 19, Billiter-street; or to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 19th December, 1874.



DIRECT FOR BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates for all Java ports, the Netherlands India Company's new mail steamship SINDORO, 100 A1, 1,135 tons register, 200-horse power nominal, 1,000-horse power effective; Victoria Docks. This powerful steamer, built by Messrs. Caird and Co., of Greenock, is the latest addition to the fleet of the Netherlands India Steam Navigation Company, and will steamtwelve knots per hour.

For Freight or Passage apply to Messrs. GRAY, DAWES, and Co., 13, Austin Friars, E.C.; or to GELLATLY, HANKEY, SEWELL, and Co., Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal.

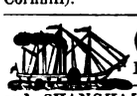
TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk; last shipping day, 2nd Dec.; the favourite Clyde-built full-powered screw steamer BENLEDI, 100 A1, 1,557 tons gross, 1,000 tons nett, 160-horse power nominal; J. W. BUCHANAN, Commander; South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR CHINA AND JAPAN. —The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai...	Benledi ... Hong Kong	100 A1 —	S.W.I.D. S.W.I.D.	Dec. 2 Jan. 5
Chefoo, Tientsin, & Newchwng	Onsuri ...	8 yr. A1	E.I.D.	With des.

For Freight, &c., apply to NORRIS and JOYNER, 126, Bishopsgate street Within, London, E.C. (corner of Cornhill).



CASTLE LINE of STEAM PACKETS from LONDON.—Last shipping day, 10th Dec. —For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, will load in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	With des.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	To follow
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow

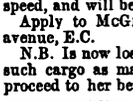
Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF STEAM PACKETS.—For SINGAPORE, HONG KONG, SHANGHAI, taking goods at through rates to Java and Japan Ports, the magnificent full-powered British owned s.s. STATE OF VIRGINIA, 100 A1, 2,473 tons register, 400-h.p. nominal, Captain MUDIE. This superior ship is handsomely fitted, and furnished with all requisites for both first and second-class passengers, and presents an unusually favourable opportunity to such desiring every comfort and speed.

This boat was built and engined by the same builders as the "Glens," and is equal to them in all respects, but having larger passenger accommodation and increased speed, and will be despatched on the 5th Dec.

Apply to McGREGOR, Gow, and Co., 1, East India-avenue, E.C.

N.B. Is now loading at Glasgow, where she will take such cargo as may offer for a few days, and thereafter proceed to her berth in the South West India Docks.



SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

SHANGHAI DIRECT.—The favourite China clipper FORWARD HO! A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans-court, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Benledi, s.s.	1,557	Norris & Joyner...	Dec. 5
State of Virginia, s.s.	2,473	M'Gregor, Gow, & Co.	Dec. 5
Edeline	499	Wright Bros. & Co.	Dec. 20
Pardo, s.s.	1,194	Mors le Blanch ...	Dec. 5
Glenartney, s.s. ...	2,115	Mc'Gregor, Gow, & Co.	Dec. —
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 5
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	Dec. 20

LIVERPOOL.

Hector, s.s.... ...	1,522	Alfred Holt ...	Dec. 9

GLASGOW.

Singapore, s.s. ...	1,700	T. Skinner & Co.	Dec. 10
Bowen, s.s.	1,700	„ „	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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THE "JAVA" STEAMSHIP COMPANY, AMSTERDAM.

Direct monthly route to BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates from Holland and England to all other ports of the Dutch possessions.

Also for Egypt and Singapore.

A steamer calls at Southampton for goods and passengers once a month.

All the steamers have splendid passenger accommodation, and carry his Netherland Majesty's mail, troops, bullion, &c.

Apply for Freight and Passage to the Manager, T. C. SCHOL, Amsterdam; or to the Agents for England, J. N. SEARS and Co., 17, Fenchurch-street, London.

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A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

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A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

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14, RUE DE LA GRANGE BATELIERE, PARIS.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 30, 1874.

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VIA BRINDISI.]

The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 588.] LONDON, MONDAY, DEC. 7, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 7.
JAPAN—Yokohama	Aug. 28	Oct. 14	Oct. 20
Yedo			
Osaka and Hiogo	„ 7	„ 4	„ 13
Hakodadi			
Nagasaki	—	—	„ 17
CHINA—Peking	—	—	„ 12
Tien-tsin	—	—	„ 17
Chefoo	—	—	„ 16
New-chwang	—	—	„ 14
Hankow	„ 28	„ 16	„ 17
Kiu-kiang	—	—	„ 14
Chin-kiang	—	—	„ 11
Shanghai	Sept. 4	„ 16	„ 23
Ningpo	—	—	„ 21
Foochow	„ 4	„ 13	„ 25
Formosa	—	—	„ 20
Amoy	—	—	„ 26
Swatow	—	—	„ 27
Hong Kong	„ 18	„ 26	„ 29
Canton	—	—	„ 27
Macao	—	—	„ 28
PHILIPPINES— Manila	Aug. 28	„ 6	„ 16
COCHIN-CHINA Saigon	—	—	„ 26
SIAM — Bangkok	Sept. 11	„ 21	„ 30
BORNEO Labuan	—	—	„ 29
Sarawak	—	—	„ 26
JAVA — Batavia	„ 18	„ 22	„ 30
Samarang	—	—	„ 24
Sourabaya	—	—	„ 26
MALACCA STRAITS— Singapore	Oct. 2	Nov. 1	Nov. 5
Penang	„ 2	Oct. 30	„ 7
CEYLON— Galle	„ 16	Nov. 7	„ 14
Colombo	—	—	„ 13

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices Yokohama 27th, Shanghai 30th Oct., Hong Kong 5th, Singapore 13th Nov., which is due, *via* Marseilles, on Monday next, the 14th inst., left Suez on the 1st inst., three days in advance of its due date, and may be expected on Friday or Saturday.

List of Passengers.

PASSENGERS INWARD.

Per P. and O. steamer *Sumatra* to Brindisi, arrived Dec. 3.—From Penang, Mr. W Scott. To Venice, from Shanghai: Mr. A. L. Carmichael, Mr. W. Schmidt, Mr. J. G Marshall. From Singapore: Mr. H. M. Mills.

To Southampton, per P. and O. steamer *Zambesi*, expected Dec. 13.—From Yokohama: Mr. A. Allen, Mr. E. Bernard, Mr. A. Turner, Mr. S. Stone. From Shanghai: Mr. J. P. Cullen, Mr. C. Gardiner. From Hong Kong: Mr. A. J. Smith. From Singapore: Miss Haynes, Mr. O'Niell, son, and daughter. From Penang: Mrs. G. S. Scott and child, Mr. E. P. Shute, Mr. A. Stewart, Mr. A. Paterson, Mr. J. Bird. From Ceylon: Mr. C. Walker, Mrs. Davidson a nd child, Mrs. Good and two children.

PASSENGERS OUTWARD.

Per French steamer *Tigre*, Dec. 6.—To Yokohama: Mr. B. De Mares. To Galle: Mr. and Miss Sabonadiere, Mr. and Miss Layard, Mr. and Mrs. Somes, Mr. Reeves, Mr. E. Delaunay. To Shanghai: Mr. B. Christiensson, Mr. C. Burnet, Mrs. Simpson. To Singapore: Mr. Murray, Col. Mantilla, Mr. Brussel. To Saigon: Mr. Bossant, Mr. Decanis. To Hong Kong: Mr. Beazley.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Sameshima, Mr. Z. Ono, Mr. Pateman, Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Shanghai: Mr. W. Pearson, Mr. L. Lefebre. To Singapore: Mr. and Mrs. Sackermann. To Hong Kong: Mr. and Mrs. Boissement. To Galle: Mr. M. Beaulieu, Mr. and Mrs. Bonnifieu, Mr. and Mrs. Pompont, Mr. Prietzbuer. To Batavia: Mr. A. Gerard. To Saigon: Mr. Conneau, Mr. Gellé.

Per French steamer *Ava*, Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guillemin. To Shanghai: Mrs. C. King.

Per French steamer *Hoogly*, Jan. 31.—To Shanghai: Mr. Esmonet. To Singapore Mr. Fer[illegible]r. Jeanjot. To Saigon: Mr. Humbert, Mr. Hamon, Mr. Faure.

Per P. and O. steamer *Mirzapore*, from Southampton, Dec. 3.—To Yokohama: Mr. Flourr. To Shanghai: Mr. G. Rose, Mr. E. G. Rose. To Hong Kong: Mrs. Wardlaw Mr. and Mrs. G. Ewing. To Singapore: Mr. H. Taylor. To Ceylon: Mr. H. D. Paterson.

Per P. and O. steamer *Sumatra*, from Venice, Dec. 11.—To Hong Kong: Rev. Raimondi and friend. To Ceylon: Mr. G. H. Withers, Mr. J. V. Bell, Mr. J. H. Owen, Mr. J. Sinclair.

Per P. and O. steamer *Sumatra*, from Brindisi, Dec. 14.—To Hong Kong: Three Sisters of Charity. To Ceylon: Mr. D. S. Cargill.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconochie.

Per P. and O steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C. Braun. To Ceylon: Mr. G. Russell, Mr. M. Drysdale.

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows :—

We are still without news from Peking as to the progress of the negotiations in the Formosa difficulty. Supposing any result to have been arrived at, which it is generally believed there has, it seems strange that if it be satisfactory to one of the parties, the public should not have been made acquainted with it. I infer from the cautious silence maintained that the officials of either country do not care to plume themselves upon the results of their diplomacy.

Li Hung-chang, the Governor-General of Chihli, left his yamun on the 11th Oct. in an unusually private manner for an official of his high station, for the Peitang forts, proceeding there by the town of Luhtae, which lies forty-seven miles north-east from Tientsin, on the Peitang river, and about twenty miles from the forts. The Chinese gunboat *Chin Hae* left her anchorage here on the 5th Oct., and it was supposed she had gone to these forts with ammunition. The Emperor is at present absent from his capital on a sporting trip, but will no doubt be interested in hearing this on his return from the southern hunting grounds, on the 16thOct .

On the 12th Oct. a meeting of the landrenters of this Settlement took at the British Consulate,—in accordance with a circular issued by Mr. Mongan, Her Majesty's Consul, some days previous—for the purpose of passing the accounts of the Council for the last eighteen months ; of passing the estimates for the next six months and of electing a new Council. After the accounts and estimates had been passed, the landrenters proceeded to the business of electing a new Council. One of the Landrenters said, unavoidable causes having made it necessary to postpone the usual annual landrenters' meeting till six months of the present financial year had already passed, thus leaving only some five months more for a new Council to hold office, the question arose, should one be elected ? He was of the opinion that the best course to pursue was to decide that the present acting Council should continue to hold office during the remainder of the term. This opinion having been favourably received by the other land-renters, a resolution was passed that the present Council continue to hold office till the next annual meeting, in April, 1875. The business of the meeting having been thus concluded, a vote of thanks was passed to the chairman, Consul Mongan, for the able manner in which he had presided over it.

After the meeting of landrenters was over, a meeting of the race committee took place. They met to decide upon proposals laid before them in respect to certain events at the approaching Autumn races, and upon certain details consequent thereon, all of which were satisfactorily arranged. There is every prospect of large fields, and, on all the three days, splendid races. As

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there are six racing stables, besides some three or four [illegible] who are training single ponies, and as the course is an excellent one, we calculate upon having considerable competition and good sport.

A decree in the *Peking Gazette* of Sept. 28th orders the unfortunate Li Kwang-chao, whose "log-rolling" enterprise in connection with the rebuilding of the Summer Palace has recently been noticed, to be decapitated, after a term of imprisonment.

The death of his mother compels the Governor of Kiangsu (Chang, Futai) to go into retirement. We have not heard that his successor has been appointed.

SHANGHAI.

The present mail brings advices from this port to the 23rd Oct.; the P. and O. mail from London Sept. 4 was received on the 16th Oct. The following summary of news is from the *North China Herald*:—

A committee meeting of the Chinese Polytechnic Institution and Reading-room has been held. The favourable reception and liberal support the scheme has met with in China is being emulated at home. From that quarter chiefly contributions suited to the polytechnic character of the institution are expected, and the committee have resolved to take premises at once for their reception, and for carrying out generally the objects they have in view.

The ninth half-yearly meeting of the China and Japan Marine Insurance Company has been held at the offices, in the Nankin-road, Mr. R. W. Little in the chair. The attendance of members was large, 1,373 shares being represented. The Directors' report was very brief, its principal feature being the intimation that, owing to severe losses during the past six months, it was impossible to recommend a dividend. The balance sheet, made up to the 30th of June last, showed a balance in hand at that date of Tls. 51,663.70 beyond the paid-up capital and the reserve fund. The meeting adopted the report and statement of accounts with very little comment. The election of Mr. H. Sutherland on the Board of Directors was confirmed; and a resolution by Mr. Macgregor, seconded by Mr. Carmichael, was passed, asking the directors to take steps to obtain the sanction of the shareholders to a reduction of the capital. This was done, with a view to give a less total to provide for dividend, and was agreed to, after what amounted to a protest from Mr. Wainewright, the legal adviser of the company. The Chairman, in reply to a question by Mr. Groom, said the question of opening a branch office in London had been before the directors, but nothing had as yet been decided. This concluded the business.

The ordinary half-yearly meeting of the North-China Insurance Company has been held at the offices, Keangse-road, E. H. Lavers, Esq., in the chair. Twenty-seven directors and shareholders were present, representing 346 shares. The report and statement of accounts were very favourable. According to the deed of settlement, a dividend could not now be declared, but it is believed that at the close of the year's business a dividend equal to those of former years will be paid. The applications for shares in the new company are far in excess of requirements.

A meeting of the performing members of the Philharmonic Society has been held, to pass the accounts for the year, and to elect a new committee, the old one having resigned. The financial condition of the society is not very flourishing, we regret to learn, there being a deficit of Tls. 400, caused in the first instance by the purchase of the new piano, for which Tls. 500 were paid. Had last season been financially as successful as the previous year, the greater part of the debt would have been cleared off by this; but unfortunately there was a great falling-off in the number of subscribers, and the receipts only sufficed for current expenses. It was settled that the committee should endeavour to carry on the society as heretofore, and with that object they are at once to take steps to ascertain the amount of support which the undertaking is likely to meet with this winter. Should the result be unfavourable it will be necessary to wind up the society for the present, and sell the piano to pay the existing debt, for which the members of the retiring committee have made themselves personally responsible. The meeting, which was very thinly attended, terminated by a vote of thanks to the members of the late committee—Messrs. Tate, Schmidt, and Brandt. We sincerely trust the public will not let a valuable institution like the Philharmonic Society die for the want of support.

At a meeting of officers of the S.V.C., the Autumn Rifle Meeting was fixed for the 13th, 14th, and 16th Nov., being about three weeks later than the usual time, so as to take it out of the way of the races and regatta. It was resolved that the programme should be restricted to competitions open to the whole Volunteer force; any company prizes will therefore have to be arranged for by each company, to be shot for on days other than those appointed for the meeting. It was decided that third prizes should be abolished, and the value of second prizes greatly increased. The competitions are—on 13th November, the National Rifle Association Medal, at 200, 500, and 600 yards; and the Municipal Challenge Cup, at 400, 500, and 600. November 14th the Officers' Cup, at 200 and 500; the Ladies' Purse, at 700 and 800; and the Consolation, at 200 and [illegible] the 15th, the Companies' match, for teams consisting of the five men of each company who have shot best in the [illegible] competitions, ranges 200, 500, and 600 yards. The Champion Gold Cross of the meeting is given to the volunteer who makes the highest total in any competition, except that for the Consolation. A round sum of $5 has been fixed as entrance fee for the meeting, and each company taking part in the [illegible] match pays an entrance of $25. With the exception of [illegible] slight alterations in detail, the conditions of the meeting will, we believe, be the same as before.

At the meeting of the C. C. S. N. Company the report and accounts to 30th June were passed, the directors re-elected, and Messrs. C. Rivington and Gipperich appointed auditors. The accounts show a net profit on working of Tls. 17,629.08, out of which a dividend for the half year at the rate of 10 per cent. per annum has been paid, leaving Tls. 1,379.08 to be carried forward.

The *Glengyle* has arrived from Swatow, whither she proceeded after landing the troops from Chinkiang at Foochow. Her freight, as a troopship, consisted of 2,400 men and thirty-three horses, besides a number of guns and a large quantity of ammunition. Immediately after disembarkation, which was accomplished by means of boats, and without any accident, the men started for Amoy, their destination.

The steamer *Tunsin* reports having seen the C. M. S. N. steamer *Yungching*, freighted with troops for Formosa, aground on the Centaur shoal. Both the *Yungching* and *Haiching* ran on the shoal, but the latter remained on the bank only about twenty minutes, and was able to render assistance to her less fortunate companion, which did not get off for eight hours, when the *Haiching*, with the help of a rising tide and a stout hawser, succeeded in getting her afloat, and both steamers proceeded on their voyage. The *Tunsin* also passed the *Leeyuen*, full of troops, off Woosong the same morning.

At the S.Y.C. Regatta, Mr. Hill's yacht *Nimrod* was first in the race for the Corinthian Cup; the Houseboat prize was won by Mr. Mackenzie's new boat *Swallow*, and the ships' boat race by Mr. J. Tregaskiss's boat *Ellen*. At a meeting of the Committee of the Shanghai Yacht Club, held on Tuesday, a protest entered against the Corinthian Cup being given to the *Nimrod*, on the ground that she did not fulfil the condition of being manned by members of the Club only, was allowed, and the prize goes to the *Lillie*. In the Club Cup handicap, on Monday, the *Nimrod* is to give 15 minutes to the *Wave* and *Lillie*, and 35 minutes to the *Fearless*.

A public tea meeting and entertainment given at the Temperance Hall, in connection with the Shanghai Temperance Society, was very successful. Quite a number of ladies volunteered their indispensable aid on the occasion, and an interesting programme was secured for the entertainment after the cheerful cup had been emptied. Admiral Shadwell presided at the entertainment, and lent his aid cordially in furtherance of the good cause. Several members of the A.D.C., in addition to other gentlemen, gave their services in singing and reading, and addresses were delivered by Revs. Messrs. Muirhead and Barrett. There were a great many sailors and marines among the audience.

A house coolie in the service of Messrs. Sayle and Co. has met his death in a peculiar and unfortunate way. He came downstairs to a room where another coolie, his cousin, was polishing knives, with a teapot which he wanted to clean. A little dispute arose about the cleansing materials, in course of which the coolie with the teapot struck the other on the head. The latter endeavoured to shove him off with his hand, but as he held in it a sharp-pointed dessert knife, he inflicted a severe wound in the abdomen. The wounded man did not make much of the matter, and his friends called in a native doctor. As more serious symptoms betrayed themselves, however, Dr. Johnston was sent for, but the man died shortly afterwards. The coolie who occasioned his death was taken to the city, where he will be detained until the other relations of the deceased, who reside at Ningpo, can be communicated with.

A melancholy accident has happened on board the steamer *Hong Kong*, which is lying at the Shanghai and Honglew Wharf, whereby Mr. Walter Coop, third officer of that vessel, lost his life. Mr. Coop was superintending the taking on board of a quantity of ballast, and was in the act of going down the forehatch ladder, when he stumbled and fell headlong into the lower hold, a distance of about thirty feet. He sustained a severe fracture of the base of the skull, which rendered him instantly insensible, and after remaining in an unconscious state for four hours, he died. The deceased belonged to London, and was twenty-nine years of age and unmarried.

HONG KONG.

Our advices by the present mail extend to the 29th October; the P. and O. mail from London Sept. 18 was received on the 26th October. The following items of news are from the *China Mail*:—

The Registrar-General has published his quarterly returns of births and deaths in the colony for the periods from 1st April to 30th June, and from 1st July to 30th September last. In Hong

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Kong and the four out-districts, in the June quarter, 393 births and [illegible] deaths were registered, 36 of the former and 37 of the latter occurring among persons other than Chinese. The births are those of 18 boys and of the same number of girls. 13 deaths were of non-residents. The remainder were thus distributed as regards nationality, viz.: British, 12; Portuguese, 6; Indian, 5; Malay, 1.

The births among the Chinese were those of—boys, 197; girls, 160; total, 357. The death were—boys, 287; girls, 324; total, 611.

The death rate for the quarter amongst the British and Foreign community was 23·04, and amongst the Chinese, 21·14 annually for every thousand persons. For the whole population of the colony the rate was 21·24 for every thousand persons.

During the September quarter a total of 473 births was recorded, 44 of which—in the proportion of 21 boys to 23 girls—occurred among the English or Foreign portion of the community. Among the Chinese the births were as follow:—Boys, 255; girls, 174; total, 429.

The number of deaths registered is, owing to the casualties which resulted from the late typhoon, far in excess of any returns yet issued, and renders it impossible to draw any accurate conclusion as to the death-rate of the colony. The total number registered during the quarter amounts to 1,574. Of these, 60 were among the English and foreign community, and were distributed among the following nationalities:—British, 14; Portuguese, 11; Indian, 5; Malay, 2. The remainder (28) were those of non residents. The deaths among the Chinese were as follows:—Males, 940; females, 574; total, 1,514. Among the English and foreign community 11 deaths were the result of the typhoon, as far as can be ascertained, while to the same cause may be attributed 760 deaths among the returns of the native community.

The following are the estimates for 1875:—

Establishments.	$ c.
Governor	740.00
Colonial Secretary	7,880.00
Colonial Treasurer	3,072.00
Auditor General	14,799,00
Clerk of Councils	100.00
Surveyor-General	21,062.00
Postmaster-General	27,486.00
Registrar-General	10,198.00
Harbour Master	26,762.00
Lighthouses	6,428.00
Collector of Stamp Revenue	4,078.00
Judicial	20,180.00
Official Trustee	960.00
Registrar of Companies	192.00
Ecclesiastical	1,280.00
Educational	17,136.00
Medical	15,600.00
Police Magistrates	6,100.00
Police	150,478.80
Gaol	16,694.00
Fire Brigade	8,112.00
Government Gardens	4,660.80
Services Exclusive of Establishments.	
Colonial Treasurer	1,700.00
Surveyor General	720.00
Postmaster General	4,640.00
Registrar General	50.00
Harbour Master	60.00
Judicial	200,00
Educational	8,620.00
Medical	18,870.00
Police Magistrates	390.00
Police	36,925.00
Gaol	15,000.00
Charitable Allowances	3,300.00
Transport	4,500.00
Works and Buildings	104,000.00
Roads, Streets, and Bridges	37,220.00
Lighthouses	2,000.00
Miscellaneous Services	36,300.00
Land and Houses purchased	—
Military Contribution	96,000.00
Total	$729,443.60

The flags of the men-of-war and merchant shipping in harbour, as also at Government-House, official residences, and the Peak, were flying half-mast high, as a token of respect to the memory of the late Lady Kennedy. The Administrator of the Government might properly send a telegram of condolence to Sir Arthur Kennedy, to await him either at Singapore or Penang, expressing the sympathy of the community. We are sure the colonists would heartily acquiesce in this.

Dr. Elmore, the Peruvian Minister to China and Japan, left per *Menzaleh*. Dr. Elmore intends to establish the Peruvian Mission in Japan, after which he will return to Peking to ratify the treaty with China.

The change made some months since by the naval authorities, in abandoning the *Melville* and taking over the Seamen's Hospital at Mount Shadwell for the use of the squadron, appears to have resulted most satisfactorily. The building is admirably arranged, and Dr. Loney, R.N., the medical inspector in charge, has effected many inexpensive but much needed improvements, especially in the drainage system, upon which some years of service had begun to tell. We do not find in the official reports any notice of the damages sustained by this building in the late typhoon. We are however glad to learn that, notwithstanding its exposed position, the hospital and houses were very little injured, thanks to the good service of a very efficient staff of native *employes* brought over from the *Melville*, who cleverly shored up every door and window against the violence of the gale, and stood to their work all night like men.

We regret to learn that there is not the remotest probability of the *White Cloud* being got off the beach where she is stranded, bottom upwards, at Macao. Measures are being taken, however, to get the machinery, which is but little injured, out of her.

The official reports of the damage done by the typhoon at Macao gives the following:—

The total numbers of Chinese bodies found in Macao and its dependences amounts to 4,000; total number of Portuguese killed by typhoon, 20.

Losses by Chinese from typhoon	$300,000
" " fire	70,000
Losses by Portuguese	380,000
The greater sufferers are:—	
F. P. Noronha	45,000
L. Marques	30,000
B. S. Fernandes	16,000
A. Tigno	14,000
Mission Property	12,000

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, OCT. 29.

Trade continues in a very depressed state, and there is a prevailing feeling that the glory of the colony has departed. House rents, which form perhaps the dearest proportionate item in the annual expense of ordinary people, and out of which the most successful colonists have made the best part of their makings, have fallen much during the last two years. A house in the Caine-road, which eighteen months ago would have let for $150 a month, now fetches only $60. Houses in Wyndham and other streets, which used to command a rental of at least $60, can now fetch only half that sum, or less. What is necessary to make Hong Kong what she used to be is a war between China and some of the Western Powers, and then would people flock to the island of fragrant streams for safety and shelter, and then would the hearts of householders be made glad and their purses heavy. The sufferers by the dulness of commerce are the banks, even more than the householders. The Hong Kong and Shanghai Bank, in particular, which has propped all sorts of failing concerns, has suffered a long continued phlebotomy. Confidence in the bank appears to have revived, but, at the same time, shares are lamentably low. At the commencement of this year they stood at sixty and seventy per cent. premium, now they are at three only. In fact, just before the last meeting, matters appeared really shaky. Several gentlemen, professionals, mostly with small balances, talked seriously of transferring their accounts, but were persuaded to defer such action at least until after the meeting. It only wanted the slightest impulse of alarm to induce all the Chinese constituents of the bank to withdraw their funds, and the result, though it could not have been fatal, would have been very serious. At present it is hoped that the bank will recover its partially lost position ere long.

Governor Kennedy, who was summoned home by a telegram announcing the dangerous illness of Lady Kennedy, learnt her death at Singapore. He will not proceed home, but will return by the next mail, arriving about the 3rd proximo, to Hong Kong. It is rather odd that the Colonial Secretary, Mr. J. G. Austin, should have been appointed Acting Governor. He was at one time Governor of Honduras, where he perpetrated such a muddle than an order was made that he was never again to be intrusted with the administration of any government.

Mr. N. B. Dennys, of the *China Mail*, upon whom a German university has recently conferred the title of Ph. D., and whose name is well known in connection with Anglo-Chinese literature and research, has just published a "Hand-book of the Cantonese Vernacular of the Chinese Language." The work is compiled somewhat after the Ollendorfian system, is very handsomely got up, and contains 210 octavo pages. It is specially adapted for the use of those who wish to acquire enough of colloquial Cantonese to enable them to carry on their business and household arrangements in the native language. That it is a work of merit is guaranteed by the fact that the Government have made it their hand-book for interpreters, police, and government schools.

As a natural outcome of the stagnation of trade, to which I have above referred, there are rumours of difficulties among several commercial firms. Mr. Glasse, of the Victoria Dispensary, Hong Kong, is the latest failure.

JAVA.

The *Indier* states, in an article commenting on the failure of the attempt to establish direct steam communication between Java and Australia every five weeks by means of the N. I. S. N. Co.'s steamers, that, after deducting the subsidy of 30,000f. pe

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voyage granted by the N. I. Government, the company lost 60,000f. on each of the two experimental trips. The failure is ascribed in the first place to the refusal of the Australian Government to relieve the company from the payment of harbour, light, and anchorage dues. Besides the rates of freight were too low to be paying; thus it did not pay to convey Java sugar to Australia at the rate of thirty-five shillings a ton for freight. Flour from Australia was conveyed cheaper by small sailing vessels, which arrived in Java some ten days later than the steamer, so that in order not to return empty the latter had to take in cargoes of coals, for which no freight was paid. Between the Australian ports, the competition of rival steamships was too great. The passengers conveyed were at the rate of from two to three per voyage; this was partly caused by the knowledge of the prevalence of cholera in Netherlands India deterring the Australians. The conclusion come to by the *Indier* is, that until circumstances become more favourable, the mercantile community of Java must be contented with the Singapore-Queensland line of steamers.

The editor of the *Indier* says that when he wrote the article he had before him the statement of the receipts and expenses attending the two trips. He says, besides, that "the directors of the N.I.S.N. Company here, not certainly from personal good will, but with an eye to the various interests concerned, supplied us with information and explanations, and have desired us to intimate that every person taking an interest in the subject can be supplied with all the details at their office."

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 5th November; the French mail from London Sept. 25 arrived out on the 25th Oct., and the following P. and O. mail of 2nd Oct. was received on the 1st November. We take the following items of intelligence from the *Straits Times*:—

The Legislative Council has not yet resumed its sittings, and the only matter of interest in connection with the Government has been the prosecution of the inquiry, by the Executive Council, into the condition of the public service. The Hon. the Attorney-General has been under examination before that body with respect to the annual retainer of $1,000 paid him by the opium farmer, and has concluded his statement in defence. The proceedings in this inquiry are, we understand, to be forwarded *in extenso* to the Secretary of State for the Colonies, until when they are not to be published locally. According to latest advices peace and quiet have prevailed in the native states, and the British officers at present acting as residents are exerting a salutary and beneficial effect over them. We understand the Hon. J. W. W. Birch, our Colonial Secretary, is likely to be selected as Resident at Perak. Should this prove true, a new appointment must be made to fill Mr. Birch's position here, and it is quite probable Colonial-office patronage will be again exerted for this purpose, though undoubtedly the office could be more efficiently filled by an officer of local experience, possessing a knowledge of the language, manners, and customs of the people.

The British ship *Dewa Gungadhur*, Captain Turner, which arrived here on the 29th ult., from London, reports that on the 10th September, off the Cape of Good Hope, she fell in with the burning Dutch ship *Susanna Johanna*, Captain Hulshoff, and took off the entire crew, twenty in number, who were landed safely at Anjer. The *Susanna Johanna* was from Newcastle, with a cargo of coals for Atchin, and the fire arose from spontaneous combustion in the cargo. The crew saved nothing, and were only able to procure two half-casks of water from the burning vessel, the *Dewa Gungadhur* being so short of water as to necessitate the expedient of distilling it from the cooking utensils.

The arrivals *via* the Suez Canal have been the *Aurrera* on the 22nd Oct., from Cadiz and Liverpool, *Nestor* on the 26th from Liverpool, *Penedo* on the 27th from London, *Normanby* from Glasgow and *India* from Lisbon on the 31st, *Glaucus* from Liverpool and *Glencarn* from London on the 1st Nov., and *Sylvia* from Hamburg on the 2nd. She departures homeward have been the *Emiliano* on the 24th, for Cadiz and Liverpool, *Ulysses* on the 25th and *Olympia* on the 27th for London, and *Galley of Lorne* on the 30th Oct. for New York.

The *Government Gazette* notifies the appointment of Captain H. Douglas as a Justice of the Peace and Sitting Magistrate of Police at Singapore, in place of Capt. Walshe, absent on leave; the resignation of his seat in the Legislative Council by the Hon. W. R. Scott; and the appointment of Mr. James Charles Mitchell as Senior Sworn Clerk in the Supreme Court, the provisional appointment of Mr. H. W. Wood as a member of the Legislative Council, and of Mr. R. W. Hullett, of Singapore and Mr. T. D. Hewett, of Penang, as Justices of the Peace. Certificates of Naturalisation have been granted to Lim Eng Ho, Tng Keng Chang, Shaik Awab, Khoo Oye Hoot, and Lim Boon Tat.

The Netherlands Vice-Consul at Penang has notified H.E. the Governor that the following ports in Atchin are open for trade:—

On the West Coast.

All the States between Trumon and Waylah, and likewise the Ports Patti and Kluang.

On the North Coast.

Gegeang, Ayelaboo, Pa sangan, Telok Samoi and Endjing.

On the East Coast.

Edi Besar, Padawa Ketjel, Padawa Besar, Pasci, Kertie, Perlak, Samiang, Sunghy Tjoe and Sunghy Riah.

It is impossible not to admire the thorough and yet rapid manner in which the town road repairs are now being carried out. Commercial-square and Battery-road have, within a few days, undergone a marked improvement in the metalling of the roadways, which are to be further improved by the construction of side-drains to carry off the water which hitherto, during heavy showers, has contributed so much to the destruction of the surface, and rendered the square almost impassable for foot passengers. Further, we understand the streets will no longer be allowed to be littered daily with the sweepings from the godowns, but that the municipal regulation requiring the refuse to be placed in receptacles on the edge of the verandahs will be strictly enforced.

PENANG.

In a recent issue of the *Penang Gazette* a comparison is made between the activity displayed and the energy shown by the trading coasters and the easy indolence and apparent indifference to freight which is found on board the steamers of the British India line. The *Gazette* thinks that a little less dignified majesty and a little more of participation in the business of the coasting trade would be more in unison with the feelings of the shareholders of the company. Some healthy competition with the "interloping" steamers would do no harm to the company, but would, on the contrary, by developing the trade benefit themselves and their patrons. It would seem that while this company are treating everything and everybody with supercilious contempt, and maintaining prohibitive rates of freight and passage on every available occasion, native shippers are getting suspicious of the tender mercies of a wealthy company, and are giving their business into the hands of the "interlopers." The British Indian Company evidently regard their subsidy in the light of a premium on inactivity and a stimulus to additional arrogance.

We take the following from the *Penang Gazette*:—

The *Straits Observer* is about to be resuscitated. The first number of the new series of it will, we are told, appear in Singapore, under the editorship of a gentleman who for a long time was connected with this paper, and ably discharged the duties of editor.

Chang Keng Quee, a Chinese Resident of Penang, has been appointed "Captain" of the Canton and Fokien Chinese at Larut, and it is stated furthermore that this personage has been invested with certain magisterial powers giving him summary jurisdiction over all the men belonging to the above two clans. To the uninitiated it appears strange that such appointments are not apparently called for in Penang, Singapore, or Malacca, although in Java they have been found of great use. While not going into the pros and cons of the question as to the advisability of the creation of such offices as "Captain" of Chinese Clans, we feel bound to remark that an experiment of this nature might have been more judiciously tried in one of the three British Settlements. The idea so far as we can learn is both a practicable and good one, but the question again arises, Why has it not been tried before in British territory.

The situation in Atchin continues unchanged. The capture of Langkruk by surprise is a blow to the enemy, but they do not allow themselves to be discouraged; whenever a position has been wrested from them they construct fresh forts round it. Our troops are uninterruptedly busy clearing the ground before the Kraton. But this is an extremely difficult work, and progresses very slowly. Our position is becoming in the meantime of such a nature that it is impossible for the enemy to break through it. During the last few days, no intelligence has been received. The enemy is certainly becoming less active now that the *puasa* has set in. An attempt to surprise Bital failed, from private advices. This point may cost blood yet. This position was formerly occupied by General Van Swieten, but he saw fit to abandon it. The state of health at Atchin is not more unfavourable, although fresh cases of cholera appear.

CEYLON OF THE FUTURE.

(FROM A CORRESPONDENT.)

COLOMBO, Nov. 5.

In my last I made some remarks on Ceylon of the past and Ceylon of the present, but had not then time to touch on the future. In treating of the past and the present I traced the progress of this little island since it was first occupied by the British—occupied only as a mere military dependency. Indeed, in this light alone was it at that time looked upon by our Government, and it was then considered the key to India. But those days have long gone by. It is true it had then its cinnamon gardens, the produce of which was a Government monopoly, and paid a very heavy duty. In fact it formed a large part of the island revenue, which, in 1837, did not exceed

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£371,994. What was then the state of its coffee—its now great staple? Of that product only 30,000 cwts. were exported—four ships at that time took all its crop. One large steamer of the class frequenting the port now could take, at one trip, all the island then produced. How stands the case now? We frequently see forty large vessels at one time in our roads, and generally two or three steamers are at once advertising for passengers and cargo. We export during the year one million hundred weight of coffee, worth at least £4,000,000 (four millions sterling). A railway connects the principal sea-port with the interior, carrying up, besides passengers, food for our coolies, and manure for our plantations, and carrying down the coffee those plantations produce. I do not notice the other articles of transport here, although they all doubtless assist to form our exports, because coffee, our staple, is four-fifths of the whole. The railway in question, connecting, as it does, Colombo and Kandy, was opened for traffic in 1868, and cost the Colony one-and-three-quarter-million sterling (£1,750,000). Another quarter million is now being expended on a continuation of this railway to Nawalapitiya, which is expected to be opened in another month. All the debt on these two railways when completed will be about £600,000, which is being paid off as the debentures fall due out of a fund set apart yearly from the railway earnings—the rest having been all paid out of island revenue, and it is in contemplation to lay down another hundred miles of railway, now considered necessary to meet the great and growing wants of the country. The inauguration of this railway extension and of the Colombo breakwater will be the *chefs d'œuvre* of Mr. Gregory's reign. May both be well and expeditiously executed, and may our good Governor live long to contemplate the benefits he will thus have conferred upon the island at large, and to enjoy the reputation he will have so well earned! Yet another great scheme is now being forced upon his notice, although for it cannot be claimed benefits anything like so great, general, or extensive. It is a scheme of waterworks for Colombo. This island capital has got its gas, and now it wants its water. The town and suburbs are well lit. The gas was supplied by a company, and the municipality, as well as private residents, pay for what they require. Not so, however, is the wish of a portion of the Columbians, with the municipality at their head, with regard to water. They want about £200,000 expended for their benefit, to bring them a good supply of wholesome water. But they would like the Government and the public to pay for it—not the public of Colombo only, a great part of which would prefer their present scant supply and no fresh taxation—but they would impose taxes on trades and professions, duties on exports, and tolls on produce passing along their streets to be shipped. Silly and shortsighted policy! The up-country planters, whose produce has made Colombo, will never submit to have it taxed in order that Colombo may have water. Besides this, a railway or tramway is now nearly completed from the railway terminus to the wharf, and when completed all produce from the interior will pass along it, and will not use the Colombo roads or streets at all; consequently will not wear them, and certainly will not pay for their maintenance. If the harbour to be is to bring such an access of shipping to the port as will more than drink up our present supply of water, it will surely then become the duty of whatever power benefits by their dues to supply them with water. If the Government are to receive the dues, let them provide the water; if the Municipality, let them provide it. In any case, the residents in the interior have no right to be called upon to provide Colombo with either a luxury or a benefit. This port is already increasing greatly in population and importance; and when the breakwater is made, what a bustling, trading, shipping, coaling, calling port it will become! The ships of all nations will come there. The eastward bound from all countries will visit Lanka's capital. Trade with the West, and commerce from the farther East will be interchanged there. Already by its coffee alone, or almost alone, the exports and imports of Ceylon are now not under ten millions sterling; and it has become the third coffee-producing country in the world.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—There had been little or no improvement in the position of the market. Grey Shirtings, medium qualities especially, had been in better request, but holders had had to make some further concession in price to effect sales.

SHANGHAI.—The better feeling mentioned in our last report has been fairly maintained, and the market generally had a more healthy tone. Cotton goods: Grey Shirtings; the inquiry for common qualities had continued, and prices were firmer, though without quotable change. T-Cloths had advanced somewhat in value, the demand being principally for common. At the commencement Mexicans were not wanted, but had since been taken at low rates. White Shirtings were without alteration. There had been more inquiry for Drills, partly speculative, and slightly higher rates had been paid. In Fancy Cottons there was no change to note in prices, but the market was strong, and there had been a fair business. Velvets had met some demand, and prices were somewhat higher. Woollens: Long Ells had improved in value, CPH Scarlet having been sold to arrive at Tls. 7.4.0, while the same mark Assorted had fetched Tls. 7.6.2½. Lastings and Figured Orleans were quiet, but had increased in value. Camlets were in more inquiry, and prices had advanced; there was also some improvement to notice in Spanish Stripes.

HONG KONG.—The arrivals during the interval, besides the mail steamers, had been the s.s. Braemar Castle, Glenfalloch, and ship Beemah, bringing full supplies of Manufactured Goods for this market and the north. There had been a very quiet fortnight in imports, the only inquiries being for special chops of Grey Shirtings and Woollens. The market had not yet recovered from the glut of sea-damaged goods thrown upon it lately, but there were signs of a return to its normal state. In the meantime holders showed no disposition to accept lower prices than were current before the typhoon, and there was consequently little alteration to notice in values.

CANTON.—Lead: In the absence of sales quotations were nominally the same as last reported—viz., LB $8.20, and WB $8.35. Quicksilver was in some demand, although there had been no sales on the spot.

BATAVIA.—The demand for Dutch Staples had somewhat improved, but the position of English Staples continued very unsatisfactory; stocks were excessive and demand almost nil. For Fancy Goods the season was drawing to a close. Yarns generally were dull of sale.

SINGAPORE.—Messrs. Boustead's Report says:—The improved demand for Piece Goods noticed in our last was of short duration, and market has again become very quiet. The moderate enquiry for 8¼ lbs. Grey Shirtings has been freely met at $2.15 to $2.17½. No improvement in T-Cloths, only 6lbs. and 7lbs. enquired for. White Shirtings of fine qualities have been placed to a fair extent at about late rates. Grey Yarn: Lately a slight advance was obtained, but this has been lost and the market closes at about $112. Turkey Red Cambrics have been in better enquiry, but to make sales low prices have been accepted. Iron continues depressed and prices have a drooping tendency; holders are very anxious to realise stocks, but purchases are only on a small scale. Copper Sheathing is being moved at former rates. Yellow Metal has met with rather more enquiry lately, but prices are unchanged. Zinc Sheathing moves very slowly. Roll Zinc is in no demand. Pig Lead continues without enquiry.

EXPORTS.

TEA.

KIUKIANG.—Black: All arrivals had gone forward to Shanghai on native account. Export from commencement of season to 14th October, 1874, 21,403,791 lbs.; 1873, 18,901,892; increase, 1874, 2,501,899. Green: Arrivals during the fortnight, 21,644 half-chests, all of which had been shipped to Shanghai on native account. Export from commencement of season to 14th October, 1874, 5,187,064 lbs; 1873, 4,407,317.

HANKOW.—Messrs. Evans, Pugh, and Co.'s Report says:—A small business has been transacted, settlements amounting to only 3,700 chests. Bulk of the business has been in common Oopack—Nipcarsees—at from Tls. 13¼ to 14, and these kinds show an advance of half a tael per picul. Shantams on the other hand may be quoted as much lower, quotations being Tls. 11½ to 12½ per picul. Export of Hankow Tea is 52,710,000 lbs., against 52,422,000 lbs. to date, and 54,500,000 lbs. for total of last season. As the season is now so nearly at a close, we shall discontinue the issue of this Report. Quotations are:—For second and third crop Oopacks, Tls. 13¼ to 16½, against Tls. 14⅜ to 15⅜ at same date last season; Oonahms, Tls. 11½ to 12½, against Tls. 11 to 11½. Settlements to date are:—332,814 chests, against 330,615 chests in 1873; shipments on native account, 219,330 chests, against 199,075 chests; contracts, 8,171 chests, against 12,005 chests; stock is estimated at 2,383 chests, against 772; total, 562,695 chests, against 542,467 chests in 1873.

SHANGHAI.—Black: There had been but little change in the market. Supplies had been small, and business had been restricted in consequence. A fair demand had continued throughout the fortnight, and prices were the turn stiffer. The stock on offer was reduced to a small compass, and was of indifferent quality. Settlements for the fortnight, 10,770 chests; reshipments on owners' account, 1,530; stock, 6,780 chests. Green: The fortnight's business had been about on a par with that of the previous interval. The decline which was apparent then, in some few purchases only, had been generally established, teamen being willing sellers at Tls. 1 to 2 lower. There was considerable demand for the English market, which had helped to check the downward tendency. American advices were far from encouraging, and most buyers for that country still kept out of the market. The following were about the prices paid: for country tea, Tls. 25 to 41 per picul; Pingsuey, Tls. 26 to 40; settlements, 40,839 half-chests; reshipments, 220 half-chests; stock, 78,290 half-chests.

AMOY AND TAMSUI.—Further purchases of Amoy Ooloongs had been made, and the settlements aggregated upwards of 139,500 half-chests. Prices were quoted $2 to 3 lower, but teamen were unwilling to accept the decline. The s.s. Galley of Lorne had sailed for New York and the s.s. Tartar was loading for the same port. Latest advices from Tamsui report prices as unchanged, although the further arrivals of the Autumn crop were not satisfactory in quality. The total export of Formosa Oolongs to date to all quarters was about 2,740,000 lbs.

CANTON.—Messrs. Deacon and Co.'s Report says:—We have to report less business doing in all descriptions of Tea. Former prices are pretty well maintained as a rule, although in some instances they exceed the ideas of some of the most sanguine holders, and the irregularity displayed is absurd. Congous: At this port one or two small lots have been taken, but having been privately contracted for nothing is known about either quality or price. Business has somewhat recovered itself at Macao since the late typhoon, and shipments are now going forward in small quantities. Scented Teas: Capers are still in fair demand at former prices, medium to good medium are selling at Tls. 20 to 23, and of these descriptions settlements are the largest. Orange Pekoes have

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also had some attention, and the market is cleared of all those classed from good common to finest. For new-make kinds there is no demand, and the prices asked show that Teamen are still very firm. We summarise sales with prices as follows:—Scented Caper, 10,000 boxes, at Tls. 15 to 23 per picul; Scented Orange Pekoe, 6,000 boxes, at Tls. 19½ to 27 per picul.

SILK.

SHANGHAI.—The excitement on this market consequent on the advices from Europe had continued, and buying at gradually advancing quotations had been kept up on a large scale, but latterly the exaggerated ideas entertained by holders as to values, combined with the marked inferiority of the silk at present offering, had to some extent caused a falling-off in the settlements. The advance in values varied from Tls. 15 to 20, but holders were looking for a still further improvement, and the market closed with much firmness. "Gold Lion," Nos. 1, 2, 3, and 4 had been sold at Tls. 395, 375, 355, and 335 respectively. "Donkey," Nos. 3 and 3½ at Tls. 407½ and 382½; "Dragon," No. 3 at Tls. 400; "Cock and Worm," No. 3½ at Tls. 382½; "Red Peacocks," at Tls. 330; Kukee's "Chin-Jan," at Tls. 357½; "Vun-sing" and "Choey-sing," at Tls. 297½ and 277½; and Fatmay's No. 2 Haining, at Tls. 337½ and 340. Tls. 420 for Koofongsing's and "Chick's" No. 3 Tsatlee is said to have been offered and refused. Settlements for the fortnight Chinas, 5,500 bales. Total settlements since 1st June, 51,500 bales, against 1873-74, 36,500 bales; 1872-73, 40,300 bales. Comparative unsold stock 1874, 10,000 bales; 1873, 6,500 bales; 1872, 4,500 bales.

CANTON.—We learn from Messrs. Deacon's Circular that unwonted activity has prevailed during the fortnight, induced by receipt of telegraphic news announcing a "speculative demand" and rather improved tendency in the London market. 600 bales were settled in the first week, $320 per picul having been paid for No. 4 Tsatlee, since then 420 bales have been taken at gradually advancing rates, and purchases have been made up to $340 per picul. All sorts have been in request, and every description may be quoted $20 to $25 per picul higher than last reported. The market has been nearly cleared of good Silk, and desirable parcels are now to be obtained with difficulty, holders at the close are asking $345 to $350 for No. 4, and should purchases continue to be made, a still higher range of prices may be looked for. Loong-kongs have also been in demand, and 100 bales of good sorts are included in settlements. Long-reels: 300 piculs are reported to have been bought by Parsees for the Indian market. Re-reels: About 300 boxes have changed hands for shipment to America. Stock is considerably reduced, owing to limited arrivals—say: 700 bales Tsatlee, 100 bales Loong-kong, 150 bales Cumchuck and Lacklow, 100 bales Kow-kong, and 500 bales inferior kinds.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
July 16	Dartmouth	Shanghai	1,241,848
„ 25	James Sheperd	„	1,135,833
Aug. 4	Red Riding Hood	„	900,551
„ 5	Lauderdale	„	930,783
„ 15	Kaisow	„	1,138,185
„ 15	Norham Castle	„	1,010,045
„ 21	Lothair	„	1,132,056
„ 25	Leucadia	„	1,293,823
Sept. 1	Wylo	„	1,185,524
„ 14	Borealis	„	1,047,008
„ 17	Duke of Abercorn	„	1,543,395
„ 17	Eliza Shaw	„	962,360
„ 17	Hawkesbury	„	1,518,963
„ 25	Woodlark	„	1,284,763
Oct. 20	Hallow'een	„	1,091,708
July 28	Ascalon	Foochow	1,234,843
Aug. 4	Forward Ho!	„	1,373,907
Sept. 12	Undine	„	1,108,416
„ 28	Argonaut	„	1,501,769
Oct. 1	Thyatira	„	1,344,347
„ 17	Olympia (str.)	„	61,495
Nov. 4	Cawdor Castle	„	—
Aug. 1	Golden Spur	Canton	782,227
„ 22	Faith	„	700,000
„ 27	Singtai	„	401,960
Sept. 30	Melbrek	„	879,845
Oct. 15	Ulysses (str.)	„	670,013
„ 15	Travancore (str.)	„	28,500

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2⅛d.	4s. 2⅛d.	4s. 8d.
Shanghai „	5s. 9½d.	5s. 9½d.	5s. 9¼d.
Canton „	4s. 2½d. to 4s. 2⅝d.	4s. 2⅜d. to 4s. 2½d.	4s. 2⅝d.
Hong Kong „			
Macao „			
Singapore „	4s. 2⅝d.	4s. 3⅛d.	4s. 3⅛d.
Manila „	4s. 0½d. to 4s. 0½d.	4s. 0½d. to 4s. 1d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 307½	232
„ Hong Kong	27⅛ to 27⅜ dis.	—
Bar silver	Tls. 111.2.0	10 prem.
Mexican dollars	„ 75.0.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 premium.
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $25 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 83 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2⅝d., at Batavia F.11.70, at Singapore, 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company ...	100	100	145	12 p.c.
Shanghai S.N. Company ...	100	100	84	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company ...	50	50	70	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000	$200	$580	12 p.c.
North China Insurance Co. ...	Tls.1,000	Tls.300	Tls.360	trien.
North China Steamer Company	100	100	12 cash	
Union S.N. Company	100	100	18	12 p.c.
Yangtsze Ins. Association ...	500	500	$620	15 p.c.
Union Insurance Society ...	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited) ...	1,000	1,000	1,700	$250 p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.81	12 p.c.
Victoria Fire Insurance Co. ...	$500	$100	$126	12 p.c.
China Fire Insurance Co. ...	500	100	139	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.117	12 p.c.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Oct. 16, Hong Kong (str.); from London, &c., Dec. 2, Horatio, Inverness, Formosa (str.).

At HONG KONG and CANTON.—From London, Oct. 13, J. C. Munro; 15, Beemah; 16, Braemar Castle (str.); 22, Glenfalloch (str.); from London, &c., Dec. 3, Marian Jean, Kjobenhaven, Lord Macauley, Windhover, Crocus (str.).

At SINGAPORE.—From London, Nov. 1, Geelong (str.), Glaucus (str.), Glenearn (str.); from Cardiff, Oct. 23, Amsterdam; from Liverpool, 26, Nestor (str.); 22, Aurrera; from Glasgow, 31, Normandy; from Lisbon, 31, India (str.); from Hamburg, Nov. 2, Sylvia (str.); from London, &c., Nov. 29, Brisbane; Dec. 1, Ly-ee-moon (str.); 3, Ironsides, Celani; 4, Hankow (str.).

At BATAVIA.—From London, Oct. 15, Eme; from Cardiff, 20, Minister Fransen van de Putte; 27, Trinidad; from Rotterdam, 18, Cornelis Wernard Eduard; from Texel, 20, Ottolina; 22, Voorlichter; 27, Telanak, Paulina Constance Eleonore; from Flushing, 25, Tromp; from Nieuwe Diep, 28, Voorwaarts; 29, Dahlia.

At PENANG.—From London, Oct. 24, Excelsior; from Liverpool, 23, Nestor (str.); 30, Glaucus (str.); 4, Deucalion (str.); from London, Dec. 2, Hankow (str.); from Liverpool, Menelaus (str.).

DEPARTURES.

From SHANGHAI.—None.

From FOOCHOW.—For London, Oct. 17, Olympia; for New York, 19, Tartar (str.).

From HONG KONG and CANTON.—For London, Oct. 15, Beautiful Star; 15, Travancore (str.); for New York, Galley of Lorne (str.).

From SINGAPORE.—For London, Oct. 22, Glenartney (str.); Travancore (str.); 24, Emiliano (str.); Ulysses (str.); 30, Amstel.

From BATAVIA.—For Channel, f.o., Oct. 16, Cedric; 17, Bestevaer; 20, Pride of the Ocean; 27, Queen of the Colonies; 29, Duke of Richmond; for Holland; 16, Phillips van Marnix; 21, Lichtstraal, Electra; 27, Thorbecke, Koning der Ned; for New York, 18, Iris; 24, Stella.

From PENANG.—For London, Oct. 28, Mary Nelson.

VESSELS LOADING.

At SHANGHAI.—For London.—Hong Kong (str.), Essen (str.), Coulnakyle, Cathaya, Guinevere; for New York, Manry Whitridge, Leander, Lady Louisa, Mikudo.

At FOOCHOW.—For New York.—Taitsing.

At HONG KONG and CANTON.—For London.—Falcon, Ardent, Albuera Mathilda Atheling; for New York, San Juan, Luthley Rich, Sir Harry Parkes, Hopewell, North American, Beemah.

At SINGAPORE.—For London—Emilio Rondanina, Lake Leman; for Liverpool, Amsterdam, L. J. Enthoven; for Glasgow, Andromeda.

At BATAVIA.—For Holland, Alblasserwaard, Hoek Van Holland, Cornelia Mathilda, Tromp (str.), Voorwaarts (str.), Dordrecht, Ottolina, Kitty, Willemina and Clara, Telanak, Pauline Constance Eleonore.

At PENANG.—For London, Excellsior.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates for London are £3 10s. per ton steamers, and £3 per ton sailing vessels; to New York, £3 10s. per ton of 40ft. sailing vessels.

At FOOCHOW.—To London, by steamer, £3 10s. per ton of 40ft., and by sailing vessel £3 10s. per ton of 50ft.; to New York, £4 10s. steamer, and by sailing vessel. £3 10s. per ton of 40ft.

At HONG KONG and CANTON.—The rate of freights to London and New York is £3 per ton of 50ft. and 40ft. respectively.

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At SINGAPORE.—To London, by sailing vessel, £2 15s. to £2 17s. 6d. deadweight. Steamers passing through for London have little room for cargo, except Tin, which has been rather freely shipped at £2 10s.

At BATAVIA.—To Amsterdam, f.52.50 Sugar and Rice, f.32.50 Tin, f.35 Coffee; to America, £3 17s. 6d.

At PENANG.—To London, Bag Sugar, £3 2s. 6d.; Basket ditto, £2 7s. 6d.; Pepper, £3 12s. 6d.

CASUALTIES.

SOURABAYA, 5th Dec., 1.15 P.M.—The Cornelia Mathilda (Dutch barq.), from Java to Amsterdam, with general produce, is stranded on Meinders shoal, at the North entrance of Bali Straits; she has been abandoned, and will become a total loss, ship and cargo; part of crew saved.

SHANGHAI, 5th Dec., 2.20 P.M.—A fire broke out on board the Conqueror (Brit. barq.), in port, having on board a cargo of tea for New York, and was not extinguished until much damage was done to vessel and cargo; she must discharge.

MANILA.—Three Brothers (barq.), Bangkok to Hong Kong, with rice, put in dismasted; cargo apparently in good condition.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Oct. 13 ...	Don Ricardo ...	Tagal ...	Channel
„ 15 ...	Royal Charley ...	Rio Janeiro ...	Batavia
„ — ...	Cornelis Wernard Ed.	Rotterdam ...	Do.
„ — ...	Min. Fr. v. de Putte.	Cardiff ...	Do.
„ — ...	Alexandra ...	Singapore ...	London
„ 16 ...	Marian ...	London ...	Hong Kong
„ 17 ...	Cameo ...	Singapore ...	London
„ — ...	Ottolina ...	Amsterdam ...	Batavia
„ — ...	Syra ...	London ...	Bangkok
„ 19 ...	Iris ...	Batavia ...	New York
„ 21 ...	Mountain Laurel ...	Manila ...	Liverpool

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, DEC. 3.—The P. and O. Company's steamer Sumatra, with the homeward India and China mail, arrived at 11 A.M., and the mail left at 1.40 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, NOV. 30.—The P. and O. steamer Zambesi left here at 8 P.M. for Southampton, with the heavy Indian and China mails, and may be expected on the 13th inst. Specie £11,320.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, DEC. 3.—The P. and O. Company's steamship Khiva arrived this morning, bringing the heavy India, China, and Australian mails, eighty passengers, £468,876 in specie, and 12,388 packages of cargo. The Khiva's sailing dates were—Calcutta Oct. 22nd, Madras 26th, Galle Nov. 1st, Aden 9th, Suez 15th, Port Said 16th, Malta 23rd, and Gibraltar 28th.

NEXT INWARD MAIL.—SUEZ, DEC. 1.—The Messageries Maritimes steamer Irawaddy, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 8th inst.

INWARD MAIL DUE DECEMBER 28.—GALLE, DEC. 2.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF NOV. 20.—SUEZ, NOV. 30.—The Messageries Maritimes Company's steamer Provence, from Marseilles on the 22nd inst, left here to-day for Aden.

OUTWARD MAIL OF NOV. 6.—GALLE, DEC. 3.—The Messageries Maritimes steamer Auadyr, from Marseilles, 8th ult., left here to-day for Singapore.

OUTWARD MAIL OF OCT. 30.—SINGAPORE, DEC. 1.—The P. and O. mail, from London Oct. 30, arrived out to-day.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, DEC. 5.—The Java Company's steamship Holland sailed at six o'clock this morning for Batavia, Samarang, and Sourabaya, carrying the Dutch mails, 50 passengers, 125 troops, and a full cargo of general merchandise.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 2, off Dungeness, from Batavia, Burgemeister V. Middleburg; 3, at Dartmouth, from Singapore, Southport; 1, off St. Mawes, from Java, John Byers; 1, at Marseilles, from Singapore, Saro-Caino; at New York, from Manila, Derwent; at Boston, from Singapore, Crest of the Wave, Belle of South Esk; 3, London, from Colombo, &c., Queen Anne (str.); 5, Oleander, from Rangoon, Sumatra; from Singapore, Southport; 3, at Falmouth, from Singapore, Ulva; from Rangoon, Emile de Gerardin; off Holyhead, from Rangoon, Slieve Bloom; off Dungeness, from Batavia, Stad Middleburg; 5, at Falmouth, from Akyab, Margaritha D.; from Rangoon, Serafina D.; at Queenstown, from Bassein, Black Prince; from Rangoon, Gemma Parodi; 3, at Cuxhaven, from Maulmain, Ellwood Cooper; 6, off Deal, from Singapore, Eurus; at Queenstown, from Rangoon, Luigi Madre.

DEPARTURES.—Dec. 3, from London, for Singapore, *vid* Cardiff, Rurico Dandolo; 2, from Cardiff, for Singapore, Hesperia; 1, from Helvoet, for Java, Holland (str.); —, from Amsterdam, for Macassar, Jan V. Brakel; from Hamburg, for Batavia, Etienne; 4, from Cardiff, for Singapore, Osseo; 3, from Glasgow, for Manila, Antela; 5, from London, for Singapore, China, and Japan, Min (str.).

SPOKEN.—Adelheid, Cardiff to Singapore, Oct. 20, 14 N., 26 W.; Q.C.P. (Dut. Ship), Cardiff to Singapore, Nov. 24, 9 N., 22 W.; President V. Ryckevorsel, Amsterdam to Sourabaya, Nov. 2, 12 S., 32 W.; 2 Dut. Ship, Amsterdam to Sourabaya, July 29, 3 N., 24 W.; Alcestes, Sarawak to London, Sept. 20, 31 S., 36 E.; Tennyson, Batavia to Queenstown, Oct. 25, 4 S., 18 W.

MISCELLANEOUS.—At Port Said, Dec. 2, Sultan (str.), from London to Colombo, &c.; 5, Leon (str.), from Liverpool to Manila, &c.; off L'Agulhas, Oct. 28, Jas. Shepherd, Madden, from Shanghai, for London; at Suez, Dec. 4, Java (str.), from Java to Holland.

CASUALTY.—Port Said, Dec. 2; the Sultan (str.), arrived here reports that the Burmese (str.), had gone ashore on the Cani rock (coast of Tunis); the Burmese (str.), from Ceylon, left Malta, Nov. 25, for London.

ROTTERDAM, DEC. 5.—Ottolina, arrived from Nieuwe Diep, had cargo (coals) on fire, and jettisoned about 125 tons.

MALTA, DEC. 7.—United Service, str., from Singapore, unseaworthy, has been surveyed; must go into dock for repairs, and discharge part of cargo.

The Esmeralda, the launch of which we recently noticed, will make her trial trip on the 14th inst. This steamer is built for the trade between Manila and Hong Kong, and will be commanded by Captain Theband.

COMMERCIAL POSTSCRIPT.

The bullion per P. and O. steamer *Mirzapore*, from Southampton Dec. 3, was—in gold, to Galle, £300; in silver, to Penang, £30,000; to Singapore, £52,900; to Hong Kong, £23,854; to Shanghai, £6,430. Total in gold, £300; total in silver, £112,185.

We hear that the steamer *Min*, now leaving for China and Japan, has been bought for the Japanese Government by Messrs. Matheson and Co.

The traffic receipts of the Great Northern Telegraph Company for the month of November were—This year, f.363,152; last year, f.316,616. The total receipts, 1st January to 30th November, were—This year, f.4,133,552; last year, f.3,065,184.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

AYRTON—On the 1st Oct., at Tokei, Japan, the wife of Professor W. E. Ayrton, of the Imperial Engineering College, of a daughter.

CRAWFORD—On the 3rd Dec., at Surbiton, the wife of D. R. Crawford, of Hong Kong of a son.

DEACON—On the 29th Nov., at Briggins Park, Herts, the wife of Albert Deacon, of a son.

GODENRATH—On the 19th Oct., at Shanghai, Mrs. Godenrath, of a son.

HANDY—On the 3rd Dec., at St. George's Mount, New Brighton, the wife of John A. Handy, late of Hankow, of a son.

RAE—On the 18th Oct., at Chefoo, Mrs. William Rae, of a son.

RUNGE—On the 29th Nov., at No. 16, Brunswick-square, Camberwell, the wife of Hermann Runge, of a daughter.

TOMLIN—On the 28th Oct., at Hong Kong, Mrs. George L. Tomlin, of a daughter.

MARRIAGES.

BUSHELL—MATHEWS.—On the 26th Nov., at St. George's, Bickley, by the Rev. E. H. Plumptre, M.A., vicar, and prebendary of St. Paul's, Stephen Wootton Bushell, B. Sc., M.D., Lond., Physician to H.B.M Legation, Peking, to Florence Jane, eldest daughter of Robert Mathews, Bickley, Kent.

HELLYER—TIRRELL.—On the 22nd Oct., in Boston, at the residence of the bride's father, by the Rev. F. E. Towers, Frederick Hellyer, of Nagasaki, to Georgiana, daughter of Jesse Tirrell, of Boston.

LEWIS—FRENCH.—On the 27th Oct., at the Presbyterian Church, Penang, by the Rev. W. Proctor, Ernest, youngest son of William Thomas Lewis, Consul to H.M. the King of Siam, to Georgina Rose, second daughter of Thomas Richardson French, of Calcutta.

DEATHS.

COOP—On the 21st Oct., on board the s.s. *Hong Kong*, at Shanghai, Mr. Walter Coop, of London.

MACKAY—On the 17th Oct., at Shanghai, George Mackay, aged 41.

MCTAGGART—On the 14th Oct., at Shanghai General Hospital, George McTaggart, late Chief Engineer, s.s. *Aden*, aged 38 years.

TROTTER—On the 30th Nov., at Bath, Commander J. A. H. Trotter, R.N. (Retired List), aged 54 years.

WUSTERHAUSEN—On the 17th Oct., at Hong Kong, E. Wusterhausen, a native of Germany, aged 43 years.

The Lords of the Admiralty have delegated to Rear-Admiral Richards C.B., F.R.S., Rear-Admiral Sir Leopold M'Clintock, F.R.S., and Rear-Admiral Sherard Osborn, C.B., F.R.S., the power to make all arrangements connected with the fitting out of the New Arctic Expedition. The committee are sitting daily.

COURT OF EXCHEQUER.—BROWNE V. HOLT.—This was the second trial of an action to recover compensation for serious injuries sustained by the plaintiff while on board the ship *Priam* on her homeward voyage from China. After the hearing on the 5th inst. the case was adjourned.

THE *Somerset*, the first of the new Queensland mail steamers, is telegraphed as having arrived at Singapore from Brisbane on the 1st inst. one day early, with the Australian mail and a number of passengers' for Europe.

THE *Antenor*, one of Holt's line of steamers, just arrived from China, has brought fourteen of the survivors of the telegraph steamer *La Plata*, which has foundered in the Bay of Biscay, with, it is feared, a loss of sixty lives.

A Blue-book has been issued containing the commercial reports from Her Majesty's Consuls in China for the year 1873. A summary will appear in our next issue.

DR. JAMES LEGGE, of Hong Kong, is announced to preach at St. James's Hall on Sunday evening, 13th inst.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, DEC. 7, 1874.

THE POLYTECHNIC INSTITUTION OF SHANGHAI.

LAST August a circular was widely circulated by Messrs. JOHN BOURNE and Co., of Mark-lane, London, stating that they were authorised to announce the formation of a committee in Shanghai, of which the British Consul was chairman, which proposed to bring under the eyes of the Chinese the resources of European science, especially as illustrated by the condition of our arts and manufactures, and inviting European producers of all kinds to send specimens of their wares to China, where an extensive market will probably be found for such as are suitable. The rumours of war with Japan, however, which shortly after this arrived threw a damp upon the project both in Shanghai and at home, for persons in China were so much absorbed by the momentous question of peace or war that they had little time or thought to expend upon industrial questions, and European manufacturers could not be expected to send their goods to a foreign port, which might perhaps be besieged or taken by the enemy, and where, under such circumstances, business could not be expected to result. Under circumstances so unpropitious, Messrs. JOHN BOURNE and Co. refrained from pressing the undertaking upon public attention, as in fact they could not recommend anyone to forward articles for exhibition in the conjuncture which had arisen. At the beginning of the present month, however, it came to be pretty generally known that there would be no war—that the crisis had passed, and that peace would be preserved. So soon as this intimation was confirmed, it became possible and advisable to move in the Polytechnic affair. The first step taken by Messrs. JOHN BOURNE and Co. was to address a circular to all the exhibitors at the South Kensington Exhibition, then about to close, stating that instead of taking the articles shown at South Kensington home, the exhibitors might find their account in sending them to China, which was a new field, and one that was practically inexhaustible. Several of the exhibitors, we understand, have responded to this invitation, though, if it had been possible to issue it earlier, the success would have been greater, as in many cases another appropriation had already been made of the goods. They next addressed the P. and O. Company, explaining the nature of the undertaking, and asking them to carry out to Shanghai, carriage free, any articles presented to the Polytechnic—articles sent for sale or return being chargeable with freight in the usual manner. This request was immediately granted, and articles have been sent to Messrs. JOHN BOURNE and Co. for presentation, which will be forwarded free of expense from the Victoria Docks in London. To give weight to the undertaking in England, it has been suggested to the committee in Shanghai the expediency of forming an influential committee of co-operation in London. Meanwhile, they await from Shanghai information as to the space available for exhibits, and the rules under which the Exhibition will be held. These will no doubt be similar to the rules observed in such cases; but it is necessary that they should be officially settled or ratified. With the aid of a good committee of co-operation in this country the success of the undertaking may be made very great, and even without that sufficient progress has already been made to render success sure.

CHINA AT PEACE.

SAVE only on her north-western frontier, where she is likely to have occupation for some time to come, if she persists in her endeavours to recover the large tracts of territory which the Ameer of KASHGAR has wrested from her of late years, it would almost seem as if China had managed to cope successfully, in one way or another, with all her enemies, and had now a fair chance of being left in peace and quietness for a time. So far as we are aware, her southern and western frontiers are now undisturbed, and on the east she has bought off the Japanese at the cost of a few thousand taels, and with the loss of not a little dignity and *prestige*. We have heard nothing for some time of any Nien-fei, those thorns in the side of many a provincial governor, but scarcity and famine, brought on by inundations or bad harvests, may at any moment, especially during the winter months, fan the slumbering flame of rebellion and bring them to life again; and when once such a movement as that gets headway, it is very difficult, as past experience has shown, to trample it out again. Lastly, a St. Petersburg telegram, which we reproduce in another column, announces that on the north-eastern frontier, in Northern Manchuria, where Chinese territory marches with that of Russia, the disturbances have now ceased. The rebels of Chungussen, it would appear, alarmed at the bare approach of a Chinese force—a fact at which we must own to some astonishment—and hemmed in by Russian troops which have been concentrated on the river Usuri for the maintenance of order, have thought better of it, and are said to have quietly dispersed. Let us hope that the Peking Government, having now no rebellion on its hands, may turn its attention to more peaceful arts, to dredging important harbours and lighting the dangerous coast more thoroughly, and set to work in earnest to promote the development of the internal resources of the country, about which so much has been said and so little done, owing to the determined opposition which has always been shown in high quarters to any departure from the time-honoured rule of obstructiveness.

CHINESE EMIGRATION TO QUEENSLAND.

FOR the past twenty years the sugar cane has been successfully cultivated in the environs of Brisbane, the capital of the colony of Queensland, aswell as the cotton plant. The progress of these plantations, although gradually increasing, has been slow, so that hitherto they have been more experiments than otherwise, by settlers not practically conversant with their culture. Latterly, however, the attention of experienced planters from the West Indies and America has been drawn to the colony, and after examination, they are of opinion that the soil and climate are admirably suited for the growth of the sugar cane and cotton plant, and the extension of plantations almost unlimited, provided that labourers accustomed to work in the fields under a tropical sun can be had at wages which will render the pursuit profitable.

While the question was being mooted where to find the most suitable class of labourers, a merchant at Amoy was in communication with his correspondent in the colony, advising him to consult the colonists as to importing immigrants from that treaty port and Swatow. The proposition met with general approbation, many of the leading colonists putting their names down as subscribers to an association, which afterwards received the sanction of the Queensland Government, and Mr. F. BAUER was appointed agent for Chinese immigration. That gentleman has issued a circular on the subject, describing the superior capabilities of the natives from these maritime districts of the Kwang-tung province over the ordinary coolies from the Canton districts, in which he only does justice to the sturdy industrious fisher-farmers of the coast. Appended to these statements is the form of an agreement to be used in the engagement of these labourers by the Queensland colonists. The terms are similar to those under which the Chinese are engaged to work at the sugar plantations in the West Indies, and contain the following stipulations:—The rate of passage is set down at £16 per man, one half payable on giving the order for an immigrant, and the balance on his arrival, before he quits the vessel.

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The form of the agreement is as provided by treaty, which does not permit of any alteration. The period of service is set down at five years. The immigrant is bound to work six days of nine and a half hours weekly, and the wages are fixed at seven dollars a month, to be paid at the expiration of each month. Food is also to be provided for the labourer on the scale of eight ounces of meat, or an equivalent quantity (not specified) of fish, and 2½ lbs. of other articles not specified, but which must be wholesome and good. Free medical attendance is also to be provided; and at the expiration of the five years, or in case of incurable sickness, fifty dollars to pay a return passage to China are also stipulated for, as well as a suit of clothes and a blanket yearly. Other clauses provide for the immigrant's protection in various ways, and give facilities for his applying part of his wages for the support of his family in China if he should see fit to do so. Altogether the terms of the proposed agreement are liberal and most favourable for the labourer. Nevertheless, will they hold out a sufficient inducement to the coolies of the Amoy and Swatow districts to abandon their homes and families for five years? It is true that a large amount of the Chinese emigrants to the Indian Archipelago and the Philippine Isles have been from those districts, but then there are no restrictions as to time or place, while the married men emigrated with their families. In saying this we are not intending to throw cold water on the project with such a laudable object in view, but simply to point out that a similar attempt to induce the cotton cultivators in the Shanghai district to emigrate to Queensland failed in consequeuce of not encouraging family emigration. However, we wish success to the movement, and will watch its progress with much interest should it come into operation.

THOSE of our readers who take an interest in Archæological research will be well pleased to learn that the Governor of Ceylon has received the sanction of the Secretary of State to the prosecution of much more extended explorations of the ancient remains scattered over the island than any that have hitherto been carried on. A gentleman versed in Pali lore has been selected for the work, and we believe the task of exploration and illustration will be prosecuted with energy. We are glad to be able to announce this fact, as there is a wide field for research in Ceylon, promising results almost as extensive and fully as interesting as any explorations in Nineveh or Egypt. It is to be hoped the result of all this outlay and labour will some day be allowed to see the light, for the instruction of students of ancient history.

IN our Hong Kong news of the last issue a paragraph appeared from a Hong Kong paper stating that Mr. HENDERSON, who had been authorised by the Chinese Government to proceed to England, was an American. This is not so; our friend, Mr. JAMES HENDERSON, who has safely arrived in this country, is a well-known Britisher.

CUSTOMS REPORT ON THE TRADE OF CHINA.

The *Customs Gazette* for the quarter ending June, 1874, supplies the following statistics of the trade of the various ports as compared with the corresponding period in 1873:—

TIENTSIN.—The tonnage figures are rather higher than last year, and most of the imports show an increase, nearly all cotton goods being higher. The revenue for 1874 is Tls. 104,026, while in 1873 it was Tls. 80,331.

NEWCHANG.—The tonnage figures are considerably higher. In imports cotton goods are lower, while sundries are higher. The revenue shows an increase, the figures being Tls. 73,818, as against Tls. 56,570 in 1873.

CHEFOO.—The tonnage figures are higher, as are many of the imports. The exports show no important change. The revenue shows an important increase, the figures for 1874 being Tls. 80,378, against Tls. 63,816 in 1873.

HANKOW.—The tonnage figures are considerably higher, the "entered" being 103,098 tons this quarter, as against 73,038 in 1873, while the "cleared" is 102,433 tons, against 75,256 last year. The imports show no marked change, while the exports are very slightly lower as a rule. The revenue shows a decrease, the figures this year being Tls. 588,540, against Tls. 664,922 in 1873.

KIUKIANG.—The tonnage figures are higher. The imports are nearly all higher, while the exports present no material change. The revenue figures are in excess of last year; the totals being, 1874, Tls. 244,451; 1873, Tls. 234,917.

CHINKIANG.—The tonnage figures show a marked increase this quarter. In imports grey shirtings are higher, but there is no important alteration in other goods. In exports the changes are trifling. The revenue is slightly lower, the figures this quarter being, Tls. 33,283, as against Tls. 39,587 in 1873.

SHANGHAI.—The tonnage entered this quarter is 315,842 tons, against 296,133 in the same quarter in 1873, while the "cleared" is 308,037 tons, against 276,080 last year. The import of opium is almost the same as in the corresponding quarter last year, while the import figures of shirtings are rather higher. There are many fluctuations in the various descriptions, but no serious falling off. The exports are, as a rule, about the same. The revenue figures this quarter are, Tls. 825,264, against Tls. 794,531 last year.

NINGPO.—The tonnage figures show a slight decrease. The imports and exports show scarcely any change, while the revenue figures are Tls. 104,844, against Tls. 113,367 last year.

FOOCHOW.—The tonnage, "entered" and "cleared," is almost the same as last quarter. The import of cotton goods is higher, but in other descriptions there is no important change. Exports are slightly higher. The revenue shows an important increase, the figures being Tls. 422,015 this year, against Tls. 211,183 last year.

TAMSUI (FORMOSA).—The tonnage this quarter is nearly four times as much as in 1873. The imports are nearly all slightly higher, while the export of coal is considerably lower. The revenue has increased from Tls. 28,669 in 1873 to Tls. 33,283 in 1874.

TAKOW (FORMOSA).—The tonnage figures are nearly the same. The imports and exports as a rule are higher, and the revenue shows a slight increase.

AMOY.—The tonnage figures show a slight falling off. Most of the imports are higher, although the change is not important. In exports hemp bags show a falling off, while kettysols are higher. The revenue has increased from Tls. 80,101 in 1873 to Tls. 107,932 in 1874.

SWATOW.—The tonnage is nearly the same as in the corresponding quarter of last year. The import figures are nearly all higher, while the exports show no great change. The revenue is higher, the figures this year being Tls. 193,679, against Tls. 174,980.

CANTON.—The tonnage figures remain very much the same as in 1873. The imports, as a rule, are higher, although not to any great extent. The exports are about the same. The revenue this year is Tls. 227,930, while last year it was Tls. 218,570.

MEETING OF THE P. AND O. COMPANY.

The annual meeting of the P. and O. Company was held on the 4th inst., at the Company's offices in Leadenhall-street; Mr. P. D. HADOW in the chair. The SECRETARY (Mr. A. M. Bethune) read the notice calling the meeting, and the report of the directors (which appeared in our last issue) was taken as read.

The CHAIRMAN said the report submitted that day was of more than ordinary interest to the proprietors, and the questions were of a gravity greater than usual. As a natural consequence, the period under review had been one of unusual labour and anxiety to the board of directors, who had endeavoured, as hitherto, to conduct the Company's affairs in the best interests of the shareholders generally, and he trusted the board would receive upon that occasion, as they had upon so many previous ones, the hearty and liberal support of the shareholders. Upon former occasions he had compared the results of one year with another, and following up the wholesome custom he would proceed by commenting upon the report and accounts generally. At the outset, however, he felt bound to say that it had been the desire of the directors to make the report as full and explicit as possible; it was of more than ordinary length, and he could add nothing to it. Those shareholders who had read it carefully through would be thoroughly conversant with the position of the Company. In the present capital account, as compared with that of 1873, there was an increase of £300,000; the assets of this year being £4,736,000, against £4,412,000 last year. On the other hand, the Company's stock in ships was greater. There was also a large increase in the stock of coals and other stores, making a difference of £194,000. Then, on the other side, there was an increase in the liabilities of £340,000, so that the reserve fund was left at the same amount at which it had stood last year. With regard to the revenue, the gross expenditure of the Company for 1874, as compared with last year, was £42,000 in excess. That was owing to an increase in the price of provisions and various other things. The increased earnings of the year had amounted to £16,887, and that deducted from the sum just mentioned made a difference of £23,000 against the past year, which was nearly equivalent to a falling off of one per cent. in the dividend they now proposed to the proprietors. In the receipts of freight for goods there was an increase of £74,000; on the other hand, there was a slight decrease in their passenger money, amounting to £26,000, owing to rather fewer people travelling to India, and also to the great competition existing on the part of independent steamers. With regard to the mail contract, there was also a decrease of £35,000, owing to the new contract coming into force. There was also a small loss of £2,800 upon the Italian Government mail contract, in consequence of the receipts this year being for twelve instead of fourteen months, as in the account for 1873. The result of those figures showed a total increase of earnings of £16,800. In the increased expenditure there was an increase in the cost of victualling passengers, also in the Canal duties, which latter amounted to £56,800, the Company's ships going now uniformly through the Suez Canal during the whole of the year. There was also shown an increase

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in the discount account, and one to a considerable amount—£2,300—in the repairs account, exclusive of the extraordinary repairs account, alluded to in the report. A slight increase was also apparent in the interest on debentures, owing to a small portion having been again renewed, amounting to £4,000. Then on the other side of the account there were shown a decrease in the amounts of coals consumed of 10,784 tons, representing a saving of £56,000; in wages and port dues a net decrease of £27,087; in the transit dues £18,897; in office expenses £4,000 (and he hoped next year there would be a further decrease); and in the moneys paid to the South-Western Railway a decrease of £11,697, which was owing to the Company now bringing their ships up to London instead of stopping at Southampton. Now the result of those figures went to show that during the past year the company had incurred an increased expenditure amounting to £40,137, as against an increase in earnings of £16,800, showing a balance of about £23,000 less than in the previous year. As regarded other matters, they were so fully stated in the report that it was not necessary for him to touch upon them further. The proprietors would have seen that the Company had increased its tonnage by 4,000 tons during the year. They had supplied various ships with new boilers, and in other respects made them perfectly suitable for the Canal traffic. In the report the sale of the *Madras* upon advantageous terms had been noticed; since the close of the financial year they had succeeded in selling another vessel at a very good price, seeing that she had become useless for the purposes of the Company's traffic. The Board intended to preserve that policy of selling all ships until they had got rid of them all, and until they had a fleet adapted in every respect for the exigencies of the new class of traffic that had sprung up since the opening of the Canal. (Hear, hear.) With regard to the underwriting account, they had again to congratulate the shareholders upon the fact that the Company had not sustained a single loss during the past year. He desired now to repeat that which he had said on previous occasions, that under Providence they owed a deep debt of gratitude to their commanding officers, to whose zeal, activity, and prudence this exemption from loss was mainly due. (Hear.) One of the items charged against the underwriting account was in respect to a collision between one of the Company's steamers and a Norwegian vessel outside the harbour of Hong Kong, and the other referred to the stranding of the *Bokhara* upon a sunken rock, also in the vicinity of Hong Kong. The total charges against that account amounted to only £15,948. The balance of the account, after giving the proprietors 2 per cent., was carried to the Renewal Account. He would not detain the meeting long upon that renewal account with which the report dealt, he thought, completely. In the year 1867, when the company entered upon the new contract with the Government, it had just issued the new capital, and at that time the fleet represented 82,000 tons, whereas at the present time the fleet comprised 122,000 tons, and during that time twenty-two steamers had been added to the fleet at a cost of £2,000,000. All that had been done without calling upon the shareholders for a penny, and during all that time the shareholders had received a very fair dividend for the money embarked in the Company. Had the board given the shareholders a larger dividend the fleet would not have been in so good a position. (Loud cheers.) He thought that the shareholders would give the board credit for having acted with prudence and foresight. (Renewed cheers.) Having described the negotiations pending with the late Government for the carriage of the mails through the Suez Canal and the failure, he proceeded to say that the negotiations had to be opened with the present Government, which ended, near the close of the session, by the Company being allowed to take that route for the mails by submitting to a reduction of £20,000 in the subsidy. There had been a partial separation from the port of Southampton, which the Company had used for so many years, but the opening of the Suez Canal had revolutionised the traffic, and the Company had no alternative but to bring their ships to London for merchandise, but they would still continue to use Southampton for the embarkation of passengers and mails. He then referred to the great loss the Company had sustained by the death of the late Mr. J. Allan, who had been connected with the Company from its earliest commencement, having always had the full confidence of the board. He was a managing director since 1849, and was a very kind friend to all in the employment of the Company.—Mr. THURBURN seconded the resolution for the adoption of the report.

Captain BAIN criticised the accounts at some length, and contended that the board ought not to pay any dividend, and read a very verbose statement tending, in his opinion, to bear out his argument.—Mr. DAVIS complained that a gentleman holding only £10 in the company should endeavour to damage the property by making such statements as had been put forward that day. He thought that the shareholders were to be congratulated upon having such able officers as they had. He considered that the Government had behaved very shabbily and unhandsomely in reducing the subsidy when the Company was allowed to go through the Suez Canal. He regretted that there had been a partial severance of the connection with Southampton, and believed that the only mistake the board had made was in bringing the vessels to London. The Company had run to Southampton for thirty-four years, and had not lost £500 by mishaps during the whole period.

Mr. GLIDDON supported the adoption of the report. It was natural that there should be some tinge of regret in removing from Southampton, but as they had been told it was an absolute necessity, and therefore the board were right. He rejoiced to find that in every particular where economy was practicable there had been a reduction. Alluding to the reduction of the subsidy, he said that every consideration had been thrown overboard in order to get the credit in Parliament of having screwed £20,000 out of the Company.—Mr. HOVENDEN wished for more detailed accounts.—Mr. BADDERLING desired to know at what time the new fleet would be complete.

The CHAIRMAN said he could not pledge the board as to the time when the entire reconstruction of the fleet would be completed. A very great deal had been done, but nearly every day there were various improvements cropping up, and the board could only keep the fleet up to the highest standard in order to meet the requirements of modern traffic. He could not tell what the shareholders might expect when the whole fleet was reconstructed; he could only say that when it was completed this Company would be on a par with all others engaged in the trade, and might expect a better return.

Mr. JONES was very pleased with the dividend, which he thought almost wonderful when the difference in the price charged for carrying was considered. He thought something might be done in the way of obtaining a better supply of coal at a lower price. The Chairman said that the Company was using much larger quantities of Indian coal than before, and also Australian coal, but the difference in price was more than compensated for by the extra amount consumed consequent upon the inferior quality of the coal.

The report and accounts were unanimously adopted, and the dividend declared. Votes of thanks were unanimously accorded to the Chairman and directors, to the commanders and officers, and to the secretary and staff, and the proceedings terminated.

SUICIDE NOT MURDER.

(To the Editor of the *London and China Telegraph*.)

SIR,—Some months ago the *Straits Times* treated its readers to an invective against Lord Stanley of Alderley for having called attention to a charge which had been publicly made against Sir H. Ord, of having received presents during his Governorship. According to the editor of that journal, his lordship had uttered a "cowardly and base" libel, founded on mere "hearsay and frivolous grounds," and was deserving of "exceptional punishment." I took the liberty of mentioning in your columns the somewhat comical fact that the statement thus stigmatised had first appeared in the eloquent editor's own paper, if not editorially at least without a word of dissent or objection; and I gather from the last number of the same paper which has reached me that the editor did not feel happy when he found himself caught in so flagrant a predicament. He has sought, indeed, some comfort in his misfortune in reflecting on the shocking combination of "animosity," "ignorance," "iniquity," and "Jesuitism," and so on, which manifestly characterise that "superior person" who showed him up. So far as it relieves a mind in trouble, such language is natural and harmless, but I fear I must add, it is irrelevant; and I cannot allow him to escape under its clatter from his unpleasant fix. His explanation is that he did not *write* the libel; that it was written by a resident in good faith and ready to take the consequences; and that it was inserted under a solemn sense of obligation to give publicity to everybody's "views" and most "divergent opinions." It is true, the editor believed that the "views and opinions" in question, as he now euphemistically styles them, were neither more nor less than a false and scandalous libel; but this consideration does not seem to affect his notions of duty and obligation. So far, nobody is to blame, according to him; not the writer who writes in good faith and is ready to pay damages or go to jail for the publication; nor the editor who disseminates the poison without labelling it, under his own exalted sense of duty. There never were such a pair of innocents since the two nuns in "Tristram Shandy," who saved themselves from the sin of swearing at their mule by dividing the utterance of the bad words, each pronouncing only one syllable.

With this picture of Arcadian simplicity, however, I have no concern. Whether the editor wrote, or suffered another to write, the supposed libel in his paper is immaterial to the matter in hand, and it is equally unimportant whether the writer was malicious or honest, though I have no doubt of his good faith. What the editor has to establish is that he is not only entitled to publish what he knows to be untrue and scandalous, but afterwards to abuse those who repeat his scandalous publication in enquiring whether it is true. He cannot alter the simple fact that he grossly attacked a member of the Legislature as a libeller for having reproduced in the House of Lords a statement which was printed and published in the editor's own paper, if not editorially, at least without a word of dissent or objection, and, as he tells us in addition, with the fullest belief that it was untrue; and not all his protestations that he did not write the libel, but repudiated it by silently lending it his means of circulation, nor yet all the armoury of the scold can save him from the exceeding discomfort of finding himself skewered on the little spit on which he fancied himself securely roasting very different game.—I am, &c.,

A. B.

Nov. 26, 1874.

Naval and Military.

The Fly, double-screw composite gunboat, 4 guns, 584 (464) tons burthen, 489 (120) horse power, Commander John Bruce (1871), which sailed from Plymouth on the 27th ult. for the China station, had to put into Falmouth in consequence of the stormy weather, but she proceeded on the 30th ult. The following are the names of the officers of the Fly:—

Commander, John Bruce; Lieutenant, W. C. C. Forsyth; Sub-Lieut., Duncan M. Ross; Nav.-Sub-Lieut., Edward W. Wild; Surgeon, Edward T. Lloyd; Assistant-Paymaster, in charge, George V. Rashleigh; Engineer, William Bremner; Boatswain, second-class, George Vosper; Assistant-Engineer, first-class, Frederick C. Rogers; Assistant-Engineer, second-class, John E. Medley.

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The corvette Cadmus, recently returned from China, was paid off at Devonport on the 26th ult. A serious matter has had to be investigated on board this ship. It is the custom for ships before coming into harbour to disembark their powder and live shells in the Sound. This order was supposed to have been adhered to by the officers of the Cadmus, but when in the harbour, and returning to the gun wharf her guns, shot, and empty shell, several live shells were found mixed with the empty ones. Had one of these fallen heavily during removal, a terrific and disastrous explosion would probably have occurred. An inquiry into the matter resulted in a court-martial being held, when the gunner, Mr. W. J. Toull, was tried on two charges: 1st. Negligently performing his duty on the 7th ult. by not inserting the proper plugs in six filled shells before they were removed to a lighter alongside waiting to receive them. 2nd. For placing in a deal box four signal lights without cover, &c. Mr. Toull pleaded "Guilty," but in consideration of the high character given by his captain and the excellent testimonials he produced, the Court only adjudged him to be severely reprimanded and dismissed his ship.

The Audacious, flag-ship of the China Squadron, reached Suez on the 3rd inst., on her passage out. During the stay of the Audacious at Malta the Commander-in-Chief, the Hon. Sir James R. Drummond, entertained Vice-Admiral Ryder and staff at dinner, at the Admiralty House, and Vice-Admiral Ryder gave a return dinner on board the Audacious, Rear-Admiral Inglefield, the captains of the Channel Squadron, and the respective staffs of the flag officers, being amongst the guests.

The Admiralty, since the recent lamentable loss of life at Ardrossan, by the wreck of the steamer Chusan, have become impressed with the necessity of increasing the complement of some of the Coastguard stations on the coast of Scotland and elsewhere, and volunteers from H.M.'s ships at the home ports are to be called for to meet such increase.

Arrangements have been made between the India-office and the Admiralty for the appointment of six navigating officers to the Glasgow, flagship of the East India station, for the purpose of completing the marine survey of India.

The Rinaldo, screw sloop (recently returned from the China station), has been examined at Portsmouth, to ascertain if she could be fitted for the Arctic Expedition. It has been found, however, that she is too weak for such service.

Surgeon-Major T. Moorhead, M.D., who is to relieve Deputy-Surgeon-General A. Crocker, in medical charge at Hong Kong, is about to be promoted to the rank of a deputy-surgeon-general.

Captain George S. Nares, of Her Majesty's ship Challenger, has been selected to command the Arctic expedition, and will return to England from China by the first mail.

The sloop Egeria, Commander Turton, reached Malta on the 1st inst., and was to sail next day for China.

Lieutenant H. P. W. Nicholls, of the Royal Engineers, has been ordered home from Ceylon.

Quartermaster Belt, of the 80th Regiment, serving at Hong Kong, has been invalided.

THE CHINESE COOLIE TRAFFIC.

On the 1st inst. a meeting of the Aborigines' Protection Society was held in the Friends' Meeting-house. There was a large attendance; the chair was occupied by Sir H. Wingfield, and the appointed speakers included the Hon. Evelyn Ashley, M.P., Mr. Alderman M'Arthur, M.P., Mr. R. N. Fowler, M.P., Mr. A. M'Arthur M.P., Sir C. Swamy, member of the Legislative Council of Ceylon; and Mr. Ng. Achoy.

The object of the meeting will be best understood from the text of the resolutions, which were carried unanimously:—"That the protection of the aboriginal and other native populations which acknowledge the authority or are subject to the influence of Great Britain is a duty imperatively binding on the British Government; and that having regard to the lamentable state of affairs existing in various parts of the globe—especially to kidnapping in the South Seas, the enslavement or cruel treatment of natives in South Africa, the practice of slavery on the Gold Coast, and the abuses which are proved to exist in connection with the Indian and Chinese coolie traffic—this meeting trusts that Her Majesty's Government will persevere in its efforts to secure justice for the coloured races." "That the chairman be requested to forward a copy of the foregoing resolution to the Earl of Carnarvon, Secretary of State for the Colonies, and at the same time to express to his Lordship the thanks of this meeting for the steps he has taken to suppress the iniquities of the Polynesian labour trade." "That this meeting desires to thank the Earl of Kimberley, the late Secretary of State for the Colonies, for his despatch prohibiting coolie ships from refitting in the harbour of Hong Kong—a despatch which dealt a death-blow at the Macao slave trade, leading as it did to the immediate suppression by the Portuguese Government of that nefarious traffic; and this meeting, believing that the Chinese who are employed as indentured labourers in Cuba and Peru are to all intents and purposes treated as slaves, and that any promises of greater protection to them would prove wholly illusory, earnestly hopes that Her Majesty's Government will, by every legitimate means in its power, discourage the immigration of Chinese to those countries, except on the basis of free labour."

The Hon. E. Ashley bespoke the attention of the society to the treatment of the native races of India by Europeans. He quoted a passage from a report made to the Governor of Bombay some years ago, by the Commissioner of Scinde, Lieutenant-Colonel Jacob, who said that throughout British India men were made to work for no pay or insufficient pay, and that the condition of the peasantry was thus reduced to one of slavery. Sir C. Swamy, in the course of his speech, complained in general terms of the contempt of white men for the coloured races; and the Chinese gentlemen warned the meeting that the coloured races would not be beaten so easily in the future as they had been in the past. After Mr. Ashley had left the meeting two gentlemen rose in the body of the room and declared that, having themselves lived many years in India, they believed the picture quoted to be a very exaggerated one, and that there was practically no more oppression in India than was to be found in England. These declarations were received with cheers. In his opening remarks the chairman referred to the recent inquiry in the Mauritius by a commission, whose report, he anticipated, would condemn very strongly the colonial laws and regulations affecting the coolies. He traced the evils existing there to the desire of the employers to make the coolies renew their engagements, and so prevent their becoming free labourers. This and other references to the Mauritius brought up a gentleman who described himself as a member of its Legislative Council, and who with great earnestness and fluency contended that coolies were much better off in the island than in the country they left, and complained that their importation, under regulations sanctioned by the British Government, was described by the term "coolie traffic," which was also used to designate avowed kidnapping. If this were called the coolie traffic, that which went on in the Mauritius ought to be described as "immigration from India." The annexation of Fiji was referred to in terms of congratulation by the Chairman, and was spoken of more fully by Mr. W. M'Arthur, M.P., who rejoiced that rumours of disorder in Fiji had been contradicted. The chief had gone to Sydney, and the last report from Fiji was that the manufacture of sugar was making excellent progress; a first shipment of about a ton had been made to Sydney. Cotton-picking was nearly over, and the crop had proved highly satisfactory to the planters both as to quantity and quality. We had reason to be thankful for the settlement, which had averted an impending calamity. As slavers were now adopting the French and German flags, he hoped our Government would enter into arrangements with the French and German Governments to put all slavery down. He did not wish to interfere with a healthy labour traffic so long as personal freedom was secured.

Mr. Ng. Achoy's speech was as follows:—Mr. Chairman, ladies, and gentlemen, in rising at the call of your worthy chairman to say a few words, I am not quite sure if the topics I am about to touch upon are not already familiar to most of you. And I may say you cannot expect otherwise when you call upon a native of the Celestial Empire—as the Europeans generally apply that term to China—to speak. Probably some of you are aware that we Chinese are conservative people. I use the word conservative literally, and not in the popular sense generally understood in this country, which applies to one of the great political parties. When I say my countrymen are conservative, I mean that they are strict adherers of their old customs and manners, and staunch supporters of their ancient institutions; that they are proud of their fatherland, and are quite content to remain in their own country. Indeed, our motto is something to this effect: happy is the man that was born in his own country, spends all the days of his life in his own country, and will die in his own country. I need scarcely remark that I cannot enjoy that happiness, because I I have left my country and come all the way to England. But coming from such a conservative country as I have you cannot expect me to deal with the various questions put forth for discussion to-night, and I shall therefore confine my remarks only to one qestion—*i.e*, the coolie traffic—which came to my knowledge. Now coolie trade in China, with a very few exceptions, is nothing less than a disguised slave trade. I may, perhaps, say it is worse than slave trade, because the latter, where it is carried on, is well known to all. Every one knows what a slave is, and the evil consequences of slavery; whereas coolie traffic is calculated to mislead people. It assumes a false form, its real character is not so apparent and the magnitude of its evils is not so generally known. Until a few months ago, Macao, a Portuguese settlement at the entrance of the Canton River, has been the chief depot for the coolie traffic. Barracoons were established everywhere in that port, and coolie agents were sent round to different adjacent places and to the interior of China for the purpose of recruiting coolies to supply the market. The means used by the crimps to entice the unwary people were various, and the speaker here entered into some details as to the tricks invented by them to entrap the coolies. Once fallen into their hands, the chances for the coolie's release were very little. His consent was often extorted from him by intimidations, threats, and ill-treatment, and if the coolie still refused to emigrate after such treatment, another person was sent to answer his name and sign the contract for him but on the day of embarkation the unwilling coolie was sent on board with others, under a guard of soldiers. Not only the ignorant and simple people were easily entrapped and decoyed away from their homes, but the educated and intelligent men were liable to be forcibly carried off. The speaker here gave some instances from his own knowledge. This deplorable state of things has now ceased to exist, and the coolie traffic in Macao has been stopped since March last, and I hope for ever. And here I may take the opportunity, on behalf of my countrymen, of thanking the chairman and the several members of Parliament for having taken such a deep interest in the coolie question, and for bringing the subject before the Parliament, and also the members of this society for their indefatigable exertions in exposing the evils of this nefarious trade. I must not omit, amongst others, the name of Sir John Smale, Chief Justice of Hong Kong, who is one of the bitterest enemies to the Macao coolie traffic. I believe that it was mainly owing to the efforts of such men, combined with the influence of the several Christian nations brought to bear upon the Government of Lisbon, that that desirable object was brought about. But though it has been stopped, it would do well to keep a vigilant watch over Macao. For many years the coolie traffic has been a great source of revenue to that colony, and of great profit to the coolie agents, and that the stoppage of this trade must be a serious blow to that colony. It may not be at all improbable that the coolie agents would exert their utmost influence to get the order of Lisbon cancelled, with a view to revive the trade. In fact, it was rumoured some time ago that an attempt was being made in that direction.

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Therefore it is necessary to keep an eye on that colony in order to prevent the coolie traffic being revived. Now though the coolie trade in Macao is put an end to, there remains something to be done in another direction. I mean the coolies in Cuba and Peru, where they are treated with great cruelty and unparalleled inhumanity. I have been told they are made to work from morning to night without cessation, they are not allowed sufficient food, and they are illtreated and beaten without just cause. When the time of their contract expires they are not permitted to be free, but are immediately taken up and compelled to serve another long term of service. Thus they are actual slaves. Why, the convicts in England are in a better situation than they are! It puts me in mind that the afflictions endured by the Israelites in ancient times under the Egyptian taskmasters, which called forth the vengeance of God and their deliverance by Moses, were nothing when compared with the present sufferings of my countrymen in Peru and Cuba. Something, therefore, must be done and ought to be done to alleviate their sufferings and lighten their burdens, and I appeal to the members of Parliament and to this society, who have hitherto done so much good in the cause of humanity, that they will take this matter up and urge it on the attention of H.M.'s Government to use their influence and interference on behalf of those sufferers. Before resuming my seat, there is another topic, Sir, upon which, with your permission, I wish to touch; though the subject has no direct reference to the coolie trade, it is still closely allied to it. I refer to the Chinese emigrants in California, who, I hear, are placed under hardships and disabilities. When a Chinaman arrives in San Francisco, before he is allowed to land, he has to pay a capitation tax. While resident there he is denied the privileges of citizenship. He has no vote, and worst of all, his evidence is not received in a Court of Justice. Therefore, if a man murders a Chinaman in San Francisco, in open day-light, in the presence of, say, one hundred Chinese, the testimony of all these eye-witnesses will not be taken, and the murderer will be allowed to escape scot-free. Last year a law was passed there which required a certain space of room for the abode of each Chinese under a heavy penalty, and if a house was found to contain more Chinese than the dimensions of the house would warrant, according to that law, the extra number of Chinese would be brought up, fined and imprisoned. By the operation of this law hundreds of my countrymen in San Francisco were imprisoned. The leading Chinese there were terrified at this, and fearing that the influx of emigrants brought over by each Pacific mail steamer would only increase the number of prisoners in gaol, they sent a telegram to the Chinese merchants in Hong Kong, earnestly entreating them that they would warn the future emigrants against the danger they were running into, and persuade them not to emigrate. Now, in order that the injustice of such conduct on the part of Americans in California might be more apparent, let me reverse the case for a moment. Supposing the Chinese Government were to impose similar restrictions on the American residents in China, supposing they were treated in the same way as my countrymen in San Francisco are, would they quietly submit to such treatment? and would the American Government tolerate it? Certainly not. I make no doubt they would declare war against China if the oppression was not at once removed; and why then do they impose hardships on others which they themselves would not like to bear? Such conduct is unfair, and contrary to the principle of justice. In bringing this subject before the meeting, I wish attention would be drawn to the grievance, in order that influence and pressure might be brought to bear upon the Government in California, with a view to remove the restrictions under which my countrymen there are labouring.

AT the Bedford Institute, Spitalfields, on the 25th ult., Mr. Edmund Wheatley, of the Imperial Maritime Customs, delivered a lecture called "To China and Back in Sixty Minutes." The lecturer dealt chiefly with the humorous side of Chinese life, and exhibited a number of native pictures, curios, &c. Reference was also made to missionary work and temperance effort among sailors.

THE Emperor of Japan has ordered a handsome State chariot, together with a suite of other carriages and harness, of Messrs. Laurie and Marner, of Oxford-street. These carriages were on view for some time, and attracted many visitors.

WE regret to learn that the Rev. J. Hudson Taylor, of the Inland China Mission, who arrived in England last month, is still suffering from the effects of a fall on board a Yangtsze steamer some time ago. Absolute rest is insisted on by his medical advisers.

THE French *Journal Officiel* announces that the *exequatur* has been given to Nakamura Hiroyasu, Japanese Consul at Marseilles.

SIX young French missionaries have left Marseilles for Cochin China and Japan.

IT is stated that Kwong-Ki-Chin, a commissioner appointed by the Chinese Government to superintend the education of Chinese youths in the United States, has placed thirty young Chinamen in Harvard College, and is now making a tour of the country. He had an interview with President Grant on the 14th ult.

THE China Trans-Pacific Steamship Company's steamer *Vancouver*, Capt. Thomas Shaw, arrived at San Francisco from Yokohama and Hong Kong on the 30th ult.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, DEC. 2.

We have had a very busy Parliamentary week, and a concatenation of events. Mr. Kappeyne has delivered a speech, setting forth the Liberal programme. He resuscitated a mass of old and well-known measures, which the Liberals have tried for several years in vain to realise. This eloquent speech made scarcely any impression, at least in the Chamber, being actually received with hilarity on the benches of the Left. It may be that his programme-speech was made in earnest, but it looks very doubtful since that the speaker has always been the stumbling-block of the Liberal Cabinets. The second item of interest was the debate upon the motion of Messrs. Van Eck and Bredius, to avoid war by international arbitration, which was carried by thirty-five against thirty votes. This motion was based on the same principle as that which was brought forward by Mr. Henry Richard in England, by Mancini in Italy, and Jonas Jonasson in Sweden. The Minister for Foreign Affairs protested against the tenor of the motion, because it expressed something more than a wish, more than a declaration of approval, of the principle of arbitration, the Government being urged to take the initiative in its adoption. In the first clauses of the motion the Minister was invited to endeavour to establish arbitration as the means to settle international disputes, and secondly it was urged that no treaties should henceforth be concluded by Holland, without making arbitration a *sine qua non*. The time—Mr. de Villebois said—to address such an invitation to the Government was not opportune. He recalled all that had happened from 1856, when the commanders-in-chief of mighty armies met in Paris and approved of a proposal to settle disputes by arbitration until 1874, when the plenipotentiaries of the large Powers met again at Brussels, not to affirm the protocols of 1856, but to draw up new rules for war. And during this period we have had in 1859 a war with Italy, in 1864 a war with Denmark, in 1866 a war between Prussia and Austria, in 1870-71 a war between Germany and France. Of course he did not speak of our own war with Atchin. Can it now, he went on to say, be desirable that a Dutch Minister of Foreign Affairs should take, under such circumstances the initiative in introducing the principle of arbitration? He referred to the objections made by Mr. Gladstone to the motives of Mr. Richard and to the reserve shown by Visconti Venosta. Like his predecessor, the Minister is willing to co-operate with the promoters of the motion, but he is opposed to taking the initiative. The defenders of the proposal showed no great eloquence, and this, perhaps, caused the majority to be so very small. Moreover, I am quite convinced that those who supported the motion do not dream of any practical result; they regard it merely as a national cry for right against force

More amusing was the incident brought on the *tapis* by Mr. Kerens; this member very seldom participates in debates, but when he rises from his seat every member listens. He spoke for only a few seconds, but when he sat down an outburst of laughter followed. Even the Minister for Foreign Affairs had the greatest difficulty in maintaining his gravity. *Et pour cause*, Mr. Kerens had proposed that our Government should appoint an ambassador to Don Carlos, because large profits could be made by our traders in supplying the Carlists. The Minister took the trouble to answer this foolish demand by stating that Holland had already a representative at Madrid. Another item was a most eloquent speech of Mr. Kuyper, the leader of the anti-revolutionary party, who suggested that a law should be framed in order to settle the questions in dispute between capital and labour. He further wished that the Royal resolutions of 1815 and 1852 about the Reformed Church should be revoked. The Minister refused it, and sharply protested against any attempt being made to settle that vexed question of capital and labour by law. Mr. Wintgens blamed Mr. Kuyper for having used the Holy Bible as a basis for his theories in the Chamber; and was of opinion that this was "playing with petroleum." The Budgets of the Departments of Justice and Foreign Affairs have been approved of, and the debate about that of Home Affairs has been opened. Let me add that in the course of the debate the Minister de Villebois contradicted officially the report that the Government had forwarded a "memorandum" to Berlin about the Old-Catholics. Perhaps you will remember that a copy of this (said to be) "official" document was published by the *Vaderland*.

In the First Chamber the East India Budget was debated yesterday. Mr. Hartsen demonstrated that the Liberal policy had had no success in the last few years, and had led to no results of any importance. Messrs. Van de Putte and Cremers took part in this debate. Mr. Van Goltstein defended his Budget, and declared that he will carry out the policy of his predecessor, but in a more moderate form. The several chapters were approved of unanimously.

It has created a good deal of astonishment, not to say indignation, that Mr. C. P. K. Winckel (who was banished from Java because he had criticised the acts of the Governor-General) has asked for pardon in a most humiliating way. Of course Mr. Loudon has granted it. The words of Mr. Winckel's memorial were such that every one was of opinion that it was a bad joke published by the papers. Some of our journalists in Java behave themselves in a very strange manner. Mr. Winckel has shown himself a coward, and Mr. Van Daalen, after having published the most scandalous articles, defends himself before the Court on the plea that it was not his intention to affront or insult the Governor-General. The journalists of Java do not seem to possess the *courage de leur opinion*, they don't seek to represent public opinion, but look for success in the publication of personal abuse, and when they are punished ask most humbly for pardon. These remarks are in accordance with the general tone of the press here.

General Van Swieten has again been annoyed by addresses of congratulation. It is, indeed, too bad to trouble the General with such absurdities.

I have to record a phenomenon in literature. An anonymous lady, only sixteen years old, has written a drama in the German language, *der Sturz des Hauses Alba*, which is pronounced to be excellent by the general voice of our *critici*.

In the village of Ginneken (North Brabant) a monument has been inaugurated, in the presence of the King, on the spot where the bones are buried of our brave soldiers who defended the citadel of Antwerp.

A committee has been formed at the Hague to establish a society to substitute cremation for interment.

SHIPPING.

ARRIVALS.—Nov. 26, at Texel, from Batavia, Industrie; 27, at Texel, from Tjilatjap, Henriette.

DEPARTURES.—Nov. 24, from Flushing, for Akyab, Michiels Loos; 26, from Brouwershaven, for Batavia, Jonge Jan, Jason; from Texel for Macassar, Jan van Brakel; 28, from Brouwershaven, for Batavia, Robertus Hendrikus.

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Monetary and Commercial.

At the meeting of shareholders in the Peninsular and Oriental Steam Navigation Company, held on the 4th inst., the report and accounts were unanimously adopted, and the dividend declared. There was an average attendance of shareholders, and the discussion which took place was of a character most complimentary to the board. The chairman regretted that the dividend was not more, but thought that the full explanation given in the report already published would be sufficient.

The general meeting of the shareholders in the four telegraph companies amalgamated under the title of the Eastern Telegraph Company (Limited) was held at the Offices in Old Broad-street on the 3rd inst., under the presidency of Mr. John Pender, M.P. Three of the companies were formally completed in their liquidation, but the fourth was not quite completed. The report and accounts of the Anglo-Mediterranean, the British Indian, and the Falmouth, Gibraltar, and Malta were then adopted.

Tenders for £550,000 in bills on India were received on the 2nd inst. at the Bank of England. The amounts allotted were:—To Calcutta, £370,500; Bombay, £176,500; and Madras, £3,000. Tenders on all Presidencies at 1s. 10⅛d. will receive about 30 per cent.; above in full. Compared with the last occasion, a reduction of 1 per cent. is apparent in the rate, a result due to the recent relapse in the Eastern exchanges and the large shipment of silver to India on account of the German Government.

The directors of the London Chartered Bank of Australia will recommend a dividend at the rate of 8 per cent. per annum for the half-year ending the 30th June last. According to an abstract of the bank's operations, the balance of profit and loss is £40,140 4s., and the amount carried forward £9,104 12s. 9d.

The directors of the National Provincial Bank of England have declared a half-yearly dividend at the rate of 8 per cent. per annum, and a half-yearly bonus of 7 per cent., being at the rate of 22 per cent. per annum.

The directors of the Bank of British North America announce a half-yearly dividend at the rate of 10 per cent. per annum.

The Northern Assurance Company announce a dividend at the rate of 10 per cent. per annum.

The liquidators of the Bank of Hindustan, China, and Japan (Limited), Messrs. Allen, Engledue, and Macnair, will be prepared on and after the 8th inst. to pay a further return of 10s. per share upon all the fully paid-up shares of the bank.

There have been large arrivals of Bar Silver, amounting to £222,660, and this, coupled with the rise in the rate of Discount, made the market so flat that a reduction in price to 57⅞d. per oz. had to be submitted to before the total could be placed. The demand for India was not sufficiently active to absorb the whole amount, and a considerable portion was therefore bought for Spain. The West India steamer brought about £200,000 of Mexican Dollars, the market was, however, depressed, owing to the China Exchanges being reported lower, and only a portion of this amount was sold at 56½d. per oz., about two-thirds remaining unsold.

The ordinary half-yearly meeting of the Ceylon Company (Limited) will be held at the offices of the Company, Palmerston-buildings, Old Broad-street, on the 15th instant, for the purpose of declaring an interim dividend.

The Eastern Telegraph Company's traffic receipts for the month of November amounted to £33,060, against £35,096 in the corresponding period of 1873. The traffic receipts of the Eastern Extension, Australasia, and China Telegraph Company (Limited), for the month amounted to £17,728, against £17,454 for the corresponding period of 1873.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov26	Earl of Dufferin	Hackett	Yokohama	Liverpool
26	Lady Lisgar	Hughes	Singapore via Cardiff	Do.
26	Finzel	Deas	Anjer	Do.
	Amboyna (s.)	Vaneck	Java	Glasgow
	Pauline	Tyrer	Singapore and Penang	Do.
27	Scotland (s.)	James	Singapore, China, &c.	London
26	Deerhound	Shearer	Shanghai	Do.
23	Juno	Diederich	Hong Kong	Cuxhaven
27	Abano	Mathias	Yokohama via Cardiff	Liverpool
28	Kashgar	Williams	Hiogo via Middlesbro	Do.
26	Lincoln	Cunningham	Singapore	Shields
28	Pekin	—	Do.	Do.
30	Abbotsford (s.)	Mann	Peng., Singp., & Japan	London
30	Elgin (s.)	Miller	Galle, &c.	Do.
27	Saturnus	Wulff	Shanghai	Hamburg
30	Rollo	Way	Hong Kong	London
Dec. 1	Albatross	Kappalena	Do.	Cardiff
2	Glee Maiden	Cummins	Galle, via Cardiff	Liverpool
28	Glenisla	Watts	Penang	London
3	Kingdom of Saxony	Cooper	Singapore	Do.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov26	Nicola Tommaso	Vidovich	Singapore	London
27	Lotus (s.)	Castle	China, &c.	Do.
	Prince Umberto	—	Bassein	Liverpool
24	Mecca (s.)	—	Singapore	Marseilles
29	Buena Ventura (s.)	—	Manila	Liverpool
27	Aboyne	Swan	Colombo, &c.	London
	Lorton Vale	Anderson	Rangoon	Liverpool
	Flying Eagle	Crowell	Ilo Ilo and Manila	Sandy Hook
	Osceola	Nickerson	Zebu	Boston
30	Hypatia	Olive	Penang	London
Dec. 1	Joseph Dodd (s.)	Martin	Singapore, &c.	Do.
1	Mystery	Gibb	Colombo	Do.
Nov30	Equator	—	Batavia	Falmouth
16	Industrie	Wiedenaar	Do.	Texel
27	Henriette	Brouwer	Tjilatjap	Do.
Dec. 1	Ricardo A. Puccio	Magnone	Rangoon	Falmouth
1	Freya	Moller	Manila	Do.
Nov26	Jonge Jan	Aboerkerker	Batavia	Brouwershaven
26	Jason	Rusman	Do.	Do.
26	Robt. Hendrikus	Haagerats	Do.	Do.
28	Halia	Sly	Singapore	Marseilles
Oct.16	Camilo Cavour	Iriverri	Hong Kong	Callao
	Elmstone	Bragg	Manila	New York
	Kate Carnie	Wilson	Whampoa	Do.
Dec. 2	Antenor (s.)	Crompton	China, &c.	London
2	Meteor	Dircksen	Singapore	Falmouth
2	Glenartney (s.)	Keay	China, &c.	London
2	Artemisia Giannello	Celli	Rangoon	Falmouth
2	Ernesto Parodi	Dallaroso	Akyab	Do.
Oct.29	Boreal	Beaujeau	Saigon	Buenos Ayres
	Johanne	Bunge	Manila	New York
	Kandanghauer II.	Zeelt	Sourabaya	Do.
Dec. 3	Lammermuir	Maxted	China, &c.	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Scotland, Pardo. For Singapore, Hong Kong, Yokohama, and Hiogo: Wm. Batters. For Penang, Singapore, Hong Kong, and Shanghai: Ben Ledi, Bengal. For Singapore, Hong Kong, and Shanghai: Glamis Castle, State of Virginia, Glenartney. For Colombo, &c.: Colombo, St. Lawrence.

SAILING VESSELS.—For Yokohama and Hiogo: Satsuma. For Vladewostock and Nicolajefsk: Rowena. For Nicolajefsk: Genetiv. For Hong Kong: Balgownie. For Shanghai: Scindia, Sir Lancelot. For Chefoo, Tientsin, and Newchwang: Ousuri. For Penang: Zehlina. For Singapore: Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Patroclus (str.), Diomed (str.). For Singapore and Manila: Buena Ventura (str.). For Singapore: Johan Lang. For Batavia and Sourabaya: Questembert.

At GLASGOW.—For Batavia and Sourabaya: W. M'Kinnon (str.)

At GREENOCK.—For Java: Staadsraad Van Ewyck.

SPOKEN.

P. H. F. E. (Dut. ship), Batavia to New York, Sept. 20, 36 S., 21 E.
R. B. L. Q., Cardiff to Singapore, Oct. 13, 7 N., 25 W.
SCAWFELL, London to Colombo, Oct. 17, 6 N., 24 W.
NAVAL BRIGADE, Singapore to Liverpool, Nov. 8, 21 N., 36 W.
AGNES MUIR, London to Shanghai, Sept. 11, 26 S., 24 W.
ULVA, Singapore to Falmouth, Oct. 26, 15 N., 30 W.
R. D. B. V. (Dut. barq.), Cardiff to Singapore, Oct. 13, 8 N., 24 W.
L. C. Q. W. (MORA), for Japan, Nov. 7, 9 S., 32 W.
Q.B.V.T. (AMARANTH), for Singapore, Nov. 13, 14 N., 26 W.
D.K.R.L. (?), Manila to Falmouth, Nov. 8, 18 N., 32 W.
MARY HICKS, London to Colombo (?), Nov. 3, off St. Helena.
TWEE CORNELISSEN, Cardiff to Atchin, Sept. 20, 3 N., 17 W.
OLIVE, Cardiff to Singapore, Sept. 24, 2 S., 23 W.
G.H. SOUTHARD, Cardiff to Singapore, Oct. 29, 37 S., 11 E.
CHRISTIAN BASHFIELD, Manila to New York, Oct. 23, 36 S., 19 E.
GAUCHO, London to Japan, Nov. 24, 38 N., 16 W.

FREIGHTS AND CHARTERS.

There is a very fair enquiry for high-classed steamers of good tonnage to load for Eastern ports, but rates are generally dull. Coal freights have an upward tendency.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 65s. weight or meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 60s. weight, 40s. meast. To Hong Kong: 55s. weight, 40s. meast. To Singapore: 55s. weight, 40s. meast. To Penang: 60s. weight, 40s. meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 24s. to 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai 27s. 6d. To Singapore: 18s.

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CASUALTIES.

Advices from Batavia, Oct. 10, state that the Laurens Coster, Zweede, from Pangool, had lost all her anchors, and was to replace them at Batavia.

A mutiny broke out during the evening of Nov. 23 on board the Nancy Pendleton (Amer. ship), Pendleton, soon after the vessel had left Penarth Dock, for Galle; it is said that several shots were fired by the officers, and one or more of the crew (coloured men) killed.

The Deerhound, Shearer, from London to Shanghai, has put back to the Downs, with loss of an anchor and sixty fathoms chain, and making much water, having been ashore on Greatstone Point at midnight; she was got off at 1 P.M., with the assistance of two steam tugs; is now at anchor, and has engaged twelve extra hands to assist at the pumps, and will probably return to the river as soon as the weather moderates (the above vessel has since been docked).

The Mirzapore (str.), bound to Calcutta, &c., was ashore at 6.20 A.M., Nov. 28, in the lower part of Gravesend Reach; vessel expected off this tide (the above steamer passed Dover Nov. 29).

GLASGOW, Nov. 28.—The stranded dock Sourabaya, which drove ashore at Ardmore Point during the late gale, has now been partially discharged, and Liverpool divers have already succeeded in stopping up some of the holes made in her bottom; should moderate weather continue an attempt is expected to be made next springs to float the vessel.

Advices from Manila, Oct. 15, state that the whole of the cargo of the Avenir (str.), which was seized off Ilo Ilo, has been confiscated and sold, although the vessel herself has been released (she left Manila, Oct. 4, for Macassar).

SINGAPORE, Nov. 30.—The Inverary, from Hong Kong, to Callao, has put in here leaky, having been ashore; she will discharge for survey.

The Amboyna (str.), Vaneck, from Glasgow, to Java, with a general cargo, put in to Falmouth, Dec. 1, with two boats smashed, decks leaky and other damage.

MISCELLANEOUS.

At PORT SAID.—Nov. 26, Gunga (str.), from London, to Singapore and Saigon; Montgomeryshire (str.), from London, to Singapore, China, &c.

At SUEZ.—Nov. 26, County of Sutherland (str.), from Java.

BELFAST.—Dec. 2, the Fewntin (? Terentia), Glasgow to Singapore, is reported to have put in this lough yesterday.

At MAURITIUS.—Oct. 18, Euphrem, from Monte Video, and sailed 30 for Galle.

The following vessels have been posted by the committee of Lloyds' as missing vessels:—Alejandro, Lorondo, which is reported to have sailed from Newport to Hong Kong on the 6th Feb. last, and the Hiawatha, Umness, which is reported to have sailed from Rangoon for Holland on Feb. 15 last.

Off ASCENSION.—Oct. 13, G.P.K.F., from Batavia to Amsterdam.

At ST. HELENA.—Oct. 23, Olivia Davies, Mantle, from Singapore, and sailed, 24, for New York; Nov. 2, Faith, Lloyd, from Whampoa, for London; 5, Golden Spur; 8, Tim Whiffler, Cotter, from Ilo Ilo, for London; 9, Janet Fergusson, Ritchie, from Manila, for Boston; 10, Dunbar Castle, Alston, from Ceylon, for London; 12, Java, Almgreen, from Sourabaya, for Falmouth; 18, Catherine Scott, from Ceylon, and sailed, 19, for New York; 17, Buston Vale, Anderson, and sailed, same day, for London; 14, Lepanto, Staples, from Batavia, and sailed, same day, for Boston; 12, Howden, Ditchburn, from Singapore, and sailed, same day, for Liverpool; 28, Dartmouth, Perrie (in charge, the master (Pizzy) having died at sea), from Shanghai, and sailed, same day, for London.

At SIMON'S BAY.—Catalina, Bengolia, and sailed, Oct. 31, for Batavia.

At ALGOA BAY.—Oct. 24, Gustav Adolphe, Oehlmann, from Hong Kong.

At TABLE BAY.—Canaan, Manson, and sailed, Oct. 25, for Java; Albert, Reid, and sailed, 24, for Galle.

Off ST. HELENA.—Nov. 7, Jessie McDonald, Sievewright, from Macao, and sailed, 8, for London.

The Lotus (str.), arrived at London, from China, &c., reports: Left Malta, Nov. 12, experienced a heavy gale from S.W., with a tremendous sea, and was obliged to ease the engines for six days.

A SCREW STEAMER, named the Groningen, has been launched on the Tyne at Low Walker, being a pioneer vessel for a new service between Rotterdam and Java. The Groningen is a vessel of 3,000 tons, her principal dimensions being—Length over all, 350 feet; beam, 37 feet; depth, 27 feet. The machinery is of the best description, on the compound surface condensing principle, with cylinder 43-in. and 81-in. by 45-in. stroke.

MESSRS. CAIRD AND CO. have launched from their yard at Greenock a screw steamer named the Sindora, of 1,134 tons, for the Netherlands India Steam Navigation Company. She is 255 feet in length, 37, moulded, in breadth, and 17 in depth. She has a partial awning deck, had her engines fitted in when launched, and is classed 100 A at Lloyds'.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Fakys that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE.

JAPAN.

Agent for the *London and China Express*.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

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...	Tons	H.p.	...	...
Lombardy	2,723	450	Dec. 10	Mediterranean, Aden, Bombay.
*Mongolia	2,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Amazone ... 1875. Dec. 20	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ... Jan. 3		
Irrawaddy ... Jan. 17		
Hoogly ... Jan. 31		

The Steamers of the 20th Dec. and 17th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 3rd Jan. and 31st Jan. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „

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For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail.
LONDON.			
Benledi, s.s.	1,557	Norris & Joyner...	Dec. 9
State of Virginia, s.s.	2,478	M'Gregor, Gow, & Co.	Dec. 8
Edeline	499	Wright Bros. & Co.	Dec. 20
Pardo, s.s.	1,194	Mors le Blanch ...	Dec. 9
Glenartney, s.s. ...	2,115	Mc'Gregor, Gow, & Co.	Dec. —
Hong Kong, s.s. ...	1,931	Norris & Joyner...	Jan. 5
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	Dec. 20
LIVERPOOL.			
Hector, s.s.... ...	1,522	Alfred Holt ...	Dec. 9
Diomed, s.s. ...	1,901	„	Dec. 22
GLASGOW.			
Singapore, s.s. ...	1,700	T. Skinner & Co.	Dec. 12
Bowen, s.s.	1,700	„ „	Jan. —

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J. THOMSON, Chairman.

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RESERVED FUNDS, £500,000.

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Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai...	Benledi, s.s.	100 A1	S.W.I.D.	Dec. 9
Pen., Sing., H.K.,Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I.D.	Jan. 5
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Chefoo, Tientsin, & Newchwng	Ousuri ...	8 yr. A1	E.I.D.	With des.

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This boat was built and engined by the same builders as the "Glens," and is equal to them in all respects, but having larger passenger accommodation and increased speed, and will be despatched on the 8th Dec.

Apply to McGREGOR, Gow, and Co., 1, East India-avenue, E.C.

Will be followed by the s.s. "Glenartney."

Steam via the Suez Canal. Last shipping day, 30th December.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,875-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

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Steam via the Suez Canal. Last shipping day, 15th December.

FOR SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the fine full-powered Clyde built screw steam ship SWATOW, 90 A1 (late "William Batters"), 829 tons register, 550-h.p. effective; owned by Messrs. John Swire and Sons, of London: Victoria Docks. This fine steamer, only one year old, and built by Messrs. Scott and Co., of Greenock, is expected to make a very rapid voyage.

For Freight or Passage, apply to Messrs. JOHN SWIRE and SONS, 19, Billiter-street; or to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 19th December, 1874.

DIRECT FOR BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates for all Java ports, the Netherlands India Company's new mail steamship SINDORO, 100 A1, 1,135 tons register, 200-horse power nominal, 1,000-horse power effective; Victoria Docks. This powerful steamer, built by Messrs. Caird and Co., of Greenock, is the latest addition to the fleet of the Netherlands India Steam Navigation Company, and will steamtwelve knots per hour.

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Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	667	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

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Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	With des.
Hong Kong	Lothair	A1 16 yr.	E.I.D.	To follow
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	To follow

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Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
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Koning der Nederlanden	3,000 ,,	1,600 ,,	,,
Prinses Amalia ...	3,500 ,,	1,600 ,,	,,
Voorwaarts ...	3,000 ,,	1,600 ,,	,,
Prins Hendrik ...	3,000 ,,	1,600 ,,	,,

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 589.] LONDON, MONDAY, DEC. 14, 1874. [Price 9d.—Subscription, £2 3s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Dec. 11.
JAPAN—Yokohama	Sept. 4	Oct. 19	Oct. 27
Yedo			
Osaka and Hiogo	—	—	„ 18
Hakodadi			
Nagasaki	—	—	„ 20
CHINA—Peking	—	—	„ 18
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 16
New-chwang	—	—	„ 25
Hankow	Aug. 28	„ 16	„ 26
Kiu-kiang	—	—	„ 23
Chin-kiang	—	—	„ 11
Shanghai	Sept. 11	„ 26	„ 30
Ningpo	—	—	„ 27
Foochow	„ 11	„ 25	Nov. 1
Formosa	—	—	Oct. 24
Amoy	—	—	Nov. 2
Swatow	—	—	„ 3
Hong Kong	„ 18	„ 26	„ 5
Canton	—	—	„ 3
Macao	—	—	„ 4
PHILIPPINES—			
Manila	„ 18	„ 28	Oct. 31
COCHIN-CHINA			
Saigon	„ 25	„ 30	Nov. 9
SIAM — Bangkok	„ 11	„ 21	„ 3
BORNEO			
Labuan	—	—	„ 1
Sarawak	—	—	„ 3
JAVA — Batavia	„ 25	„ 28	„ 8
Samarang	—	—	„ 6
Sourabaya	—	—	„ 8
MALACCA STRAITS—			
Singapore	Oct. 9	Nov. 9	„ 12
Penang	„ 2	Oct. 30	„ 7
CEYLON—			
Galle	„ 23	Nov. 16	„ 18
Colombo	—	—	„ 16

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 11th inst., being three days early. The next inward (P. and O.) mail, with advices Yokohama 3rd, Shanghai 6th, Hong Kong 12th, Singapore 19th Nov., which is due, *via* Brindisi, on Monday next, the 21st inst., left Alexandria yesterday, three days in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Iraouaddy*, arrived Dec. 9.—From Yokohama: None. From Shanghai: Mr. and Mrs. Brand, Mr. W. Harding, Mr. Mullins, Mrs. Souper. From Hong Kong: Messrs. Worch, Mercer, Gibson, Smith, Fransberg, Maack, Darbishire, Rousset, Poynter, Achine, Douglas, Stewart, Hyde, Mr. and Mrs. Gay, Mr. and Mrs. Defries. From Saigon: Mr. Sebour, Mr. Hogg, Miss Tricot. From Singapore: Messrs. W. Read, A. Fraser, Harris, Albert, Herold, Hieber, DeCorbera, Schneeler, DeKlopper, Mr. and Mrs. Shoutin, Mr. and Mrs. Van Brinck, Mr. and Mrs. Hjelmstrom, Mrs. Van der Koa. From Galle: Mr. Herring.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mirzapore*, from Southampton, Dec. 3.—To Yokohama: Mr. Flourr. To Shanghai: Mr. G. Rose, Mr. E. G. Rose. To Hong Kong: Mrs. Wardlaw, Mr. and Mrs. G. Ewing. To Singapore: Mr. H. Taylor. To Ceylon: Mr. H. D. Paterson.

Per P. and O. steamer *Sumatra*, from Venice, Dec. 11.—To Hong Kong: Rev. Raimondi and friend. To Ceylon: Mr. G. H. Withers, Mr. J. V. Bell, Mr. J. H. Owen, Mr. J. Sinclair.

Per P. and O. steamer *Sumatra*, from Brindisi, Dec. 14.—To Hong Kong: Three Sisters of Charity. To Ceylon: Mr. D. S. Cargill.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconockie.

Per P. and O steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C Braun, Mr. E. McAllister. To Ceylon: Mr. G Russell, Mr. M. Drysdale.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 31.—To Hong Kong: Mr. M. Pinil. To Shanghai: Mr. W. J. Tucker. To Singapore: Mr. M. Armstrong, Mr. Paterson, Mr. and Mrs. Heathcote, Mr. M. H. Foster.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Suyekawæ, Mr. Z. Ono, Mr. Pateman, Mr. Van Oordt, Mr. D. Jong. Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Shanghai: Mr. W. Pearson, Mr. L. Lefebre. To Singapore: Mr. and Mrs. Sackermann. To Hong Kong: Mr. Sameshima, Mr. and Mrs. Boissement. To Galle: Charriere, Mr. M. Beaulieu. Mr. and Mrs. Bonnifieu, Mr. and Mrs. Pompont, Mr. Prietzbuer. To Batavia: Mr. A. Gerard. To Saigon: Mr. Conneau, Mr Gellé.

Per French steamer *Ava*, Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guillemin. To Shanghai: Mrs. C. King. To Galle: Mr. Buchanan.

Per French steamer *Iraouaddy*, Jan. 17.—To Hong Kong: Mr. Duval, Mr. Wanecke.

Per French steamer *Hoogly*, Jan. 31.—To Shanghai: Mr. Esmonet. To Singapore Mr. Fercot, Mr. Jeanjot. To Saigon: Mr. Humbert, Mr. Hamon, Mr. Faure.

Per steamer *Hector* (Holt's Line), from Liverpool, Dec. 11.—To Port Said: Mr. Clarke. To Hong Kong: Mr. and Mrs. Lister, Mrs. Bruce. To Shanghai: Mrs. Atkinson and family.

Per steamer *Benledi*, from London, Dec. 14.—For Penang: Mrs. and Miss Sluys. For Singapore: Mr. John Driver.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

Invalided soldiers from Formosa have arrived in considerable numbers at this port; 600 men came per *Madras*, and the remains of all that have died on Formosan soil were expected per *Delta*. The heavy loss is attributed to fatigue, great heat, aud the unfavourable climate they have had to encounter. Fifteen died in the *Madras* during her passage. This steamer went on to Tientsin on the 14th Oct. Nothing definite seems to be known at this port with reference to the negotiations going on at Peking.

Thievery is still rife in the settlement. From the house of Mr. de Souza a quantity of winter clothing, jewellery, bronze ornaments, and *cash* were stolen. On the night of the 12th Oct. a native godown was entered by breaking a hole in the wall, and in order to cover their depredation, the burglars set fire to the premises, whereby much damage was done, and an adjacent building had to be pulled down to prevent the flames spreading.

The Austrian corvette *Friedrich*, from Shanghai, and the German corvette *Arcona*, from Australian waters *via* Yokohama and Kobe, had arrived. The former was to leave shortly for Yokohama, and the latter was expected, after coaling, to proceed on to Chefoo.

The Japanese ram *Adzuma-kan*, three guns, arrived in harbour on the 13th Oct. from Yokohama, having there undergone thorough repairs, and donned a new coat of paint. Her destination is unknown.

SHANGHAI.

The present mail brings advices from this port to the 30th Oct.; the French mail from London Sept. 11 was received on the 26th Oct. The following summary of news is from the *North China Herald*:—

Two days have been devoted to the Shanghai Rowing Club's Autumn Regatta, which took place on the Soochow Creek, and was in every way a success. So far as they could arrange matters the committee did their best to make the Regatta attractive from a holiday point of view, in addition to its object as examination day in the school of muscular Christianity. The season of training having given place to that of dining, the club put a period to the former, and opened the latter with their customary festive reunion. Between sixty and seventy members and their friends were present, under the presidency of the genial and witty captain of the club, Mr. R. W. Little, who was supported on either hand by the officiating judges at the late regatta, Captain Thomson, R.N., and Mr. I. B. Eames. The dinner-table was tastefully appointed, and the *menu* set forth an appetising array of viands. When dinner was over, a comprehensive toast list was rapidly got through, the oratory of the oarsmen being both happy and brief;

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whilst some capital songs, mostly humorous in their character, filled up the intervals between speech-making till midnight, at which time the party broke up.

The last race of the Shanghai Yacht Club for the present season has taken place. It was for the Club Cup, and was a handicap. The course was round a stakeboat in the seven mile reach, and back to the police hulk. Four yachts were entered, but only three came to the buoy—the *Lillie*, the *Wave*, and the *Fearless*. The *Nimrod* could not muster a crew in accordance with the Club rules, and so did not put in an appearance. She was, however, so heavily handicapped that, had she raced, the chances were at least two to one against her winning. She was to have given the *Fearless* thirty-five minutes, and the *Lillie* and *Wave* fifteen minutes each, the two last named giving the *Fearless* twenty minutes. They got away at a few minutes past twelve, the *Wave* being the first to cant from the buoy; but the *Lillie*, having the windward position, was really first round, though she failed to improve her start upon the *Wave*, which left the centre buoy, the *Fearless* slipping from leeward of both. The wind was hardly sufficient to assist either, but the tide was now running up at a fast pace, and speedily carried the yachts out of sight of the starting point, a scud of rain, which shortly afterwards came on, assisting their disappearance most effectually. The first to round the stakeboat was the *Wave;* 2nd, *Lillie;* 3rd, *Fearless*. Approaching the seven-mile reach the *Fearless* overhauled the two others, and then ensued some nice handling of the craft. From this time the *Lillie* came to the fore, and won easily. But as the round was not completed within eight hours of starting, there is no race.

A letter from Nanking, in the *Shunpao*, gives some particulars of the assassination, about three weeks ago, of a military mandarin at Szechow, in Anwhei province. The officer was in command of two camps of about 500 men each. As he was riding out one day, accompanied only by an unarmed servant, he was accosted by a man who held up a gold bracelet to attract his attention. The man begged the officer's acceptance of the trinket, and while the latter was looking at it, suddenly drew a knife and struck at him. The officer warded off the blow with his hand, on which he received a cut. The servant then rushed forward, but the assassin gave him also a cut on the hand, and he fled. The diversion, however, enabled the officer to draw a weapon from his belt, and become the assailant instead of the assailed. The assassin fled, the officer in pursuit, till a bridge, narrow and slippery as Chinese bridges usually are, was reached, where the officer's horse fell. The assassin was immediately upon his victim, stabbed him repeatedly, finally cut his throat, and then escaped, leaving him dead. The servant reported the occurrence to the Chehsien, who held an inquest and informed the higher authorities. The correspondent seems to be unable to throw any light on the motive for the crime, but from what he says, it appears that the servant has been suborned to declare that his master committed suicide in a fit of insanity.

In the absence of other local topics interest is now being concentrated on the races, which begin to-morrow, and upon the probabilities of which several of our correspondents have been exercising their prophetic souls. The broken weather since training began has been unfortunate for sporting men, to whom that time is a season of enjoyment of which the races are the wind-up. We are glad to hear, however, that the races promise to be good, both in point of sport and of attendance, and that one element of pleasure not always obtainable in Shanghai, the presence of a band, has been secured for the meeting.

A few nights since, at about midnight, H.M. gun-vessel *Frolic* was returning from Ningpo to Shanghai, and when near Gutzlaff the crew were beat to night quarters. During the firing a large steamer was observed hovering around, as if curious to know what the unusual uproar was about, but disinclined to approach too closely. The report of the *Frolic's* heavy 7-inch gun, chiming in with her final broadside of lighter artillery, appeared to decide the matter, for the stranger put his helm up, and, clapping on steam, was soon lost to view. It seems that when her captain saw the flashes of the *Frolic's* guns, he was under the impression that an engagement was being fought between a Chinese and Japanese gunboat, and went to see if it were so.

The minutes of meeting of the Consular Body touch on several matters of public interest, notably the Woosung Bar question. Mr. Medhurst's caustic criticism on behalf of the consuls, of the report got up on the burlesque survey gone through by expectant prefect Kao and the magistrate of Paoshan, to which we have more than once referred, will be read with much interest. The latter seems to have had the desired effect of inducing a resurvey, and there is other evidence that the Chinese are not being allowed to sleep on the matter, although it is difficult to awaken them thoroughly to the necessity, and the advantages to China, immediate as well as ultimate, of taking steps to remove the bar. Progress is reported in the matter of sanitary regulations, a new and properly controlled slaughter-house has become possible, and the ill-success of attempts to get indemnified for damages arising out of the French concession riot, the question of proxy voting, and other business was brought up. The meeting saw no reason for interfering with the new examiners' shed at the Custom-house—nor do we see any.

A special meeting of members of the Shanghai Gymnasium has been held, at the Main Guard, to discuss the advisability of having an autumn meeting for athletic sports. The rain prevented a good attendance. Mr. W. E. Stephenson was called to the chair, and, after briefly stating the object of the gathering, said that of course it was a matter of vote, and called for a show of hands, which was given in its favour.—The Chairman next moved that a committee of six should be added to the permanent committee, for the purpose of fixing the date, arranging the programme, and all other necessary business. He suggested that Messrs. Voelkel, Pryer, J. A. Maitland, Groom, Bromley, and Harvie should be the names selected, and they were agreed to without discussion. There was no other business, and the meeting broke up.

The French barque *Juthia*, Captain Garnier, from Nagasaki, coal laden, reports having encountered severe weather on the 20th, 21st, and 22nd Oct., when about half way between Nagasaki and Shanghai. On the morning of the 20th she had a fresh breeze, which much increased towards noon, and necessitated the carrying of small sails only. At midnight of the 20th the vessel sprung a leak, and when the pumps were sounded at 2 A.M. of the 21st, sixty inches of water were found in the hold. The wind increased from the north, and the vessel shipped heavy seas. All hands were ordered to the pumps, and the vessel's course was altered for Foochow. The water rose to seventy-two inches at 10 A.M. of the 21st, the hull lying very deep in the sea, and the vessel steering badly, while water came pouring in at the scuppers. As it was feared that the ship was sinking, several tons of cargo were thrown overboard, but the endeavours to lessen the depth of water were so far discouraging that it was deemed prudent to provision and get ready the boats, to abandon the ship if necessary. About 4 P.M. the unintermitted working of the pumps was found to have gained on the water in the hold to the extent of four inches, a happy discovery, which raised the spirits of the nearly worn-out crew, and induced them to redouble their effort to still further reduce it. This they succeeded in doing on the morning of the 22nd. Later in the day, the well showed favourable indications, while at the same time the weather moderated. At noon the pumps were nearly dry; the wind changed to the N.E., and the vessel's course was again set for Shanghai. The Saddles were sighted at 4 P.M. on the 22nd, and on the following day a pilot was engaged, as well as three coolies to assist in working the ship—the crew having been exhausted by sixty-four hours' continuous work at the pumps.

The British ship *Lucerne*, which left Shanghai for Newchwang, struck on the Ariadul Rock, and has been stranded near the south bank of the Yangtsze to prevent her sinking. She has five to six feet of water over her at high tide. A large junk has been sunk on the right bank of the river, about half way between Tatung and the upper end of Williamette Cut, at about a ship's length from the shore.

We hear that the Quanglong property (lately occupied by Messrs. Smith, Archer, and Co.) has been sold to Chinese capitalists for Tls. 50,000. It is with no little regret we have to add that we understand it to be the intention of the purchasers to remove the existing buildings, and to cover over the fine compound in which they stand with Chinese houses.

Miss Carry George's Dramatic Company continue to give performances, at the Lyceum, with fair success. There was a very large audience present at Miss George's benefit, every part of the house being well filled. The performance was under the patronage of Admiral Sir Charles Shadwell, K.C.B., and the members of the Amateur Dramatic Club.

The United States frigate *Hartford* has arrived from Nagasaki, and will probably stay here for several months.

The following items of intelligence are taken from the *Budget and News Letter*:—

A meeting of the officers of the S. V. C. has been held at the Club, at the instance of the Defence Committee of the Municipal Council. The officers were asked to discuss the advisability, or the contrary, of exchanging the present Artillery howitzers for Gatling ordnance, that the Council might have the assistance of their collective opinion on the subject. Some conversation elicited the important fact that many of the officers had not had any opportunity, or at all events any adequate opportunity, of examining a Gatling gun; and they were not therefore in a position to say whether that style of weapon would be a desirable exchange for their present heavy howitzers. That some more portable artillery than the latter was desirable was generally agreed. It was eventually decided that officers should take an opportunity of familiarising themselves with a Gatling gun on board the U.S.S. *Monocacy*, at present in harbour; after which another meeting will be held, to come to some decision on the subject.

Besides the routine business disposed of at the meeting of the Municipal Council on the 19th October, we observe that a letter from Admiral Sir C. Shadwell was read, acceding to the request of the Council that they might be allowed to purchase 8,000 rounds of Snider-ball cartridge, which will accordingly be furnished by the *Iron Duke*. It was also agreed at the meeting to accept the terms proposed by Mr. E. M. Smith relative to the conditions under which the Council might proceed to make the road from Kiangse to Honan-road through his property. The

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new road is only to cost Tls. 300, which we hope is not erring on the side of economy. It will be twenty-three feet wide.

On the 26th Oct. the tide, assisted by a brisk N.E. breeze, rose to a height that we have not seen equalled for a considerable time. The two arches of the Garden-bridge springing from the abutments at either end were filled with water, a part of the river-side gravel walk on the N.E. front of the public gardens was submerged, and for a short time, at the very top of the tide, the pontoons at the ends of the jetties on the Bund floated higher than the jetties.

The steamer *Braemar Castle* has been released from her somewhat unpleasant position on the bank near that great enemy of Shanghai, the Woosung bar, having anchored below the shipping on the 26th Oct. A large portion of her cargo had to be discharged into lighters to effect her release. She has just completed her discharge of cargo at the Hongkew Wharf.

HONG KONG.

Our advices by the present mail extend to the 5th Nov.; no later mail from London had been received. The following items of news are from the *Hong Kong Daily Press*:—

The provincial authorities at Foochow are making strenuous exertions to put their miserable forces into something like naval and military shape, but until they can instil a smattering of warlike ardour into the long-robed gentlemen in command, the handful of Japanese in Formosa need not, we think, feel at all apprehensive of defeat. A proclamation has been issued by General Lin—in command of the naval and military forces on the coast of Fuhkien—which, while most properly dealing severely with the crimes of petty officers and men, seemingly ignores the gambling, opium smoking, and squeezing practices to which the officers commanding are frequently addicted.

H.M.S. *Victor Emmanuel*, the new Commodore's flagship, which sailed from Plymouth on the 5th July, arrived on the 4th Nov. She brings, among other officers, Commander Hon. E. S. Dawson, to join the *Thistle*; Commander Robert H. Harris, for the *Elk*; Lieut. E. P. Hocker, for the *Avon*; Lieut. A. H. O. P. Lowe, for the *Thistle*; Lieut. C. H. Herring, for the *Curlew*; and Lieut. Aston E. H. M'Murdo, for the *Dwarf*. By an arrangement no salutes were fired, and for the sake of peace and quietness it would be very satisfactory if the arrangement were adopted as a general rule.

In honour of the birthday of the King of Portugal the amateurs of the Club Lusitano have given a very excellent dramatic entertainment. The Portuguese national anthem was played on the opening of the performance. The piece of the evening was *A Morgandinha de Val Flor*, or the heiress of Val Flor, a drama in five acts, which was admirably acted throughout. The chief character was sustained by Dr. Magalhaes, who showed himself to be a most talented actor in addition to his other well known accomplishments. Between the acts some excellent pianoforte pieces and songs were given. The house was crowded, and among the audience were a large number of the general community who had been courteously invited by the amateurs.

We are informed that the Foochow Race Club propose to have a meeting early in January. It is understood that the Amoy residents will enter more than the usual number of ponies, their own meeting being impossible in consequence of their course being required by the Chinese Government for military purposes.

A robbery has been committed at the house of Mr. Algar, house agent, &c., in Hollywood-road. The thieves made off with two watches and some loose cash, which had been left in an open desk.

We understand that Mr. Wright, the present Commissioner of Customs at Foochow, has been promoted to a higher post, and that Mr. James H. Hart will succeed as Commissioner.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 12th November; the French mail from London Oct. 9 arrived out on the 9th November. We take the following items of intelligence from the *Straits Times*:—

The defects in our quarantine regulations have been most lamentably illustrated in the case of the steamer *Milton*. The *Milton* anchored in our roads on the 30th Oct., with between 1,200 and 1,300 Chinese passengers from Swatow on board. That port was, so far as we can learn, healthy at the time of the vessel's departure, and no case of sickness occurred on board during the voyage. Part of the passengers were to land at Singapore, and the rest to be taken on in the vessel to Penang. Everything went on well, and the landing of the passengers was proceeded with until some 500 had got ashore. Those still on board, numbering upwards of 700, glad of any change in diet after their voyage, bought and ate freely of the fruit offered for sale in the boats which crowded round the vessel, and purchased water for their own use from the Chinese sampan water-boats, which possibly impure in the first instance, and afterwards mixed with the sea-water which unavoidably washes into the water boats on their way to the vessel, speedily began to affect their health, and seven or eight of them died from an attack of disease pronounced by the Principal Medical Officer to be cholera. We understand there was a difference of opinion among medical men as to the nature of the disease, some of them considering it merely choleraic diarrhœa, but the Principal Medical Officer maintained that the disease was unmistakably Asiatic cholera, and at once ordered the vessel, with all the remaining 700 passengers on board, into quarantine, where she has now remained for more than a week.

The propriety of such a proceeding is certainly open to grave doubt, the more so when we know its fatal results, and it may be gravely questioned whether it has been wise to entrust any such momentous discretionary power, involving the loss of so many lives, to the unsupported opinion of a single medical officer. The ship, as ordered, went outside the harbour limits to the quarantine anchorage, and there disease has been developing among the luckless passengers who have been needlessly exposed to the danger of infection. Day after day disease and confinement have been doing their work, and one after another has sickened, died, and been buried on the island opposite, until we learn that there have been no less than fifty deaths, and that twenty more are lying helplessly ill, some evidently past recovery. The agents of the vessel, in order to relieve her from further detention, and with a desire to render a service to the passengers, have themselves undertaken the expense of constructing sheds for the accommodation of the coolies. This, however, involved considerable delay, although pushed forward with all haste. There was still, however, no provision for the sick; no hospital in which to place them, and no one to attend to them on shore; and these, some twenty in number, were retained on board the ship, where some of them died. Those who are landed on the island have at last, by private energy and determination, been removed from the deadly influence to which they were so long needlessly exposed, and in a healthy and well-chosen location on a hill-side, with plenty of good water, will probably soon be restored to perfect health.

A theatrical performance has been given at Government-house by the officers of H.M.S. *Charybdis*. A capital stage had been prepared at one end of the ball-room, and looked quite business-like with its foot lights, curtain, and other theatrical appendages. The piece selected was Mr. F. G. Williams's original farce entitled "My Turn Next." Where all did the best—and did that best right well—it would be invidious to draw comparisons between the various actors or actresses, who each and all showed by their performance the painstaking labour that had been bestowed on the rehearsals. Suffice it to say that no hitch occurred from the commencement to the end of the piece, that the interest taken by the audience was unflagging throughout, and that the curtain fell at length amidst rounds of well-deserved applause. The theatrical performance concluded, dancing commenced in the ball-room, and was continued with animation till past midnight.

We recently called attention to a number of counterfeit dollars of the new Mexican coinage, which had been put in circulation here. Last week a Malay went into a shop in the Rochore district, and bought a hat, for which he paid a new Japan dollar. After he had left the shopkeeper detected that the dollar was a counterfeit, very fairly executed, but of very base metal. He kept quiet, however, and in the afternoon another Malay came in to buy a pair of shoes, for which he tendered another Japan dollar of the same description. This man was given in charge. Subsequently a Kling money-changer went to a Chinaman's shop, where he had been in the habit of purchasing quantities of coppers, and asked for ten dollars' worth of small change, for which he paid in dollars, five of which were counterfeit. The counterfeits were of the old Mexican coinage but of new appearance—were very neatly coined, had a clear though slightly sharp ring, and were of full weight. The money-changer was arrested by Inspector Richardson, and both he and the Malay who passed the Japan dollar were brought before the Police Magistrate, who committed them for trial at the next Session. One of the counterfeit Mexican dollars was afterwards chopped in two, and the metal was found to bear a very close resemblance to silver.

A few days since Mr. Lim Seng Chye, a Chinese trader residing, in Kling-street, on awaking discovered his iron money chest standing open, and knowing that he had locked it the previous night, made immediate examination. He found it had been opened by means of its proper key, which he kept in an almeirah close by, and calling his servants, found that a young Hokien, some twenty years old, who had only been some three weeks in his employ, as a clerk, was missing. There had been taken from the box five $100 notes, one $20, two $10, and ten $5 notes, and some $30 in old coin; some watches and jewelry kept in the box were left untouched. None of the doors were open, but there were marks of feet on the window sill, from which it was evident the thief had escaped by jumping out of the window. The numbers of the notes will be ascertained, and may afford a clue to the detection of the thief.

Lieutenant-General de Raasloff, accompanied by his military secretary and aide-de-camp, arrived here in the Messageries Maritimes steamer. The Governor sent a carriage to meet the General, who, accompanied by his staff, drove to Government House, where they will stay until the departure of the mail for

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Hong Kong. General de Raasloff is proceeding to China as Envoy Extraordinary and Minister Plenipotentiary for Denmark, and is entrusted with a special mission. Mrs. Seward, wife of the United States Consul-General at Shanghai, arrived by the same steamer, and is also partaking of the hospitality of Government House.

The *Sarawak Gazette* has the following items :—

The Sarawak steamer *Royalist*, Capt. Kirk, arrived from Brunei and Labuan on Oct. 22. Passengers, his Lordship the Bishop of the diocese, the Hon. J. B. Cruickshank, the Resident of Sadong, the Resident of Muka, the Datu Bandar of Kuching, Mr. W. Sinclair, Haji Usop of Sibu and the Malay writer. The steamer left for Singapore on the 26th ult. Passenger, Mr. R. B. Goodenough.

A Correspondent writes :—Two years have passed since my last visit to Labuan, and I did not expect to find much change, as events in this part of the world do not move on at railroad speed ; still I must say in some things Labuan has been much improved. The new coal wharf, a thoroughly well built and substantial work, reflects great credit on the gentleman who planned it, and who superintended the building. Steamers now can come alongside at any tide, and be loaded in a few hours ; a good stock of coal was on the beach but not covered in, a squall having carried away the sheds. Government house was looking its best, the grounds being in capital order, showing a great contrast to what it appeared a few years ago ; the roads and bridges were in fair order, and very substantial stone drains were being made near the prison.

Commercial Report.

(For dates see first page.)

IMPORTS.

Yokohama.—Rather less demand had been apparent for most goods. In Cotton Yarn medium qualities were difficult of sale, but best spinnings of Nos. 28 to 32 commanded higher rates. Shirtings were without much animation, and for T-Cloths there was less inquiry. The stock of Cotton Sateens was exhausted, and rates were firmer, but Velvets were hardly so easily saleable. In Woollens, an improvement in Crape Mousselines and Blankets and more inquiry for Black Presidents were the only changes to note. The market for Metals had been extremely quiet during the fortnight, and no transactions in Nail rods were reported. In Bar Iron a few sales had been made of sizes that dealers just happened to want.

Shanghai.—The expectations engendered by the activity prevalent during the fortnight terminating on 21st Oct. had been dispelled, or at least shaken. Before the last English mail had closed almost every evidence of the previous excitement had disappeared, and the quietness then manifest had since reigned supreme. A moderate inquiry had existed for the better classes of 8¼-lbs. Grey Shirtings, for common 7-lbs., for ordinary 64 Reed White Shirtings, and the like grades of 15-lbs. English Drills, as also for Velvets, but the entire business has fallen far short of what it ought to be at the season. In Lead a large speculative business had been done, and under its influence prices had risen considerably. Tls. 6.00 per picul had been touched for L.B. on time, but the dealers get their small requirement supplied to the full at quotations.

Foochow.—Sales are reported of 500 pieces 8¼lb. Grey Shirtings at $2.72½ per piece, and 500 pieces 7lb. Mexican T-Cloths at $2.12½ per piece. Lead was quoted $8.25 per picul.

Manila.—Plain staples had been freely offered by importers, and the tendency of the market during the fortnight had been in favour of buyers. Suitable styles of Coloured goods were in fair demand, and prices were somewhat firmer.

Saigon.—Market very dull ; scarcely any business had been effected. Stocks were very large.

Batavia.—Messrs. Houghton and Co. report no change in the import market, the demand for the native New Year having been supplied, so that no change was looked for for some time to come.

EXPORTS.

TEA.

Yokohama.—Settlements continued much on the same scale as last reported, business for the fortnight amounting to 6,000 piculs, the bulk of which comprised the better grades ; prices had been well supported, and the market closed firm. This season's settlements for Yokohama alone amounted to date to the large total of piculs 100,000, or an equivalent of fully 12,000,000 lbs. of fired tea. The P. M. S. China, despatched on the 14th Oct., carried from this port, 313,997 lbs. for New York, 202,074 lbs. for San Francisco, 18,327 lbs. for Boston, and 7,300 lbs. for Montreal. The barque Jessica, loading at Hiogo for New York, would complete her cargo here, and was engaged full. Quotations :—Common, $27 to 29 per picul ; good common, $31 to 34 ; medium, $35 to 38 ; good medium, $39 to 41 ; fine, $43 to 46 ; Finest, $48 to 51 ; Export from 1st May to date ; to New York, 7,795,189 ; San Francisco, 2,325,015 ; Boston, Chicago, &c., 662,567 ; total 10,782,771 lbs.

Shanghai.—There had been a quiet market during the week. There was no change in values to note, but fine Greens were firm. Settlements :—Black, 3,307 chests at Tls. 15 to 22 ; stock, 3,800 chests. Green : Fychow and Moyune, 14,416 half-chests at Tls. 24 to 40 ; Pingsueys, 444 half-chests, at Tls. 23 ; stock, 79,200 half-chests. Export to date, as compared with that of last season (exclusive of lost cargoes) :—

	1874-1875.		1873-1874.
Black	61,152,024 lbs.	against	53,507,970 lbs.
Green	5,496,540 „	„	6,742,979 „
	66,648,564		60,250,949

Foochow.—A large business had been done on this market during the week. A great proportion of the settlements, however, had been made for the Continent. Buying for the colonies had been on a limited scale. Congou : Settlements, 23,900 chests at Tls. 5 to 21, and a small lot of boxes at Tls. 22 to 23. The lower grades had been commanding full rates, but the demand had been chiefly for flavoury kinds, which showed an advance of half a tael. Arrivals, 9,700. Souchong : Settlements, 1,500 chests at Tls. 15 to 25½. Arrivals, nil. Oolong : Settlements, 330 half-chests at Tls. 18 to 27. Stock, 48,470 half-chests. Arrivals, 3,000 half-chests. Scented Teas : Settlements, 2,300 boxes at Tls. 12 to 20, showing no change. Arrivals, 2,300 boxes. Flowery Pekoe : No business reported. Arrivals, nil. Exports to Great Britain, the Continent of Europe, and the Cape of Good Hope, 47,187,190 lbs., against 41,816,263 lbs. at same time last year. To America, 864,675 lbs., against 757,800 lbs. To the Colonies, 10,971,088 lbs., against 11,256,655 lbs. last year.

SILK.

Yokohama.—For some time after date of last report the market was quiet, the high rates attained having apparently checked buyers. Towards the close however one house had taken several hundred bales, ank dealers were demanding another $10 to $20 higher. The purchases of the fortnight were estimated at 1,200 bales, but probably only a portion of them would be settled in time for this mail. Meantime there was very little stock on the market. Settlements since last report, 900 bales. Settlements, from 1st July to date, 4,800 bales ; against corresponding period—season 1873-4, 5,680 bales ; ditto, 1872-3, 7,140 bales ; ditto, 1871-2, 6,340 bales ; stock, 300 bales. Silkworms' Eggs : Total arrivals at this port, since the beginning of the season, were 1,550,000 cards, and there was a stock of about 150,000 in Yedo. The native dealers had publicly destroyed by fire nearly 500,000 cards, and intended burning more. After an interruption of ten days, business was resumed, when holders were found to be willing sellers at from $0.40 to $0.60 for annual green and white ; so far the wilful destruction of stock had not produced much effect on prices. Total settlements were estimated at 600,000 cards, against 700,000 last year at the same date.

Shanghai.—The receipt of telegrams advising a quieter market in London, and the firmness evinced by Chinese to hold their silks for full rates had checked business, and settlements since departure of English mail had not exceeded 1,000 bales (inclusive of 300 bales, chiefly re-reels, purchased for America), making total settlements to date, 52,500 bales. The settlements consisted of the common kinds of Tsatlees at Tls. 270 to 310 per picul ; Hangchow Tsatlees Tls. 250 to 295 per picul ; coarse Taysaams, Tls. 230 to 250 per picul ; Sewings (Long Reel Taysaams), Tls. 230 to 280 per picul, and inferior Laeyangs (Skeins) at Tls. 215 to 225 per picul. It is reported that Blue Elephants had been settled at Tls. 347½ per picul, Beautiful Woman, No. 2, at Tls. 360 per picul, and Pagoda, No. 2, at Tls. 357½ per picul ; the latter, however, is said to have been rejected on inspection. At the close of the mail Chinese were eager to sell, but refused to accept the decline in quotations that the excessive export, increased stock, and inferiority of the Silk warranted. The unsold stock also is about 12,000 bales. The *North China Herald* says :—The excessive export direct to the Continent, and the pernicious sales to arrive, can have but one result—depressing the London market ; and purchasers here would have done well to have more carefully considered these very important points ere paying the late excessive prices, which can only result in a serious loss. The fictitious profits supposed to have been made on sales to arrive have yet to be secured, and it remains to be seen whether these shipments, arriving in all probability on a dull market, are accepted on Shanghai classification. Experience of previous years, taken on the whole, gives little hope of satisfaction to the seller.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2¼d.	4s. 2⅛d.
Shanghai „	5s. 9½d.	5s. 9½d.	5s. 9⅝d.
Canton „ ... } Hong Kong „ ... } Macao „ ... }	4s. 2¼d.	4s. 2⅜d.	4s. 2⅜d. to 4s. 2½d.
Singapore „	4s. 2⅜d.	4s. 3d.	4s. 3⅛d.
Manila „	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0⅜d.	

MISCELLANEOUS.

	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	223
„ Hong Kong	27½ to 27⅝ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	„ 74.8.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 premium.
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2⅜d., at Batavia F.11.70, at Manila 4s. 0⅛d., at Singapore, 4s. 2⅜d.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Oct. 28, 1874	68951070	46188085	552232	14310567	130301954	28524
From June 1, 1873, to Oct. 28, 1873	62314487	37738860	111726	12747737	112813810	30715

TO THE CONTINENT.

		Bales.
From June 1, 1874, to Oct 28, 1874	4590891	25871
Do. do. 1873, to Oct. 28, 1873	6955198	13615

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Oct. 28, 1874	28423785	2423
Do. do. 1873, to Oct. 28, 1873	17961748	3387

TO AUSTRALIA.

From June 1, 1874, to Oct. 28, 1874	12,893,697
Do. do. 1873, to Oct. 28, 1873	11,876,038

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,80?	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,340,300	50,181	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1873	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	131,273,590	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—For London, Oct. 16, Cawdor Castle (str.).

At SHANGHAI.—From London, Oct. 23, Braemar Castle (str.); 28, Glenfalloch (str.); from London, &c., Dec. 5, Inverness, Formosa; 7, Northampton; 8, Omba; 12, Crocus (str.)

At HONG KONG and CANTON.—From England, Nov. 4, H.M.S. Victor Emanuel.

At MANILA.—From Newcastle, Oct. 19, Sorsogon (str.); from Liverpool, 28, Aurrera (str.); from Cadiz, 20, Pepita.

At SINGAPORE.—From Liverpool, Nov. 7, Deucalion (str.); from Newcastle, Joseph Haydn; from Cardiff, 8, Asterhope; 19, Galatea (str.); from Birkenhead, 10, Cutwater; from London, &c., Dec. 3, Ironsides; 8, Menelaus (str.).

At PENANG.—From Liverpool, &c., Dec. 10, Ajax, Banca.

DEPARTURES.

From SHANGHAI.—For London, Oct. 21, Halloween; 24, Hong Kong (str.); for New York, 21, Wemyss Castle.

From FOOCHOW.—For London, Oct. 30, Hong Kong (str.).

From MANILA.—For Liverpool, via Cebu, 23, Durham; for New York, 18, Fearless.

FREIGHTS AND CHARTERS.

Telegrams from China report rates nominal at 70s. Vessels are leaving the China ports in ballast to load at Singapore, there being no teas offering.

NOTICES TO MARINERS.

Japan—Nipon, South Coast.—Sunken Rock off Oo-sima.—The following information has been received from Captain St. John, R.N., commanding H.M.'s surveying vessel Sylvia, relative to the Kami-Seh rock, lying off Oo-sima, south coast of Nipon, and heretofore reported as having 4½ fathoms on it, viz.: The rock lies N.E. ¼ E. distant 1 9-10 miles from Oo-sima lighthouse, and has 16 feet on it at low-water springs, with 17 and 19 fathoms close to. Note: Itsimo-sima just touching Omi-saki rock, bearing W. ⅛ N., leads well south of the Kami-Seh rock.

China, East Coast—River Han.—Sunken Rock in Port of Swatow.—Information has been received from Vice-Admiral Sir Charles Shadwell of the existence of a sunken rock lying off Kakchio, port of Swatow, and recently been examined by Commander Cameron, H.M.S. Hornet. This rock (Madras rock) has eight feet water on it at low water springs, and lies with—Bottefurh rock bearing E. by N.; English Consulate flag-staff, S.E. by E. ⅛ E.; extreme of Western Pier, S.E. by S., distant 1⅛ cables.—Hydrographic-office, Admiralty, 1874.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, DEC. 9.—The Messageries Maritimes Company's steamer Iraouaddy, with the inward French mails, from China and Japan, arrived here to-day at 1 A.M. She brings 112 passengers and a general cargo, including 1,104 bales of silk, 33,350 packages of tea, and 748 packages of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 22nd of December.

NEXT INWARD MAIL.—SUEZ, DEC. 12.—The P. and O. Company's steamer Australia arrived here at 1 P.M. yesterday, and the Teheran at 9 A.M. to-day, from Calcutta and Bombay respectively, with the homeward India, China, and Australian mail.—ALEXANDRIA, DEC. 13.—The P. and O. Company's steamer Malta, with the homeward India, China, and Australian mail, left at 10 A.M. for Brindisi, where she may be expected on the 16th inst.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, DEC. 8.—The P. and O. Company's steamer Mirzapore (from Southampton 3rd inst.), arrived at 7.0 and left at 11.0 A.M. for Port Said. Experienced fine weather. All well.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 10, at Liverpool, from Rangoon, Mandalay (str.); 11, at London, from Colombo, &c., Burmese (str.); 13, from Foochow, Forward Ho; 10, off Dungeness, from Batavia, Rotterdam; 11, Koning der Nederlanden (str.); at Falmouth, from Bassein, Hannibal; at New York, from Ilo Ilo, Helena.

DEPARTURES.—From Cronstadt, for River Amoor, Nicoline; Dec. 10, from Cardiff, for Singapore, Glencora; for Batavia, Sapphire; for Yokohama, Thornaby (str.), Victoria; 8, from Maasluis, for Java, Harrington (str.); Nov. 9, from Portland O., for Hong Kong, Elizabeth Dougall; 26, from New York, for Yokohama, Jas. Conoile; Dec. 11, from London, for Penang, Singapore and China, Ben Ledi (str.); for Chefoo, Tientsin, and Newchwang, Ousuri; Nov. 27, from Boston, for Batavia, W. Pendleton; Dec. 13, from Falmouth, for Batavia, Robertus Hendrikus (after repairing); 12, from London, for Colombo, &c., Colombo (str.).

STEAMER PASSED THE SUEZ CANAL.—Previous to Dec. 10, Fleurs Castle (str.), from London, to Singapore and China.

SPOKEN.—Stranger, for Batavia, Oct. 14, 40 N., 13 W.; W. Fermeza, from Singapore, Sept. 11, 29 S., 4 E.; Sophia, Cardiff to Galle, Oct. 27.; Tennessee, Java to Rotterdam, Sept. 21, off the Cape; Waterloo, Batavia to Amsterdam, Oct. 31, 29 S., 59 E.; California, Cardiff to Galle, Oct. 19, 39 S., 27 E.'; Mystic Belle, New York to Java, Oct. 23, 40 S., 21 E.; Alhambra, Manila to New York, Oct. 11, 28 S. 58 E.; Monarch, Cardiff to Galle, Sept. 10, 24 S., 35 W.; 7408, (Maryat's code), showing No. 3 under P., Amsterdam to Batavia, Nov. 2, 5. N., 24 W.

CASUALTIES.—Portsmouth, Dec. 10.—The State of Virginia (str.), Moodie, from London, to Singapore and China, has put into Spithead, with condensing pipes out of order. Batavia, Dec. 10.—The Radama, from Hong Kong, to Callao, has put in here leaky, having been ashore in Gaspar Straits. Foochow, Oct. 27.—The Atalanta (str.), Petersen, of Hamburg, Hong Kong, to Shanghai, was towed in here yesterday, with damage to machinery. The whole of the damage will be repaired while the vessel lies afloat; she will not have to discharge. Shanghai Oct. 29.—The Lulu, Spencer, which arrived, 25, from Keelung, had encountered a typhoon, during which she lost foretopmast and had sails blown away and split. The Braemar Castle (str.), Marshall, arrived here from London, grounded on the south bank inside the bar, 25, but floated off next day; ten lighters were sent down from this port to her while aground, but only two were made use of. We learn by telegram from Hong Kong that the steamer Mongol, belonging to the London, China, and New York Steamship Company, went down off the Nine Pin, fifteen hands lost; she left Hong Kong on the 11th inst. for Yokohama. The Burmese (str.), jettisoned 287 casks and barrels coffee and ten or twelve tons coir. The Glenisla, Watts, London to Penang, lost an anchor and sixty fathoms chain in the Downs during the gale Dec. 10; they are being replaced. Advices from Mauritius, Nov. 13, report that the Prinses Amalie, Timmermann, from Amsterdam to Batavia, put in there Oct. 7, with damage, has been trimmed by the stern to repair the leak in her bow—cargo uninjured.—Rotterdam, Dec. 11.—A telegram from the master of the Maasluis, arrived at Atchin from Newcastle, states that the coals heated very much on the voyage; and that a portion of them had to be thrown overboard. Plymouth, Dec. 13.—The Min (str.), from London to Yokohama, &c., arrived here, had cabin flooded, and received other damage. The outward P. and O. steamer Lombardy, from Southampton, with the heavy Bombay mails, had to put into Plymouth on 10th, through stress of weather, and has returned to Southampton to repair damages.

MISCELLANEOUS.—At Port Said, Dec. 10, Prinses Amalia (str.), from Texel, to Batavia; at Mauritius, Oct. 20, Sea Ripple, Wash, from Singapore; Octoire, Butal, and sailed 16 for Anjer; Iside, Ferreto, G. A. Wurren, Ellis, and sailed 21 for Batavia; Adeline, Cox, and sailed 22 for Colombo; Pandita, Courtois, Alfred Gronow, and sailed Nov. 2, for Galle; Meridien, Bernard, and sailed 6 for Galle; Lord of the Isles, Petrie, and sailed 12 for Anjer; Silver Stream, Webber, and sailed 13 for Java; Ophie, Custer, and sailed 13 for Anjer; Liguria (str.), Gandolfo, from Java, and sailed Oct. 31 for Falmouth, after repairing. At Reunion, Chateaubriand, Herbert, and sailed Nov. 6 for Saigon. At Port Said, Dec. 11, Cheops (str.), Duke of Lancaster (str.), from London to Colombo, &c.

THE *City of Tokio* is again back at New York, having performed a satisfactory trip to Aspinwall. The steaming time was less than eight days each way.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOYES—On the 4th Dec., at Plymouth, the wife of Lieut. George Boyes, R.N., of a son.

ELERS—On the 5th Dec., at Holland-road, Kensington, the wife of C. G. Elers, of a son.

GRIGSBY—On the 14th Oct., at 2, Kaga Jashiki, Yedo, Japan, the wife of W. E. Grigsby, of a son.

KIDDLE—On the 5th Dec., at Dacre Hill, Rock Ferry, Cheshire, the wife of John Kiddle, R.N., of a daughter.

LUCE—On the 29th Nov., at Burton-hill, Malmesbury, the wife of William Hollis Luce, of a daughter.

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MARRIAGES.

HUTCHISON—ADAMS. - On the 10th Dec., at 10, Nelson-street, Edinburgh, by the Rev. Maxwell Nicholson, D.D., minister of St. Stephen's, Alfred Hutchison, of Canton, to Mary Jane, only daughter of the late Kenneth McKenzie Adams, M.D., H.E.I.C.S.

MAITLAND—M'LAREN.—On the 2nd Dec., at Aberdeen, Rev. A. G. Maitland, F.R.G.S., pastor of the Church in the Grove, Sydenham, to Jessie E., daughter of the late John M'Laren.

VICKERS—BAINBRIDGE.—On the 9th Dec., at Newburn, Northumberland, James M. Vickers, of Shanghai, to Annie E., daughter of E. M. Bainbridge, of Dissington Hall.

WOODRUFFE—HAMILTON.—On the 3rd Dec., at Lynsted Church, by the Rev. Harris J. Bigg Wither, rector of Worting, Hants, Charles Sheldon Pearce Woodruffe, Commander R.N., to Mary Grace, fourth daughter of the Rev. John Hamilton, vicar of Lynsted, Kent.

DEATHS.

WHITE—On the 7th Dec., at Brighton, the wife of Alderman Sir Thos. White, aged 53.

Naval and Military.

Mr. Prynn, acting foreman at Chatham Dockyard, has been selected to proceed to Hong Kong as foreman in charge of that yard. There were volunteers from all the yards for the appointment. The salary is £450 a-year, and the appointment is a new one.

Colonel R. H. Bolton, Madras Staff Corps, Deputy Assistant Quartermaster-General, has been appointed an Assistant Quartermaster-General of the Madras Army, vice Lieutenant-Colonel F. Dawson, and is succeeded as Deputy Assistant Quartermaster-General by Major N. Swanston, Madras Staff Corps. Major Swanston commanded K Company Sappers and Miners in the North China Expedition in 1860, and was present at the actions of Sinho and Tangku, the capture of the Taku Forts, and at Peking from October 6 to 26 (medal with two clasps).

The officers and ship's company of H.M.S. Cadmus, recently paid off at Devonport, have solicited permission from the Admiralty to be allowed to place a tablet in the dockyard chapel at that port, as a memorial of esteem for their shipmates who died during the ship's commission in China. It will be remembered that the officers and ship's company of the Hart received permission from their lordships to erect a similar memento of kindly feeling and respect.

We have to announce the death of Staff-Surgeon W. T. Wilson, late of H.M.S. Iron Duke. This officer was at the Admiralty last week, apparently in the enjoyment of excellent health, applying for employment, and died within a few days afterwards of a sudden and painful attack of illness, brought on by the severity of the weather, which has been very trying to old Indians.

Captain Alexander Buller (1869) is appointed to the command of the Modeste on the China Station. Capt. Thomson, now of the Modeste, is transferred to the Challenger, in the place of Capt. Nares, who is ordered home to take command of the new Polar Expedition.

Her Majesty's ship Lapwing, Commander Sir W. Wiseman, Bart., on her way to join the China command, was at Suez on the 16th ult., and was to leave the same day for her station.

Legal.

COURT OF EXCHEQUER.

BROWN V. HOLT.

This was an action brought to recover compensation in damages for severe personal injuries the plaintiff received when a consular passenger from Hong Kong to England on board the defendant's ship *Priam*. The plaintiff had to sleep in the fore-hatch with two other seamen, who were also consular passengers. When in the tropics a section of the hatch was rigged up in order that more air might find its way down the fore-hatch, and the plaintiff alleged that the defendant's seamen in lowering a jib did it so negligently that the block struck the erection and sent the section edgeways down the fore-hatch upon his head, fracturing his skull and otherwise severely injuring him. The defence in substance was, first, that the erection had been put up contrary to the captain's orders; secondly, that the fore-hatch was a fit and proper place for the plaintiff to sleep in within the 212th section of the Merchant Shipping Act, 1868; and, thirdly, that the plaintiff had been guilty of contributory negligence. This was the second trial. On the first occasion the action was tried in February last, when a special jury returned a verdict for the plaintiff with about £250 damages, leave having been then given to the defendants' counsel to move for a new trial. The result was the setting aside of that verdict and the present renewal of these proceedings.

The jury after an absence of about one hour returned a verdict for the plaintiff—damages, £475. The counsel for the defendant tendered a bill of exceptions to the learned judge's summing up.

UNITED STATES.

The Pacific Mail Steamship Company has begun an action against the Union Pacific Railroad Company. The two companies made a stipulation that one should not adopt a rate of freight below the other, and that the Union Pacific should send so much freight a month over the Pacific Mail, whose ships were to be in readiness to take it. The Pacific Mail allege that they have abided by their agreement, but that the Union Pacific has failed to fulfil its part of the contract. There was a clause providing that each should be entitled to dissolve the contract on thirty days' notice. The Pacific Mail gave the notice, and the Union Pacific refused to come to an accounting, although it is alleged they were debtors to the former company; hence the suit.

An official notification states that in accordance with a notice received from the Post Office Department of Great Britain the postage on newspapers mailed in the United States and addressed for transmission *via* Southampton to the East Indies, Hong Kong, China, Japan, Ceylon, the Straits Settlements, and Labuan, has been reduced from six to four cents for each newspaper, if not exceeding four ounces in weight, a further rate of four cents being chargeable for every additional four ounces or fraction of four ounces.

THE CONSULAR REPORTS ON THE TRADE OF CHINA.

A Blue-book has been issued from the Foreign-office, containing the reports from Her Majesty's Consuls at Tientsin, Chefoo, Newchwang, Hankow, Kiukiang, Ningpo, Foochow, Amoy, Swatow, and Canton on the trade of those ports during the year 1873. Shanghai and Chinkiang are not given. The following is a summary of the reports:—

TIENTSIN.

Mr. Consul Mongan estimates the total value of the trade in imports, exports, and re-exports at Tls. 21,868,135, equal to about £6,560,440 10s. The imports of foreign origin are returned of the value of Tls. 8,885,021, while the net value of the trade of the port, ascertained by deducting the re-exports, is set down at Tls. 17,203,533. The total for 1872 was Tls. 16,999,448; the figures for 1873 therefore show an increase of Tls. 204,105, or £61,231 10s. The increased value of the imports last year are to be placed to the credit of the native goods and produce, while the foreign imports on the other hand fell from Tls. 10,444,756 in 1872 to Tls. 9,768,679; this decrease in value having been caused chiefly by a greatly diminished importation of T-cloths. Referring to this diminution Mr. Mongan writes:—

The chief cause of the falling off in T-cloths in 1873 was, most probably, an excessive importation of this staple in 1871 and 1872, it having been imported last year more largely even than grey shirtings. In other respects the figures given in the above table indicate a healthy condition of the piece goods trade. But, if goods that are sold by weight continue to be over-sized by the manufacturers in England for the purpose of increasing that weight, disastrous results to our import trade with China may be anticipated at no distant date, and already, indeed, Chinese merchants are deterred from entering the market in consequence of this fraudulent practice. A correspondent of the *North China Herald*, for instance, writing lately from Peking, of Manchester goods at the capital, says:—"The storekeepers here are afraid of buying the trash which rots in their shops. In a short time there will be no sale here at all for British cottons. The hotel-keeper showed me sheets of washed grey shirtings which he said had lost half weight, and they certainly were most miserable flimsy rags, which tore at a pull." The values of the woollen and miscellaneous imports in 1873, taken together, are in advance of the corresponding values in 1872, and the woollen goods especially show a decided upward tendency. Of these the fabrics most in demand were lustres and Orleans, then lastings, Spanish stripes, and camlets.

The year 1873 was a bad one for the importers of opium, though the value of the actual quantity of drug imported exceeded that of the previous year. Prices were, on the whole, unfavourable, and when the last steamer left in December, the estimated stock of Malwa on hand was 1,300 chests, whilst only 13 chests of Persian had found buyers (at about 300 taels per chest of 100 catties) out of the small quantity of 37 chests imported during the year, the drug being of very inferior quality. The quantity of Bengal opium (Patna and Benares) brought annually to the Tientsin market is comparatively small. Its net value last year was only 93,111 taels, whilst that of Malwa was 2,197,485 taels. Patna sold throughout the year at an average of 453 taels, and Benares at one of 446 taels per chest of 120 catties, indicating the small demand which existed for both these kinds of opium.

Less treasure was imported, but a good deal more was exported, in 1873 than in 1872. The number of British subjects and other foreign residents at Tientsin and Taku was 151.

CHEFOO.

Mr. Acting Consul Cooper's report gives the total estimated value of merchandise exported in foreign vessels in 1873 at £681,612. The re-exports amount to £93,880, making a total movement of merchandise to the amount of over £2,450,000. Treasure to the amount of £813,742 was likewise exported. He remarks the features of foreign trade during the year 1873 have varied but little compared with the three previous years. A falling off in foreign imports is discernible, and is attributable to the following causes: the plentiful harvest in this, the mountainous half of Shantung, which in ordinary years does not produce sufficient cereals for the support of its inhabitants, has hindered the arrival of the usual grain junks, of whose return cargo foreign imports formed a considerable item; and, secondly, the increased cost of foreign goods shown chiefly in the items of coarse cottons and bar iron, which a very small increase of price induces the natives to manufacture in such quantities as to prevent the sale of the imported articles. Nail rod continues to do well, 3.75 taels (about 22s.) being obtainable for the best marks. It is much used for shoeing beasts of burden, and no native iron of an equal quality can compete with it in price. The heavy deductions that have still to be made on many sales of shirtings and other Manchester goods on account of damage arising from mildew affect injuriously their import. Over 6,000 tons of coal have been imported during the year.

Mr. Cooper says:—

With the exception of coal and iron, the mineral resources of the province are still untouched. The authorities and people both seem well aware of the hidden wealth of their hills. The lower orders at

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times complain that they have to starve while, if a mine were allowed to be opened, a demand for labour would at once arise, and food become easily attainable. The governing class may be tempted to obtain funds to enable them to establish an arsenal by taking off the interdict, but the thought that by so doing they will accelerate an influx of foreigners among them is more than sufficient to overcome their inclination, so universal is the belief and so convinced are they that all revolution of the existing state of things or material progress will bring on them endless trouble and disaster.

NEWCHWANG.

Mr. Acting Consul Harvey reports that although the total trade of the port is less than it was in 1872, the net value of foreign goods imported exceeds that of the previous year by the sum of 141,161 taels. It is also to be noted that the ground gained in 1872 on the general trade has not been entirely lost, as the total value of the trade for 1873 is 629,351 taels above that of 1871. Such being the case, there need be no discouragement in the fact that last year shows a decrease of 598,284 taels, as compared with 1872. The decrease is solely in the amount of Chinese produce imported or exported in foreign vessels, which only affects British interests by slightly reducing the amount of the carrying trade, whilst an increase has taken place in that factor of the trade—the importation of foreign goods—which alone directly concerns Imperial interests, or is of other than purely local importance. In imports there is an increase of nearly 300 piculs of opium, and a marked increase in all cotton piece goods except T-cloths. The enormous importation of this latter article in 1872—out of all proportion to previous arrivals—produced the impression that the market must be overstocked, and caution was exercised accordingly. It was found, however, that the demand was sufficient to carry off the whole of the new stock, and that a much larger quantity could have been disposed of if to hand. Other cotton goods show an increase of over 50,000 pieces compared with 1872, that in drills being the most remarkable. In consequence of the adulteration now practised of the materials with which cottons are made up at home, it is right to note in this place that foreign sellers are often compelled to make allowance on the price contracted for, and that buyers are much more suspicious than they used to be.

Upon the subject of coal Mr. Harvey remarks :—

It is to be regretted that the export duty on native coal, evidently meant to be prohibitive, should be so high as 0·672 taels per ton, against 0·050 taels per ton on the import of foreign coal. This difference is just sufficient to prevent its entering into competition with Japanese and Australian coal in the southern market. I am glad, however, to say that the attention of the Chinese has been more or less directed to this coal district, and that the Governor-General of Chihli sent two men to Penhsihu on a special mission to examine and report. An effort was also made by an enterprising native to improve the process of working these mines, and for this purpose he invested 1,200 taels in a foreign pumping apparatus. Unfortunately, however, it has proved a failure, as the stream of water thrown out was so small that the old system of removing the water by coolie labour was found to be more expeditious and less expensive.

HANKOW.

From the tables appended to the report of Mr. Consul Hughes it appears that the total value of the foreign produce imported was Tls. 10,631,403. There is no remarkable feature in connection with the export trade. With reference to opium Mr. Hughes writes :—

The increase in the import of opium is not, it is said, an evidence of increased consumption. The import of opium into Hankow, though greater than that of 1872, is less than that of former years, and is said to have received an impetus owing to the greater strictness of the officials of Canton, from which province considerable quantities of smuggled opium had been in former years sent to the mart of Seang Tan in Hoonan. But little opium reached Seang Tan direct from Canton during the past year, and the demand had to be supplied from Hankow. On the other hand, it is a fact that there is a diminution in the quantity of native opium reported for the le-kim duty, and this circumstance would at first sight appear sufficient to account for the increase in the import of the foreign article. But the statistics on the subject are likely to mislead. Probably only a small proportion of the native opium which passes this place is reported to the authorities, while every pound of foreign opium is duly recorded.

With regard to the shipping Mr. Hughes says :—

The trade on the river, so far as it is carried on under foreign flags has for several years past been chiefly conducted by the Shanghai Steam Navigation Company, whose vessels, sailing under the American flag, and built after the model of American river steamers, have hitherto proved to be far more suitable than any other class of vessels. During the year 1873 the first serious effort was made by a British company to contend against this supremacy. For this purpose two vessels, which had been already plying on the river, were purchased, and four were ordered to be built in England, two of which arrived during the year. A brisk competition resulted in the reduction of freights to almost nominal rates, but after heavy losses the two companies have since agreed upon uniform rates of freights and passage. One consequence of the steamer competition was that steamers not belonging to the rival companies had to withdraw from the river. The small sailing-vessels known as "lorchas" had also difficulty in finding remunerative employment. The number of such vessels cleared under the British flag from Hankow amounted to 41 in 1874, against 59 in 1872, and 90 in 1871.

KIUKIANG.

Mr. Vice-Consul King reports that the trade again shows improvement. The total of the net trade of the last three years is as follows: — 1871, Tls. 9,800,699, or £3,062,718 ; 1872, Tls. 11,270,026, or £3,756,675 ; and 1873, Tls. 12,113,415, or £4,037,805.

Upon the subject of opium we find the following remarks :—

The increase in the importation of opium is part of a general one in the trade throughout China, for I learn that shipments from India are larger than ever in spite of the increased native production. At this port the importation of Malwa opium for the last seven years from 1867 has been, piculs 2,202, 1,923, 1,905, 2,110, 2,063, 1,934, and this year 2,366. In the province of Szechuen, which I visited in the autumn, the cultivation of the poppy appeared to be general, and the consumption of opium almost universal. There it is an article of consumption rather than of trade, and the Government derives no revenue from it. From time to time the officials fulminate more or less severe orders against the cultivation and sale, but, from all I could learn, no prohibitive measures are put in practice.

Remarking upon the operations of tariffs Mr. King says :—

During the last four years the whole trade of the port has increased gradually from £3,142,228 to £4,037,805. The people are richer, the inclination to trade is great, demand is steady, and prices are such as to admit of business, but the determined opposition of the Governor of the Province to the transit system, both as regards imports and exports, is so great that trade is restricted in some articles and destroyed in others. Although, as I stated last year, the Chinese Government theoretically and ostensibly allows natives to take goods of foreign origin into the interior under transit pass, yet, owing to this actual and covert opposition, not one single pass has been applied for by them this year for merchandise calculated by weight, so impressive was the lesson read them by the confiscation case of 1872, when a large cargo of lead was condemned by a manipulation of false weights at a war-tax barrier.

It is almost unnecessary to point out how this militates against the welfare of the port and of the province. The import business being small, few foreigners reside here, and from this fewness of merchants there is no market for native produce, which has to go elsewhere for sale, and so one cause has reacted on the other till it is now almost forgotten what a thriving port Kewkiang once was. The state of trade here now shows undoubted signs of improvement, or rather capability and desire for improvement after years of steady decline ; and I look upon the present as a critical time when the trade may, if fostered by Government, and pushed by enterprise, resume its former state ; but, if abandoned, as it now is, to the deadening effects of provincial repression, and by those who formerly caused its success, it will soon become confirmed as a mere port of call for steamers.

NINGPO.

Mr. Consul Alabaster reports a falling off in the value of the trade for the year 1873 of over 2,000,000 taels, or roughly £600,000, although by the common report the year is to be considered an averagely prosperous one, in contradistinction to the preceding one, in which the returns showed an advance of nearly 3,000,000 taels, or £1,000,000 on 1871.

The chief increase in foreign imports is that noticeable in opium, which has increased from 5,000 chests in 1870 to over 7,500 in 1873, paying the Chinese Government over 220,000 taels in duties. In opium, and in the carrying trade nearly alone, foreigners can, under present conditions, compete with the native merchants ; and though the raft which tides the community over its time of difficulty may have rottenness in it, there is no possibility of safely abandoning it for the moment. The other chief foreign imports are cotton piece goods, of which 751,469 pieces, valued at £460,000, were imported, showing an increase on that of 1872 of 80,000 pieces.

Referring to the exports Mr. Alabaster says :—

In the export trade the resident foreigners have little share, the neighbouring market of Shanghai, with its banking and other facilities, attracting the teamen thither ; while in the cotton, drugs, and wine exported to the coast ports and Straits' markets, the foreigner has little chance of competing with the native merchants ; nor do I see any possibility of this being otherwise, as the Chinese must necessarily be at an advantage in dealing with their own countrymen, in their own produce, over foreigners ; and neither the wine nor the cotton, nor the oilseeds, nor the drugs, which the country produces in great abundance, are likely to form matter for direct export to foreign countries.

In the returns the staple of the Ningpo trade, green tea, shows a large falling off, consequent on the disastrous year of 1872, in which the supply had been expanded far beyond the limits of demand. Rendered cautious by their losses, the native tea speculators confined their operations, at the commencement of the season, to the narrowest limits ; very fortunate for themselves, as although the American market somewhat recovered itself during the year, the demand in England was most injuriously affected by the raid made by the analysts against so-called adulterated teas.

The following refers to the shipping trade :—

Tonnage shows an increase, but this is owing nearly entirely to the competition between the old established Shanghai Steam Navigation Company, whose vessels run under the American flag, and a newly started native company, whose boats fly the Chinese flag ; and although the passenger traffic temporarily increased numerically with the low rates charged by the new company, the year has been unfavourable to shipowning interests. In other branches of trade the Hong Kong steamers still call in here about once in three weeks on their way to Shanghai, the opium consumption affording them sufficient freight to make the deviation from the direct route profitable ; but although the majority of these vessels at present fly the British flag, they are getting entirely into the hands of Germans and Americans, with the gradually growing, and more or less well-founded opinion, that English vessels are, in China, subjected to more troublesome regulations, and receive less efficient support, than those of other nations. It will not be long before our shipping fees show a still further diminution.

(To be continued).

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LONDON: MONDAY, DEC. 14, 1874.

THE CHINESE COOLIE TRAFFIC AND THE ABORIGINES' PROTECTION SOCIETY.

AT their meeting on the 1st inst., report of which we published in our last issue, this society emphatically maintained that the protection of the aboriginal and other native populations which acknowledge the authority or are subject to the influence of Great Britain is a duty imperatively binding on the British Government. The responsibility thrown upon this country by the tenor of this resolution is a serious one, but it is one which we have never shown ourselves slow to accept, and we doubt not that Her MAJESTY'S Government will, in course of time, effect the objects advocated at this meeting, both in our own possessions and in those other countries where we may further the cause of humanity by means of good advice and judicious counsels. The cause of the Chinese coolie has certainly not been neglected by English people, and it is entirely owing to their exertions that the nefarious trade of Macao has been prohibited, and, we hope we may soon be able to say, entirely stamped out. Our aid is now further invoked on behalf of the so-called "indentured labourers" in Cuba and Peru, who, it is said, are to all intents and purposes treated as slaves. The Chinese immigrants, too, in California, though there is no pretext for saying that they are slaves or even indentured labourers, are undoubtedly treated in a disgracefully unfair manner, but perhaps they may derive some crumbs of comfort from the passage in which President GRANT, in his Message read to the United States Congress on December 7, alludes to them, though we are inclined to fear that the legislation which he invites will not be of a favourable nature. Probably the most interesting speech at the meeting of the Aborigines' Protection Society was that of Mr. NG ACHOY, of Hong Kong. He put the matter plainly and openly, stating that the coolie trade in China, with very few exceptions, is nothing less than a disguised slave trade, and, in fact, really worse than that, owing to its being carried on under false colours. He gave those concerned in the suppression of the Macao coolie trade all credit for their humane exertions, but though the business has been stopped, he thinks, and wisely, too, that it would be well to keep a vigilant watch over Macao. He next calls attention to the condition of "the coolies in Cuba and Peru, "where they are treated with great cruelty and unparal- "leled inhumanity," and of whom he says that "the convicts in England are in a better situation than they are." It is certainly high time that something was done to impress upon these two importers of Chinese labour the duties of humanity, and the obligations of civilisation. The remainder of his speech Mr. NG ACHOY devoted to the hardships and disabilities of the Chinese emigrant to California. On his arrival he is obliged to pay a capitation tax before he can land; he is denied all civil rights; he has no vote; and, worst of all, his evidence is not received in a court of justice. "Therefore," says the speaker, "if "a man murders a Chinaman in San Francisco, in open "daylight, in the presence of, say, one hundred Chinese, "the testimony of all these eye-witnesses will not "be taken, and the murderer will be allowed to es- "cape scot-free." Furthermore, the Chinese in California are subject to all sorts of harassing local laws and regulations. "Supposing the Chinese Government were to im- "pose similar restrictions on the American residents in "China, would they quietly submit to it?" asks Mr. NG ACHOY, "and would the American Government tolerate it?" These pertinent questions require no answer, and it behoves our Transatlantic cousins to reform their ways, or their iniquitous treatment of the Chinese, to whom they owe so much in the Far West, will become a bye-word among civilised nations. Mr. ACHOY'S remarks on this head are not mere reckless assertions, for they are fully borne out by the statements of intelligent and observant travellers with regard to what they have noticed in San Francisco and other parts of California. The objects of the Aborigines' Protection Society are most laudable, and we earnestly hope that their endeavours in the cause of humanity may be crowned with the success which they so well deserve.

SETTLEMENT OF THE FORMOSA DIFFICULTY.

MORE than three months ago, even in the face of apparently adverse telegraphic intelligence, we ventured to give expression to a decided belief that the questions at issue between China and Japan were on the eve of a pacific solution, and that, after all, there would be no outbreak of hostilities between the two countries. As our readers are aware, subsequent events have shown our vaticinations to have been correct. After a vast amount of diplomatic negotiation at Peking and elsewhere, which, originating in a demand on the part of the Japanese for satisfaction for the murder of some shipwrecked mariners by the savage tribes on the Formosan coast, and needlessly aggravated by the foolishly shilly-shallying policy of the Chinese, has been going on more or less continuously since the summer of 1873, and during the progress of which the Japanese, driven in a great measure by the force of circumstances, despatched a small body of troops to Formosa, and having landed with comparatively little opposition, proceeded to take the law into their own hands, and to punish the offending tribes of aborigines, with whom their own so-called rulers were afraid to meddle, the whole difficulty, which ought to have been settled most easily and amicably at the outset, has at length been brought to a termination, by the Japanese agreeing to withdraw their expeditionary force from the island on the payment by the Chinese of a pecuniary indemnity of 500,000 taels, and without their preferring any demand for the annexation of any portion of the territory which they have been holding by right of conquest. We have not, of course, at present had time to receive any detailed information in regard to the precise causes which have led to this settlement of what at one time promised to be a somewhat hopeless and inextricable *imbroglio*, but, as far as we can judge, they would appear to have been of a twofold nature. The Chinese, no doubt, felt that, as we but recently pointed out, they were not sufficiently well prepared to go to war, and that a succession of inevitable defeats at the hands of a power like Japan would for many reasons be most disastrous to them at the present moment; and they were, therefore, probably disposed, after a little beating about the bush, to give in to almost any terms, provided that they could get off without any cession of territory, and with the sovereign rights which they claim over the island of Formosa unimpaired. The Japanese, on the other hand, doubtless found themselves in an awkward position, for, although they might have proved victorious at the commencement of a struggle with their powerful and unwieldy neighbour, they had the good sense to perceive that they could not hope to overcome her in the long run, owing to the manifest superiority of the Chinese in all the material resources necessary for the successful conduct of a protracted war. They had punished the aborigines of Formosa for their cruelty to their fellow-countrymen, and had thus avenged their massacre, and vindicated the honour of their country; but they had begun to find the war an expensive matter in more ways than one, for not only was it a very serious drain on their pecuniary resources, but sickness was already thinning their ranks to an alarming extent, and, as a contemporary states, one steamer which arrived in Japan at the beginning of October alone brought home from Formosa seven hundred invalids, which must be a very large percentage of the whole number of troops

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there. All these reasons combined, we have no doubt, had great weight with the authorities at Yedo, and peaceful counsels began to prevail where but recently so eager a desire for war had pervaded all classes of the population alike. "An important assembly of about fifty of the nobles and ex-daimios," we are told, "convoked at "the instance of the Government, met in deliberation on the 8th October at the Emperor's residence "on the subject of the complications between China "and Japan. The momentous question of peace or "war was debated, and a resolution in favour of peace "was adopted." We cannot, of course, pretend to say whether the conclusions arrived at by this species of Privy Council had had any effect on the course which the negotiations at Peking were taking, or whether indeed OKUBO was informed of them; but, however that may be, they are deserving of notice as indicating the undoubtedly altered condition of public opinion in Japan. We congratulate the Japanese on the results which they have achieved, and which are mainly to be attributed to the confidence inspired in them by their new-born civilisation, although, at the same time, as we remarked on a previous occasion, we think that they did wrong at the outset in invading a portion of the Chinese Empire without a formal declaration of war. With regard to the Chinese, we hope that they will learn wisdom from the lesson which they have received, and that, profiting thereby, they will forthwith proceed to set their house in order, for if they do not, they will assuredly find that much trouble will befal them, both from within and from without, and that, too, at no very distant period.

Since the foregoing was in type we have received a telegram from Hong Kong announcing that the Japanese troops evacuated Formosa on the 3rd Dec.

SOME months since we noticed the appointment of Mr. ANDREW CASSELLS, of the firm of Messrs. PEEL, CASSELLS, and Co., Manchester, to a seat at the India Council. We now learn that a selection of a similar kind will be made to fill the vacancy caused by the death of Mr. ARBUTHNOT. The policy adopted by Lord SALISBURY in this respect is conducive to the welfare of the mercantile interests of India, and will meet with general approval.

WE learn by telegram that the expedition which has been charged with the completion of the survey of Captain SPRYE's land route from Rangoon to Kiang-Hung—to which reference was made in our issue of the 26th Oct.—has started from Rangoon. The expedition is accompanied by Colonel HORACE BROWNE, Dr. ANDERSON, Mr. NEY ELIAS, and also by Mr. MARGARY, who has proceeded from China to join the expedition.

M. DE GEOFROY, the French Minister at Peking, has obtained leave of absence, and the First Secretary, M. le Comte de ROCHECHOUART, will be in charge of the Legation during his absence. We are pleased to note the promotion to Paris of Mr. F. O. ADAMS, formerly Secretary of Legation at Yedo, and at present at Berlin.

SIR RUTHERFORD ALCOCK ON CHINA.

(To the Editor of the *London and China Telegraph*.)

SIR,—The long and interesting article in *Macmillan's Magazine* on the subject of China and Japan, from the pen of Sir Rutherford Alcock, which you reproduced in your paper of Sept. 11, calls for careful consideration, since its prophecies and theories are of a very sensational and startling character.

I venture to offer one or two remarks merely on matters of detail; matters, however, which affect more or less directly the argument of the whole. Here, for instance, is a loose and absolutely misleading paragraph:—"Dockyards, arsenals, foundries, and all the plant necessary for building and floating, and the sailors for navigating large class iron steamships, actually in full work in Chinese and Japanese hands in 1874." I wrote near the close of Oct., 1874, and it is surely strange that, supposing Sir Rutherford to be correct in his terrifying statement, the Chinese Government as a matter of fact should not possess to-day a single iron war-ship of any kind; and that the two which the Japanese do possess, should have been purchased by Japanese money, not built by Japanese skill. The navigating powers of the officers of the Chinese fleet may be respectable, but the fighting qualities of their sailors do not stand very high in the estimation of those who have boarded their vessels. English newspapers and magazines are continually repeating this wholly erroneous statement as to the ironclads, and home-built iron vessels of the Chinese fleet. Sir Rutherford's hint, also, as to the possibility of Eastern conquest-waves rolling again over Europe, because, forsooth, China, and Japan are labouring to purchase ironclads and breech-loaders, and to adopt our Western improvements, ignores the fact that Western war science is also ever advancing; and to imagine that semi-civilised Powers cannot merely adopt but *use effectively* at one jump the most perfect forms of Western war material, is contrary to all experience. The iron will run into their inexperienced hands, and the fire flash back on the clumsy manipulators, causing internal rebellion, not foreign aggression.

Such waves of conquest, also, require a martial people, such as the Tartars were of old, not a peace-loving nation like the Chinese, to whom the Militia system just now introduced into Japan, because of the war-panic, is viewed with astonishment and alarm. It is absolutely untrue to assert that as at present constituted China or Japan could launch into Europe "an army larger than the greatest power of the West maintains." Sir Rutherford's remarks about the treaty offensive and defensive between Russia and Japan are singularly interesting at the present day. We are hourly listening for the declaration of war between China and Japan; but still the news comes not. Is it, then, Japan has kept her last diplomatic threat till the last, and has made China pause with the terrible prospect of Russian armed intervention?

My last quarrel with Sir Rutherford is for his so lightly repeating and perpetuating the oft-repeated libel against Christianity, namely, that it is "a principle of revolt subversive of the established rule." What does this mean? At whom does the writer aim? Does he refer to the blasphemous caricature of Christianity preached by the Tai-pings? Surely not. Or does he refer to what he mentions below, "religious propagandism under French protection?" I have nothing to say in defence of such propagandism; but surely the writer of this article should have been more careful to discriminate between propagandism and propagandism. Christianity when preached according to the Christian Bible teaches emphatically and without exception "honour to the King, submission to the powers that be, prompt payment of custom and tribute, and careful observance of the 'five relations' so much set by in Chinese eyes." Is *this* a revolutionary creed? Sir Rutherford's sneer is simply an echo of the old cry of the East India Company against mission work in India, that it would create discontent and revolt. That cry of alarm has died away, and is succeeded by the recognition of the great civilising and controlling power of Christian work in India, from the Governor-General himself and his Council.—I remain, &c.,

M.

Shanghai, Oct. 28, 1874.

Literature.

The first portion of the narrative of the "Life of the Prince Consort," prepared from documents and other materials placed by Her Majesty at the disposal of Mr. Theodore Martin, is published by Messrs. Smith, Elder, and Co. As a faithful picture of much of the private and public life of the Prince the volume abounds with interest and subject for reflection. The volume teems not only with illustrations of the rare good sense and good taste of the Prince, but adds further evidence to that already existing of the deep interest which he felt in the welfare and institutions of his adopted country. The present instalment of the work carries the biography as far as the birth of the Princess Louise in 1848.

The majority of the papers in the December number of the *Oriental* are continuations. Thus, "Sir George Campbell and his Administration of Bengal," the "International Congress of Orientalists," a "Day in Camp and Cucherry," "Notes from the Journal of a Tour in the North of China," "Japan Visited by an old China Resident," and "Gossip about Ceylon," have all been previously noticed. There are some useful "Notes on the Land Tenures and Revenue Assessments of Upper India," and a chapter on the late Dr. Archibald Campbell. The annexation of Fiji also forms the subject of a paper.

The Archbishop of Canterbury's address to the Margate Church Institute upon "Some Current Fallacies Respecting Supernatural Religion" is reproduced in the current number of *Macmillan*. There are some very interesting "Notes on Rome," by Captain Burton; a paper by Mr. Tom Hughes, called "Ismalia;" a review of the Greville Journals; and a letter to the editor on Prussia and the Vatican. These, together with some minor papers, a sonnet by Mrs. Brotherton, and some lines, "In Borrowdale," by T. H. Ward, make up an excellent number.

The opening pages of this month's *Geographical Magazine* are devoted to the Arctic Expedition and the Austro-Hungarian Expedition. The editor has a paper on the Emigration question, entitled "From China to Peru," in which he expresses his conviction that every guarantee entered into on the part of Peru

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will be fulfilled to the letter. The Tamraparni system of irrigation in Southern India, together with the usual reports on the Geographical Societies, are valuable contributions. There is also a capital map of Franz-Joseph Land.

The *Athenæum*, in noticing Mayers's "Chinese Manual," says, "All who have been compelled from time to time to make researches in Chinese biographical dictionaries and encyclopædias, will fully appreciate the benefit Mr. Mayers has conferred upon students of Chinese by his present book. In the choice of the material he has shown a wise discretion, and the great variety of sources from which it has been collected bears testimony to the industry and learning of the compiler."

Messrs. Partridge and Co. have recently published a series of "Wall Papers" intended for gratuitous circulation in China. They contain in the centre a large engraving of a Bible subject, and on either side a description in Chinese, rendered in the words of the Bible. The Chinese characters are photo-lithographs, and therefore resemble written characters, a circumstance which makes them doubly valuable in the eyes of those for whom they are intended. Messrs. Partridge and Co. have also issued a neat little volume of "Music for the Nursery." This work, which contains many simple airs suitable for children, is revised by Mr. Philip Phillips, the Singing Pilgrim. It is pictorial as well as musical, and will be no doubt highly appreciated by the little ones.

In the *Gentleman's Magazine* for December "Olympia" occupies a large share of the pages. In addition to the second part of the "L. S. D. of Literature," and a further instalment of a "Rambling Story," we are given a paper on "Dublin Political Satire and Satirists Forty Years Ago," which is most entertaining. Mr. Robert Buchanan contributes a poem from the Irish called "Midian Uara," while the "Table Talk" is as usual very pleasant to read.

We hear that Mr. W. E. Griffis, who has been for some years engaged at the Imperial College at Yedo, and who is now in England on leave, is preparing a book on Japan.

Miscellaneous.

THE TRANSIT OF VENUS.

The *Academy* reports that telegrams have been received from a large number of stations, announcing the measure of success which has fallen to the lot of the observers sent out by different nations; and certainly, so far, astronomers have not much to complain of in the matter of weather, as will be seen from the following table of the results at the stations from which news has been received up to the present time:—

Complete Success.	*Partial Success.*	*Failure.*
Cairo	Ispahan	Shanghai
Thebes	Wladiwostok (Siberia)	Madras
Suez	Adelaide	Blagowesck-tschenk
Bushire	Hobart Town	Omsk
Roorkee (N. W. Provinces, (India)	Robe, Victoria	Orenburg
Calcutta	Possiet	Uralsk
Kurrachee	Habarowka	Kazan
Nagasaki (Japan		Astrachan
Hiogo (Japan)		Kertch
Melbourne		Tiflis
Tschita		Erivan
Jalta		Naktritchevan

At Cairo Captain Ord Browne and Mr. Newton got good observations of internal contact at egress, though they differ by four seconds in the time noted. Captain Browne remarked a ring of light surrounding the black planet, which may have been caused by the atmosphere of Venus. Both he and Mr. Hunter at Suez obtained a good many measures with Airy's double-image micrometer of the distance of Venus from the sun's limb before internal contact, and of the length of the cusps after, observations which are nearly as valuable as those of the actual contact. Mr. Hunter also observed the latter phenomenon well, the clouds, which had been very threatening, clearing off just before the critical time. Captain Abney at Thebes was very successful with his photography, obtaining a good series of fifty photographs of Venus, at intervals of a second, with the Janssen revolver slide, so that a photograph has been secured of the actual contact, which besides its intrinsic value is of great interest from the fact that there is no trace of the black drop which was such a trouble to Captain Cook and the other observers in 1769. This agrees with the testimony of all the telescopic observers, who are unanimous in saying that nothing like a connecting ligament has been seen in this transit, a circumstance which is probably owing to the great improvement in telescopes and to the education of the eye by previous practice in observing a model. Colonel Campbell, Dr. Auwers, and Professor Dollen, made good observations with their telescopes at Thebes.

The Roorkee party, headed by Colonel Tennant, have been highly successful in the most important part of their work, the photography, having taken 100 good photographs, besides securing the eye observations. In Japan M. Janssen has worked his revolver photographic slide well, and sixty ordinary photographs on glass have been taken by the Americans, and numerous daguerreotypes on silver plates by the French. Further, 150 measures of the lengths of cusps were made, and thirty-one differences of R.A., and eighteen differences of N.P.D. of the limbs of Venus and the Sun observed. The longitude of the American station at Nagasaki was determined in November by telegraph, using Wladiwostok as the point of reference.

CONGRES DES AMERICANISTES.

We have much pleasure in calling attention to the proposed International Congress of Americanists, which is to be held at Nancy next summer, and the idea of which, we presume, has been suggested by the recent International Congress of Orientalists. We have been favoured by M. Ed. Madier de Montjau, President of the American Society of France, with copies of the circular invitation to this gathering, and of the regulations under which it and future meetings will be held, from which we learn that those *savants* who take an interest in the history of America before its discovery by Columbus, in the ethnography of the native races of the New World, and in the interpretation of the written monuments which they have left behind, will meet at Nancy from the 19th to the 22nd of next July, and that an exhibition of American archæological remains will be open during the same period. The central organising committee will be glad to receive all communications that may be addressed to it for this session of the Congress, and desires to call the attention of students of American archæology and ethnography to the following points:—(1). Relations of Europe, Asia, Africa, and Oceania with America before the time of Columbus; (2). Interpretation of the written monuments of American antiquity; (3). Ethnographical and linguistical classification of the Indian races of the New World.—Those who are desirous of becoming members of this Congress may obtain tickets of membership (price 12 francs) on application to the American Society of France, at 20, Rue Bonaparte, Paris. Detailed programmes will be published later on, and will be forwarded to the members of the Congress, the future progress of which we shall watch with much interest, as it will, doubtless, supply the world with a vast amount of valuable and curious information on the subjects indicated above.

RAILWAYS IN CHINA.—The conductors of the Chinese paper *Hwe Pao*, published at Shanghai, appear to have had a hint from the mandarins opposed to the introduction of Western inventions. In an article on the subject of railways it says: "The accidents on the railway lines are very numerous, caused by collisions, by the engines or tenders taking fire, by the trains running off the lines, or by the bridges giving way and the trains being precipitated into the rivers below. In other cases the carriages are injured by the great speed at which they are hurried along, and the accidents are so numerous that it is often impossible to ascertain the exact number of dead and wounded. All the foreign journals are full of details concerning these accidents. But, admitting that most of these casualties are preventable, and that the trains follow their regular course, they travel quicker than the thoroughbred horse, and the people walking on the lines would have no time to get out of their way. From this cause alone the number of fatal accidents would be enormous. In all countries where railways exist they are considered a very dangerous mode of locomotion, and, beyond those who have very urgent business to transact, no one thinks of using them."

THE CHINESE IN CALIFORNIA.—In California the Chinese have, it is said, become so indispensable as servants that, notwithstanding the outcry raised against their immigration, they have established a footing there based entirely on their own merits. Consul Booker, in his report on the trade and commerce of California for 1873, lately issued, states that in the early part of last year the anti-Chinese cry was taken up by all classes of politicians, and at one time took so forcible a shape that the Chinese companies who control the immigration telegraphed to stop it altogether, and for a few months there were no arrivals; but of late every ship has brought a few Chinamen, and, notwithstanding all that has been said or written against the Chinese, it must be evident to every one that without them many of the wants of the people would have to go unsatisfied, as in the country they are almost entirely used as domestic servants and perform many duties for which they are especially adapted. Strong as the prejudice against them may be, it is certain it is not strong enough to keep those who are their most formidable opponents from making use of their services.

THE Russian explorer M. Miklucha-Maklay, having completed his researches on the ethnology of the Papuans in New Guinea, and having apparently proved incontestably the existence of the race in the Philippine Isles, he is preparing to visit the Malay peninsula. He will accordingly start from Batavia some time during the present month, land at one of the ports in the south, and from thence penetrate into the interior range of mountains, where he expects to find a tribe called Semang, which he, in common with other authorities, considers will prove to be of Papuan descent.

IT is notified that all persons having any claims or demands upon the estate of the late Mr. W. W. Ker, of Singapore, who died on the 14th of October last, are required to send in writing the particulars of their claims to Messrs. Carr, Bannister, and Co., the solicitors for the executors, on or before the 4th of January, 1875.

DR. PAUL GOLDSCHMIDT, a graduate of Göttingen University, and a pupil of Benfey and A. Weber, has been appointed by the Ceylon Government to collect and edit rock inscriptions, and to report upon the ruined cities of Ceylon.

LATEST TELEGRAMS.

EVACUATION OF FORMOSA BY THE JAPANESE.

HONG KONG, DEC. 6.—The Japanese troops evacuated the island of Formosa on the 3rd inst.

THE WESTERN CHINA EXPEDITION.

RANGOON, DEC. 12.—The Western China Expedition started, under Colonel Browne, this day.

THE DANISH MINISTER TO CHINA.

SHANGHAI, Dec. 11.—Count Raasloff, the Danish Minister, had an interview at Tientsin on the 4th inst. with the Viceroy Li Hung Chang and the Japanese Ambassador. His Excellency intended to continue his journey to Peking on the following day.

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Monetary and Commercial.

The position of the Manchester Market has altered little since our last report of the 4th instant, but the feeling of quiet has been more marked and increasingly dull under the influence of a reaction in the Liverpool Cotton Market; buyers are restricting their operations to absolute and immediate requirements. Quotations are nominally the same as last quoted, though the tendency is in buyers' favour, and in low qualities, especially where stocks are held, transactions have taken place on easier terms.

The directors of the Eastern Extension Australasia and China Telegraph Company (Limited) have declared an interim dividend for the quarter ending September 30 of 3s. per share, or 6 per cent. per annum, free of income-tax, payable on the 15th proximo.

The Eastern Telegraph Company announce that the usual interim dividend of 2s. 6d. per share, in respect of profits for the quarter ending 30th September last, will be paid on and after 14th prox.

The *Produce Markets Review*, in referring to the present position of the Tea trade, says :—

The total deliveries from London bonded warehouses for the present year will probably reach at least 170,000,000 lbs., which far exceeds the largest quantity imported in any one year from China. But for the large importation of Indian growths, the question of future supplies would by this time have caused no small anxiety here; the more so, as although the quantity exported from China has vastly increased during the last ten years, this result has apparently been obtained at a considerable sacrifice of quality: fortunately, the yearly increasing supply from India, and the excellent quality of most of it, have removed all apprehension on this account. Other countries, too, are striving, with more or less success, to produce teas suited to the tastes of European consumers; and we have no doubt that in a very few years the import of tea from all sources will reach a total undreamed of by many at the present time. The cultivation and manufacture of the plant in Java have made immense progress during the last five or six years, both as regards quantity and quality, and its consumption in England has of late been considerable. The subject appears to be also engaging the attention of practical men in Ceylon, and, from experiments already tried, there is every prospect of ultimate success. Although Japan has only comparatively recently entered the field as a producer of tea, it nevertheless exports large quantities, principally of uncoloured green, to the United States of America, where they are highly esteemed on account of their purity and excellent quality. We learn, moreover, that the Japanese are rapidly extending the cultivation of the plant, and that heavy supplies are likely to be shipped direct to England. The Tea trade has evidently a great future before it: with sufficiently low-priced good tea, consumption would probably in a few years be doubled; and with a continually-augmenting production, there seems no reason whatever why this should not take place.

A first dividend of 3s. in the pound has been declared in the estate of Oppenheim and Schrader.

The amounts of Bar Silver to hand during the week have been very small, about £12,000 in all. The demand is exceedingly quiet, and the price remains at 57½d. per oz. The remainder of the Mexican Dollars by the last West India steamer have been sold at the same rate as the first portion, 56½d. per oz., and the market is now cleared of this coin.

A Circular just issued by the Eastern Telegraph Company states as follows :—

"The Eastern Telegraph Company, Limited, announce to the shareholders and the public that, after lengthened negotiation, agreements have been completed with the French Government, H.M. Postmaster-General, and the Submarine Telegraph Company, by which the company will immediately be placed in possession of a special wire between London and Marseilles, to be worked by the company's own clerks, in connection with their Marseilles-Malta cable. The effect of opening up this additional service will be to greatly accelerate the transit of messages, the new line being designed expressly for the traffic between Great Britain and Egypt. Telegrams should be written on the Company's forms, and directed '*via* Falmouth;' these words being signalled as an instruction by the postal authorities free of charge. The messages will then be forwarded *via* Marseilles or *via* Gibraltar, whichever route is working best and most free from traffic. London messages should be presented for transmission at the company's offices, 74, Old Broad-street, 8 Leadenhall-street, or 42, Finsbury-circus."

THE BOARD OF TRADE RETURNS.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 30th Nov. 1872.	1873.	1874.
China and Hong Kong	lbs.	686,000	952,400	980,900
Japan	„	414,800	205,300	901,600
Straits Settlements	„	82,800	167,435	149,360
Ceylon	„	103,000	5,850	18,200
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	lbs.	8,938,260	9,763,280	13,590,100
Japan	„	11,727,360	6,974,550	5,460,300
Straits Settlements	„	1,772,610	1,953,885	2,249,950
Ceylon	„	236,550	184,350	343,800

COTTON MANUFACTURES.

To		For the Month ended 30th Nov. 1872.	1873.	1874.
China and Hong Kong	yds.	32,133,900	22,510,450	27,337,800
Japan	„	1,690,200	1,927,700	1,569,200
Philippine Islands	„	16,300	739,700	875,100
Java	„	1,355,100	1,325,400	2,301,200
Straits Settlements	„	9,813,500	6,138,200	6,583,300
Ceylon	„	3,060,600	2,499,500	2,805,100
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	373,373,425	320,927,170	362,157,800
Japan	„	26,696,300	20,354,847	17,218,600
Philippine Islands	„	10,390,960	8,719,340	10,247,440
Java	„	22,159,250	16,799,350	34,157,500
Straits Settlements	„	95,178,000	78,822,450	103,263,020
Ceylon	„	30,911,800	33,644,900	34,616,300

WORSTED STUFFS.

To		For the Month ended 30th Nov. 1872.	1873.	1874.
China and Hong Kong	yds.	1,668,210	812,680	725,470
Japan	„	73,220	43,920	135,770
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	14,322,690	14,427,360	11,688,770
Japan	„	2,448,610	2,443,460	1,319,370

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th Nov. 1872.	1873.	1874.
China and Hong Kong	yds.	279,670	54,420	45,210
Japan	„	26,380	5,550	3,360
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	1,966,439	1,910,510	869,770
apan	„	778,494	883,360	156,700

LEAD TO CHINA AND HONG KONG.

For the month	tons	366	1,842	16,837
For the eleven months	„	133,380	72,988	190,607

ARTICLES OF IMPORT.

There has been continued and increased dulness in the Produce Markets, the demand for most of the leading articles being restricted, and the transactions are therefore again much below the average at this period of the year; and the downward movement in Sugar, Coffee, Tea, Spices, and some other products is further prolonged. On the other hand, Rice and Hemp have experienced a better demand, and prices are higher.

TEA.

The market has been dull during the week. The quantity offering has been large, and more than buyers were willing to take, except at lower prices. Importers have, however, generally been firm, and for the sales made prices show no material alteration in Black Teas, Greens having again sold with much irregularity, and at lower rates. In public sale on the 8th 5,920 packages were offered, and 5,520 packages were sold without reserve. On the 10th 6,912 were sold without reserve. Congous at full prices, Scented Teas without change, but Green Teas at rather lower rates. The deliveries for the week as compared with last year are as follows :—

	1874. lbs.	1873. lbs.
Home Consumption	2,097,000	1,870,000
Coastwise	761,000	845,000
Exports	778,000	610,000
Total delivered	3,636,000	3,325,000

Congous.—Red-leaf kinds: Siftings have been saleable at full prices; broken-leaf kinds at the decline last quoted. Common to good common show no change. Fair Kaisow kinds have been in full supply, the Trade offering ½d. per lb. below the ideas of importers, thus restricting business. Good and fine show no alteration, finest remain without enquiry. Pak-lin kinds have been firmly maintained. Black-leaf kinds: Common to fair have been dull of sale at about previous prices; in good to fine the few sales made have been without alteration. Finest remain firm. New make kinds, under 1s. per lb., have been fairly saleable at former rates, fair to good also remaining much as before. Oolongs have been difficult of sale at rather lower prices. Souchongs: Fair to good have sold rather lower, fine at about previous prices. *Scented Teas.*—Canton Capers have sold at about previous prices, but the demand is limited. Foo-chow kinds have been dull of sale. Canton Orange Pekoes have sold with difficulty for all the common to fair kinds. Fine long-leaf kinds have done better. In Foo-chow kinds business has been limited, without change in prices. *Green Teas.*—The market remains in a very unsatisfactory state, the only way of selling them being under the hammer without reserve, unless for choice invoices of Moyune kinds. Prices have been very irregular, but on the whole showing a further reduction.

SILK.

The London Market continues very quiet, there being little or no disposition amongst buyers to operate at present; prices are about the same as last quoted. Deliveries, 1st to 9th inst., inclusive :—China, 895 bales; Canton, 231; Japan, 142; Total, 1,268 bales.

Messrs. Arles, Dufouf and Co.'s Circular, dated Lyons, 5th inst.,

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says:—Our Silk Market has been less active during last month. This is chiefly accounted for by the large purchases, on the spot and to arrive, effected in October; we must add that whilst several articles of manufactures, particularly Coloured Goods, have remained of very good sale, news from New York and other markets of consumption respecting Black Silks and Ribbons have been less encouraging. The consequence was a decided check in the sale of European Silk. Classical sorts, which are comparatively scarce, have alone maintained their value; on medium and low grades we quote a fall of about 4 to 5 per cent. Asiatic Throwns through their comparative cheapness continue to be used freely. Available stocks are limited; nevertheless, the threatening competition of Italians have prevented so far all improvement in prices. At actual rates the margin between China Raws and Throwns is so limited that throwsters, who have large supplies in hand, keep now on the reserve. Under the influence of a restricted demand and of fast arrivals, prices of Raws have lost part of the advance established in October.

CHINA PRESERVES.—At auction 550 cases Ginger (Chyloong) were mostly sold, 6 jars per case at 7¼d. to 8d., 12 ditto 9½d. to 9⅝d., 23 casks ditto sold at 6d. to 6½d., and 28 cases dry ditto at 11½d. to 1s. 4½d.; 50 cases Cumquats Chyloong brand sold at 11d. to 11½d., 16 casks ditto (Kwoncheong) at 7½d., and a portion of 19 casks Orange at 9d. per lb.

CUTCH continues steady, with small sales at 27s. 6d. to 28s. for fine Pegue. 699 boxes fine Pegue (GW&Co.) of new import in auction were bought in at the latter price, and 399 bags Calcutta at 26s. per cwt.

CAMPHOR.—A very limited business has been done in Japan at £3 15s., and in China at £3 12s. 6d. per cwt.

CUBEBS are lower, 41 bags having been sold at 21s. 6d. to 22s. for fair quality.

COCOANUT OIL.—Although less business has been done the market has continued very steady; about 30 tons fine Cochin have realised £43 15s. and small lots £44 to £44 5s. Ceylon has ruled at £37 to £37 10s. on the spot; 50 tons end of September shipment realised £39, and 100 tons November-December shipment also £39 per ton.

GALLS.—Notwithstanding heavy arrivals, the market for China has been firm with a limited business at 62s. 6d. per cwt. In auction 450 cases China (of fresh import) were chiefly bought in at 65s., a few selling at 63s., but since the sale about 150 cases have found buyers at 61s. 6d. per cwt.

GAMBIER.—There has been a steady demand at the decline previously noticed, and on the spot the sales amount to fully 1,500 bales block at 26s. ex quay, 100 tons now landing at 25s. 6d. ex ship. For arrival there is less demand, and prices are easier, 200 tons September to November shipment having been sold at 25s. 3d. ex ship. In auction of 1,596 bags fine pale free cubes 1,000 bags sold at a further advance at 45s. 6d. Of 535 bales pressed cubes 282 bales sold at about former rates, chiefly fine dark at 35s. to 35s. 5d. per cwt.

GUMS.—*Benjamin:* Sumatra steady, and of 37 cases offered one-third sold; 2nds fair at £8; 3rds at £4 15s. to £4 17s. 6d.; 2 cases Siam retired. *Copal* is firmer, but 572 cases at auction were retired. In the sales yesterday, of 287 cases Manila 137 cases found buyers at firm rates, good hard at 25s. to 25s. 6d., ordinary blocky 13s. 6d. to 14s. *Damar* firm; of 84 cases at public sale, a part sold at 51s. for fair, a little specky. *Gamboge* steady; 41 cases offered were retired.

GALANGAL ROOT is lower; of 308 bags at auction a few were quitted at 18s. to 19s. 6d. for lean and small quality.

HIDES.—At the last sales 2,950 Batavia buffalo hides offered and sold—shaved, 1st heavy, av. 23½ lb., 8½d.; unshaved, 1st heavy, av. 24⅜ to 25⅝ lb., 7d. to 7⅞d.; 2nd heavy, av. 23⅜ to 25⅜ lb., 5½d. to 6⅝d.; 1st light, av. 10⅞ to 16¾ lb., 9d.; 2nd light, av. 12 to 16½ lb., 6¼d.; light, unassorted, av. 14⅛ lb., 7⅜d.; 1st calf, av. 3⅝ to 8⅜ lb., 8½d.; 2nd calf, av. 3¼ to 6 lb., 6d. per lb.; 4,235 Singapore and Penang buffalo hides offered, 3,265 sold—slaughtered, 1st heavy, av. 38¼ lb., 6⅜d.; 2nds, av. 36½ lb., 5d.; sea damaged, av. 38⅜ lb., 5¼d.; ordinary, 1st heavy, av. 28⅝ to 46⅞ lb., 5d. to 5⅛d.; heavy, av. 34⅜ to 34½ lb., 4⅞d.; light, av. 11¼ to 16⅛ lb., 6d. to 7d.; 2nds, av. 30¼ to 34⅜ lb., 4¼d. to 4¼d. per lb.

HEMP.—There has been more demand for Manila, and at public sale rather dearer rates have been paid for common kinds. By private contract about 1,500 bales have been sold, chiefly mixed quantity below fair at £32 5s. In auction of 1,230 bales about 1,000 bales sold, brown at £29 5s., mixed quality below fair £31 to £31 10s., barely fair to fair £32 to £32 15s., good fair £34 to £34 5s., fine Zebu (from New York) at £38 to £38 5s.

INDIA-RUBBER has remained steady, but little has been done; of 100 cases Borneo at auction, a few sold at 1s. 4d., and there are sellers thereat; 47 packages Java were retired.

JAPAN WAX.—The market has been dull; of 137 cases at auction, half sold, cakes, good to fine at 52s. 6d. to 55s., saucer fine at 55s. 6d. Privately moderate sales been made at steady rates.

MUSK.—The market continues firm; public sales embraced 12 caddies Tonquin sold, fair selected well-shaped pods at 39s. 6d. to 40s. 6d.; rough and bally, middling to fair 17s. to 19s.; 14 tins Yunan sold, fair at 32s. to 34s., middling 28s., pickings 16s. to 17s.; 10 tins Cabardine sold at 14s. to 14s. 6d.; and of 6 tins grain 4 sold, fine at 57s. 6d. to 60s., middling 42s. 6d. per oz.

OILS.—*Aniseed* has been better, and sales were made, 10 cases at 8s. 9d., but more recently about 20 cases have changed hands at 8s. 7½d. to 8s. 6d., closing quiet. *Cassia* dull and very plentiful; small sales at 4s. 6d. *Nutmeg* quiet; of six cases half sold at 8d. *Lemon Grass* firm. *Cinnamon* scarce, and fine still wanted; 2 cases realised under the hammer 6s. 6d. to 7s. 1d. per oz. Large stock of leaf, and of 21 cases half sold, without reserve, at ⅜d. to 1⅛d. for low. *Citronelle* is very firm; privately 2d. has been paid, and 25 cases sold afloat at 1⅜d.; 13 cases at auction retired.

PEPPER.—*Black* has been inactive, with small business in Singapore at 6⅜d. down to 6½d., closing with sellers. Penang at 6¼d. to 6d., also sellers. At auction, of 3,790 bags offered, barely one-fourth sold, Siam at 6¼d. to 6⅜d. *White* has been quiet and easier, and at auction last week, of 1,553 bags, about 100 only sold, fair to fine at 8¼d. to 8⅜d., and about 300 bags afterwards privately at 8¼d. down to 8⅛d., but more recently there has been rather more inquiry, and 8⅜d. has been paid for fair.

RHUBARB.—Market for China steady, and low qualities higher. Of 93 cases offered two-thirds sold, good medium and bold bright and good fracture 2s. 8d. to 2s. 9d., pinky pale fracture rougher coat 1s. 7d., high dried 1s., low wormy 7d. to 9d.

RATTANS.—Market quiet; 1,100 bundles offered at auction were sold at £15 7s. 6d. per ton, and 1s. to 2s. 2d. per 100 canes for ordinary.

RICE.—The market has been steadier in all positions, but as the improved demand has been met freely, no decided advance in prices has taken place. An interesting feature is comprised in the demand for distillation, for not only have unusually large quantities of Madras been taken for that purpose, but two floating cargoes of soft grain have been purchased for Scotland. On the spot the demand has been chiefly directed to Madras, supplies of which have been unusually heavy, and a good amount of business has been done; in other kinds sales are unimportant. Floating cargoes have been in steady demand. In auction 1,104 bags good pinky Askoolie sold without reserve at 9s. 3d., 2,829 bags damaged Necransie sold, 3rd to 1st class at 7s. 3d. to 7s. 6d., 8,850 mats 931 bags Japan were withdrawn. The large supply of 11,742 bags Madras offered by auction without reserve were all sold at steady rates, chiefly at 8s. 9d., better qualities 9s. to 9s. 6d., the latter for very fine pinky. Privately white Bengal has been sold, middling at 10s. 6d., Askoolie at 9s. 3d. to 9s. 6d., Ballam at 11s. 9d., Rangoon at 8s. 6d. to 8s. 9d., Necransie at 8s. 3d., and Madras at 8s. 3d. for common to 9s. for good.

SPICES.—*Cinnamon:* No change since the quarterly sale. *Cassia Lignea* steady; 365 cases at public sale mere mostly sold at 59s. for good unworked, at which about 2,000 cases have also changed hands privately. *Buds* steady; but nothing done. *Cloves:* Penang are still scarce; 7 cases offered retired. Amboyna slightly easier; of 191 bags, about half sold at 1s. 7⅜d. to 1s. 8d. for good. *Nutmegs:* Common qualities are dull of sale, and at auction only a small part sold at cheaper rates, a few fine selling rather dearer. Of 98 cases, 97 boxes Penang 40 packages sold, 68's at 4s. 2d., 75's at 3s. 9d., mixed 80's at 3s. 5d., 99's at 3s. 3d., 108's and 102's at 3s. 1d., 103's at 2s. 10d. 20 boxes 4 bags defective Java bought in at 1s. to 1s. 2d. *Mace* is also dull. In auction, of 11 cases Penang only three cases pickings sold at 1s. 8d.

STRAW PLAIT.—In auction 114 bales China were partly sold, No. 1 quality at £17 10s. per bale.

STICKLAC has continued quiet. Privately about 150 cases Siam have been sold, fine at £5 10s. In auction 50 boxes Siam sold at easy rates, fair free at £4 15s.

STAR ANISEEDS.—There has been a good enquiry, but no business has been done, owing to absence of supplies.

SAPANWOOD has continued scarce and in request. At auction 15 tons Ceylon of new import sold at full rates at £12 12s. 6d. to £12 15s., and 21 tons Manila slightly stained at £10 10s. to £10 12s. 6d. per ton.

SAGO.—Market slightly easier; and of 2,600 bags offered two-thirds sold at 17s. to 18s. for fair to good small, and 16s. 6d. to 17s. heated. *Flour* quiet and very plentiful.

TAPIOCA is likewise slightly easier, and of 2,610 bags offered rather over half sold; Pearl bullets at 21s., dull medium bold 17s. per cwt.; medium bright 23s. Flake, low to good 1⅝d. to 2¼d. *Flour* steady; value unchanged. 145 bags sold at 2¼d. to 2½d. per lb.

TIN.—There has been no alteration in the market, which has continued quiet but steady. Quotations, which show no change, are as follows:—Straits on the spot, £93 to £93 10s.; afloat £92 to £92 10s.; Banca, £102; Billiton, £95 per ton.

ARTICLES OF EXPORT.

EXPORTS OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Strips.	Pieces other Woollens.
Shipped to this date during the present year ...	To Hg. Kg.	22,560	19,690	28,240	44,530	7,497	27,521
	,, Shanghai	54,540	57,120	21,670	225,205	32,576	19,128
	,, Japan ...	—	1,680	1,400	145,895	480	35,880
Total		77,100	78,490	51,310	415,630	40,553	82,529
Shipped to the same date last year.....	To Hg. Kg.	18,900	15,090	11,875	40,510	18,637	23,592
	,, Shanghai	44,340	53,800	17,540	334,432	51,352	31,767
	,, Japan ...	—	840	1,240	148,349	100	86,694
Total		63,240	69,730	30,655	523,291	70,089	142,053
Do. 1872	To Hg. Kg.	17,080	12,690	5,794	32,475	9,535	42,150
	,, Shanghai	52,260	44,320	13,770	312,353	38,572	39,489
	,, Japan ...	1,200	2,350	3,236	134,059	592	154,548
Total		70,540	59,360	22,800	478,887	48,699	236,187
Total shipped during the year 1873 ...	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	,, Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	,, Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,235	10,183	48,156
	,, Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	,, Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec. 4	Burgstr.v. Middleburg	Hoek	Batavia	Texel
1	Saro-Caino	Oliveri	Singapore	Marseilles
	Derwent	Gadd	Manila	New York
	Crest of the Wave	Harris	Singapore	Boston
	Belle of South Esk	Stratton	Do.	Do.
3	Queen Anne (s.)	Butler	Colombo, &c.	London
5	Sumatra	Montechairo	Rangoon	Do.
3	Ulva	McDonald	Singapore	Falmouth
3	Emile de Girardin	Guillaud	Rangoon	Do.
7	Slieve Bloom	—	Do.	Liverpool
5	Stad Middleburg	De Vries	Batavia	Zierikzee
5	Margaritha D.	Stagno	Akyab	Falmouth
5	Serafina D.	Gianello	Rangoon	Do.
	Black Prince	Hawkins	Bassein	Queenstown
	Gemma Parodi	Tassino	Rangoon	Do.
3	Ellwood Cooper	Hopkins	Maulmain	Cuxhaven
5	Oleander	Joass	Colombo, &c.	London
5	Southport	Efford	Singapore	Do.
8	Eurus	Gaston	Do.	Do.
6	Luigi Madre	Marini	Rangoon	Queenstown
8	Lord of the Isles (s.)	Dowdy	China, &c.	London
6	Trochrague	Lowe	Batavia	Queenstown
	Lepanto	Staples	Sourabaya	Boston
9	Ulysses (s.)	Byrne	Singapore and China	London
8	Equator	Peterson	Probolingo	Do.
8	Avon	Rennie	Colombo, &c.	Do.
8	Sarah A. Staples	Shute	Rangoon	Falmouth
7	Naval Brigade	Downing	Singapore, for Liverpl	Kinsale

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 3	Rurico Dandolo	Alberti	Singapore via Cardiff	London
2	Hesperia	Bellet	Do.	Cardiff
1	Holland (s.)	V. D. Sprenkel	Java	Helvoet
	Jan V. Brakel	De Roever	Macassar	Amsterdam
	Etienne	Buttschau	Batavia	Hamburg
4	Osseo	Lee	Singapore	Cardiff
5	Min (s.)	Morgan	Singp., China, & Japan	London
3	Antela	Castrillon	Manila	Glasgow
	Carmiquin (s.)	—	Do.	Newcastle
7	Callisene	Holoran	Singapore	Cardiff
7	Windermere	—	Do.	Shields
7	State of Virginia (s.)	Moodie	Singapore and China	London
7	Ceres	Barnes	Singapore	Penarth
7	Harwich	Dadfield	Hong Kong	Swansea
9	Johan Lang	—	Singapore	Liverpool
9	Hector (s.)	Bewlay	Singapore and China	Do.
9	Questembert	—	Java	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Pardo. For Singapore, Hong Kong, Yokohama, and Hiogo: Swatow, Bengal, Lotus. For Singapore, Hong Kong, and Shanghai: Glamis Castle, Glenartney. For Colombo, &c.: St. Lawrence, Duke of Devonshire.

SAILING VESSELS.—For Yokohama: Oleander. For Yokohama and Hiogo: Satsuma. For Vladewostock and Nicolajefsk: Rowena. For Nicolajefsk: Genetiv. For Hong Kong: Balgownie, Min. For Shanghai: Scindia, Sir Lancelot. For Penang: Zehlina. For Singapore: Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.), Diomed (str.). For Singapore and Manila: Buena Ventura (str.). For Batavia and Sourabaya: Wein Holenfelde. For Batavia: Sophia R. Lutus. For Anjer: Truth.

At GLASGOW.—For Batavia and Sourabaya: W. M'Kinnon (str.). For Singapore (via Suez Canal): Singapore (str.). For Singapore (via Port Glasgow): Rosa (str.).

At GREENOCK.—For Java: Staadsraad Van Ewyck. For Singapore: Comete.

SPOKEN.

ADELHEID, Cardiff to Singapore, Oct. 20, 14 N., 26 W.
Q. C. N. G. (Dut. ship), Cardiff to Singapore, Nov. 24, 9 N., 22 W.
PRESIDENT V. RUCKEVORSEL, Amsdm. to Sourab., Nov. 2, 12 S., 32 W.
A DUTCH SHIP, Amsterdam to Sourabaya, July 29, 3 N., 24 W.
ALCESTES, Sarawak to London, Sept. 20, 31 S., 36 E.
TENNYSON, Batavia to Queenstown, Oct. 25, 4 S., 18 W.
KELSA, Shields to Singapore, Oct. 19, 13 N., 27 W.
RED RIDING HOOD, Shanghai to London, Nov. 4, 33 S., 28 E.
FLYING SPUR, Manila to New York, Oct. 3, 18 S., 36 E.
TYNEDALE, Singapore to London, Oct. 27.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports have declined since our last report, and remain as undernoted. Coal freights from the outports are firm. Homeward there is not much business doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. weight or meast. To Hiogo: 60s. weight or meast. To Nagasaki: 65s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 60s. weight, 40s. meast. To Colombo: 40s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight or meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 32s. To Shanghai: 35s. To Singapore: 24s. to 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 18s.

CASUALTIES.

LIVERPOOL, DEC. 5.—A telegram from Falmouth of yesterday states that the Amboyna (str.) makes no water, considerable damage done about decks, four frames and starboard bow broken, boats and skylight stove, no damage to cargo so far as can be seen (the above steamer left Falmouth Dec. 7 for her destination).

NIEUWE DIEP, DEC. 7.—The Island Belle, Camm, from Java to Amsterdam, struck the ground near the Helder and has been towed in here in a sinking state and with loss of rudder; later,—the Island Belle is full of water.

MALTA, DEC. 7.—United Service (str.), from Singapore, unseaworthy in present state, has been surveyed under authority of the Board of Trade; must go into dock for repairs, and discharge part of cargo.

ROTTERDAM, DEC. 5.—Ottolina, arrived at Batavia from Nieuwe Diep, had cargo (coals), on fire, and jettisoned about 125 tons.

The Burmese (str.), from Ceylon to London, was ashore under the lighthouse, Island of Canis, near Tunis. The Ocean Queen offered assistance, which was refused; she was, however, assisted off by a French steamer, slightly damaged, and proceeded, after being aground twelve hours and throwing overboard some of her cargo.

SOURABAYA, DEC. 5, 1.15 P.M.—The Cornelia Mathilda (Dutch barq.), from Java to Amsterdam, with general produce, is stranded on Meinders shoal, at the North entrance of Bali Straits; she has been abandoned, and will become a total loss, ship and cargo; part of crew saved.

SHANGHAI, DEC. 5, 2.20 P.M.—A fire broke out on board the Conqueror (Brit. barq.), in port, having on board a cargo of tea for New York, and was not extinguished until much damage was done to vessel and cargo; she must discharge; a later telegram states that the fire was promptly suppressed, and that there was no material damage to ship; what cargo consists of uncertain till discharged.

The Robertus Hendrikus, Hageraats, Rotterdam to Batavia, put into Falmouth, Dec. 4, with boat stove and loss of sails.

BREMEN, DEC. 7.—A telegram from Hong Kong, Dec. 5, states that the Furst Bismarck (Ger. barque), from Chefoo (or Newchwang), to Swatow, has stranded, and been totally lost; crew saved.

MISCELLANEOUS.

At PORT SAID.—Dec. 2, Sultan (str.), from London to Colombo, &c.; 5, Leon (str.), from Liverpool to Manila, &c.

Off L'AGULHAS.—Oct. 28, Jas. Shepherd, Madden, from Shanghai, for London.

At SUEZ.—Dec. 4, Java (str.), from Java to Holland.

At ALGOA BAY.—Anna Bella, Stephen, from Hong Kong.

LIGHTHOUSE FOR JAPAN.—A large number of lighthouses have during the last few years been constructed in Edinburgh for the Japanese Government. They have been ordered through Messrs. Stevenson, the eminent lighthouse engineers, from whose designs the whole of the apparatus has been constructed. One of those lights is at present to be seen in the workshops of Messrs. Dove and Co., engineers, Greenside-lane, who have made the mechanical portion of the apparatus and fitted up the glasswork. This light is one of those known by the name of First Order Dioptric Holyphotal flashing light. The rays are acted upon by means of glass lenses and reflecting prisms, the whole of which are built together and placed on a revolving carriage, which is driven by clock-work. The effect of the revolving motion is to bring the large lenses with their attached cupolas of upper and lower prisms successively in front of the light, thus producing the appearance of a series of flashes. The large lamp placed in the centre of the apparatus is constructed to burn paraffin, and is fitted with Captain Dody's burners, which are at present being introduced into all the Scotch lighthouses. The cost of an apparatus of this description, with the lantern in which it is placed, is about £3,400.

SUNDRIES PER "TITAN," FROM NEW YORK, FOR SHANGHAI, Nov. 7.

1 cs.	instruments	1 box	pictures
6 do.	books	102 cs.	condensed milk 408 doz.
75 do.	drugs	1	saw
5 do.	medicines	1	scythe and fixtures
1000 bls.	domestics 700,000 yds.	1 box	ink
1 cs.	printed matter	70 cs.	chalk
250 bxs.	perfumery	1 do.	brooms
640 tons	coal	115 doz.	scoops
6 bxs.	cholagogue	3 pkgs.	shellac
19 cs.	missionary goods	3 brls.	whisky 120 gls.
1 box	clothing	25 bls.	cotton duck 8,416 yds.
1 do.	dried fruit 30 lbs.	626 pieces	machinery
1 brl.	butter 100 lbs.	288 pkgs.	and pieces iron 57,597 lbs.
3 cs.	glassware	270 cs.	preserves
5 do.	boots	80 do.	tobacco 13,472 lbs
100 kegs	nails 10,000 lbs.	84 pkgs.	scales
6 pkgs.	furniture	19745 cs.	refined petroleum 197,450 gls
48	stoves and fixtures		
1 cak.	crockery		

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Belted Will	Shanghai	London..	Oct. 30	...	300	...	...	...	207	...	...	...	392	115500	...	...	...	...	...	...	36	...	165	...	132	...	362	...	1107	850	225	...	...	...	...
Zoroya	Foochow	,,	,, 30	44	...	...	100	...	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136	...	...	...	...	...	...
Eleanor	Hong Kong	,,	Nov. 4	...	299	...	...	...	120	...	...	...	831	...	...	...	...	...	...	...	...	138	...	...	...	...	...	...	...	325	113	...	...	...	...
Gaucho	Hiogo	,,	,, 7	...	...	...	196	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	76	...	...	...	...	...	100	...	...	100	...	...	...
Osaka	Hong Hong	,,	,, 12	62	75	50	40	...	200	...	...	...	27	...	...	...	...	...	...	...	...	47	...	...	...	454	...	...	...	...	...	...	...	...	...
Seafield	Colombo	,,	,, 13	...	...	...	...	...	...	...	...	...	1285	...	...	...	...	...	...	...	...	195	231	810	...	...	150	262	...	...	...	...	...	...	20
Ceylon	Hong Kong	,,	,, 17	...	135	25	...	...	100	...	...	...	412	...	...	...	...	...	...	...	...	69	...	...	...	...	283	2480	198	2641	105	...	...	...	...
Walton	Yokohama	,,	,, 24	...	...	...	...	...	480	...	...	...	12	...	...	...	...	...	...	...	...	68	110c	110	...	273	194	564	147	317	12	...	...	...	...
Annie Braginton	Do.	,,	,, 25	...	194	...	50	...	12	...	...	...	72	...	...	...	...	690	...	...	...	33	3	5	...	...	302	500	140	1000	314	...	...	...	...
Deerhound	Shanghai	,,	,, 26	...	314	...	...	...	...	...	...	...	333	10800	...	...	...	20	...	...	...	196	20cs	...	...	200	...	...	490	100	108	...	...	...	...
Rollo	Hong Kong	,,	Dec. 1	...	131	132	100	...	200	...	...	...	691	...	...	...	...	...	...	...	...	114	49	...	...	...	...	...	...	...	...	...	...	...	...
Pauline	Singapore and Penang	Glasgow	Nov. 25	290	182	10	...	...	...	...	...	2	15	...	...	...	...	90	...	15320	...	366	...	...	...	...	...	...	...	32	579	45	120	...	...
Glenisla	Penang	London..	Dec. 2	...	76	...	...	...	...	...	...	...	343	...	...	...	15	...	...	...	...	86	22	200	...	2400	120	193	274	5540	338	...	...	431	...
Kingdom of Saxony	Singapore	,,	,, 2	...	91	...	...	...	...	...	...	20	565	...	...	...	...	...	...	...	...	...	177	187	...	...	...	...	278	4000	101	...	120	...	125

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Belted Will	Shanghai	150000	1124	16	8	21	...	...	...	17	...	12	...	...	...	14	43	...	20	...	1cs	...	513	6	50	107	21
Zoroya	Foochow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	...	159	...	...	...	...	...	...
Eleanor	Hong Kong	...	290	£13	5½	28	...	...	...	12	...	...	...	...	...	...	...	90	...	...	...	...	106	35	...	...	...
Gaucho	Hiogo	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Osaka	Hong Kong	...	334	...	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...
Seafield	Colombo	29625	...	...	...	...	...	...	518	70	...	108	...	...	...	...	...	...	15	...	£33	...	...	...	...	...	...
Ceylon	Hong Kong	40000	1348	...	...	269	10	...	...	...	...	46	...	...	...	...	...	...	907	234	...	...	...	...	...	...	...
Walton	Yokohama	...	41	210	510	424	2	27cs	...	33	...	359	...	...	...	...	...	...	...	...	...	...	28	90	26	...	...
Annie Braginton	Do.	80000	923	...	...	100	...	...	...	45	...	663	...	...	...	...	8	...	...	...	...	...	85	50	122	...	...
Deerhound	Shanghai	...	285	...	...	...	...	...	...	39	...	39	...	...	...	...	25	12	...	...	...	...	500	...	216	...	...
Rollo	Hong Kong	...	425	...	...	...	...	...	20	...	...	...	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...
Pauline	Sing. & Penang	...	86	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...
Glenisla	Penang	...	...	66	...	...	...	...	...	192	...	...	...	...	...	...	100	60	...	...	...	...	570	730	...	104	...
Kingdom of Saxony	Singapore	16000	434	66	...	...	...	...	...	...	...	2	...	...	...	...	100	...	35	...	...	...	343	71	...	100	...

ADDITIONAL.—Per *Belted Will*.—Fire clay and bricks, £32; corks, £33; cement, £300.

Per *Eleanor*.—Bricks, £10.

Per *Gaucho*.—Guns, 2,901 tons.

Per *Osaka*.—Cement, £277; flints, £35.

Per *Seafield*.—Cement, £1,131; asphalte, £22; railway materials, £3,631; shot, 5 tons.

Per *Ceylon*.—Cement, £235; flints, £17; guano, £830.

Per *Walton*.—To Yokohama: Telegraph wire, £1,184. To Hiogo: Cement, £378; Geneva, 210 gals.; pig iron, 199 tons; beer, 16 brls.

Per *Annie Braginton*.—Cement, £433; plaster of Paris, £119; corks, £50.

Per *Rollo*.—Cement, £91.

Per *Pauline*.—Oakum, £26; wood manufactures, £28; sheathing felt, £50.

Per *Sophie*, London to Hong Kong, *via* Antwerp, cleared Nov. 13.—Hardware, £148; guano, £3,320.

Per *Success*, Liverpool to Shanghai, cleared Nov. 25.—Coal, 699 tons.

Per *Hawkhope*.—Hardware, £120; mustard, £40.

Per *Landseer*, Glasgow to Sourabaya, cleared Nov. 6.—Coal, 500 tons; machinery, £3,720; plain cottons, 2,762 yards; thread, twist, and yarn, 13,240 lbs.; beer, 10 brls.

Per *Terentia*, Glasgow to Singapore, Nov. 16.—Hardware, £4,040; tobacco, 125 lbs.

Per *Antela*, Glasgow to Manila, cleared Dec. 1.—Beer, 183 brls.; Geneva, 600 gals.

Per *Glenisla*.—Cement, £95; guano, £830.

Per *Kingdom of Saxony*.—Cement, £249; guano, £1,245; rocket sticks, £1; zinc, 28 tons.

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THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.
Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.
They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.
They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.
Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.
The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000.000. All paid up.
Reserve Fund, $775,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.
The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.
They open Current Accounts for the convenience of constituents returning from China, Japan, and India.
They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.
Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

NURSERY GOVERNESS.

A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.
Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

GRATEFUL—COMFORTING.
EPPS'S COCOA.
BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.
Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—
JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.
YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.
PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.
GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.
GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.
A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

NERVA, MARCHAND, & Cº,
GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.
14, RUE DE LA GRANGE BATELIERE,
PARIS.

HOLLOWAY'S PILLS
Sir SAMUEL BAKER,
In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

OSLER'S GLASS CHANDELIERS.
WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU
KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

GRAND HOTEL COMPANY.
YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.
J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.
FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.
Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,
PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hote
Highly recommended.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining aloon, Restaurant, Reading Rooms, &c.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt Water Baths.
Restaurant, Cafe, and Reading Room, with English, French, and German papers, and the *London and China Express*. Omnibus attends the trains.
CHARGES MODERATE.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.
12, RUE CASTIGLIONE, 12.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy of to sell.
Seventy already sold—fifty now on the register.
ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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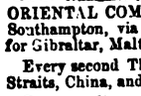
OVERLAND ROUTE

and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.



OVERLAND ROUTE

and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Mongolia	3,833	530	Dec. 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Avoca ...	1,481	250	Dec. 24	Mediterranean, Aden, Bombay.
*Bokhara ..	3,932	450	Dec. 31	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Khiva ...	2,609	450	1875. Jan. 7	Mediterranean, Aden, Bombay.
*Cathay ...	2,982	450	Jan. 14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Australia.	3,648	600	Jan. 21	Mediterranean, Aden, Bombay.
*Malwa ...	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via

MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Amazone ... 1875.	Dec. 20	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	Jan. 3		
Iraouaddy ...	Jan. 17		
Hoogly ...	Jan. 31		

The Steamers of the 20th Dec. and 17th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 3rd Jan. and 31st Jan. connectat Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

FOR CHINA AND JAPAN.

—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai...	Lotus, s.s.	20 years RedL'pl. Book ...	S.W.I.D.	Dec. 23
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I.D.	Jan. 4
Sing., Yoko., & Hiogo ...	Riga, s.s. ...	100 A1	S.W.I.D.	To follow
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Yokohama ...	Oleander.....	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C.

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO

(will call at Nagasaki if sufficient inducement offers), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 4th January, the favourite full powered screw steamer HONG KONG, 100 A1, 1,921 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	Jan. 2, '75
Glengyle	100 A1	1.676	200	To sail
Glenfinlas	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glencagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal. Last shipping day, 30th December.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI,

the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

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Steam via the Suez Canal. Last shipping day, 15th December.

FOR SINGAPORE,

HONG KONG, YOKOHAMA, and HIOGO, the fine full-powered Clyde built screw steam ship SWATOW, 90 A1 (late "William Batters"), 839 tons register, 550-h.p. effective; owned by Messrs. John Swire and Sons, of London: Victoria Docks. This fine steamer, only one year old, and built by Messrs. Scott and Co., of Greenock, is expected to make a very rapid voyage.

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will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

SHANGHAI DIRECT.—The

favourite China clipper FORWARD HO! A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans-court, Cornhill, E.C.

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STEAM PACKETS from LONDON.—Last shipping day, 19th Dec.—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLAMIS CASTLE, 2,380 tons, 100 A1, 300-horse power nominal; W. HOLMS, Commander, now loading in the South-West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

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CHINA.

THE following SPLENDID

First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Mia.....	A1 13 yr.	E.I.D.	*With des.*
Hong Kong	Lothair	A1 16 yr.	E.I.D.	To follow
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Edeline	499	Wright Bros. & Co.	Dec. 20
Glamis Castle, s.s. ...	2,380	Thos. Skinner & Co.	Dec. 20
Lotus, s.s.	1,407	Norris & Joyner...	Dec. 23
Glenartney, s.s. ...	2,115	M'Gregor, Gow, & Co.	Jan. 2
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 4
LIVERPOOL.			
Diomed, s.s. ...	1,201	Alfred Holt ...	Dec. 23
Patroclus, s.s. ...	1,607	„	Jan. 12
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Jan. —

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THE LONDON AND CHINA TELEGRAPH.

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Hankow	
Tientsin	JAMES HENDERSON.
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Yokohama	E. L. B. MCMAHONI.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 590.] LONDON, MONDAY, DEC. 21, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

TIME TABLE FOR 1875.

The Table showing the Arrivals and Departures of the Mails per P. and O. and Messageries Maritimes will be issued with our first number in January. Free to Subscribers, 1s. to non-Subscribers.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 19.
Japan—	Yokohama	Sept. 11	Oct. 29	Nov. 3
	Yedo			
	Osaka and Hiogo	—	—	Oct. 25
	Hakodadi			
	Nagasaki	—	—	,, 28
China—	Peking	—	—	,, 26
	Tien-tsin	—	—	,, 28
	Chefoo	—	—	,, 30
	New-chwang	—	—	,, 25
	Hankow	,, 11	,, 30	,, 31
	Kiu-kiang	—	—	,, 28
	Chin-kiang	—	—	,, 24
	Shanghai	,, 18	Nov. 2	Nov. 6
	Ningpo	—	—	,, 4
	Foochow	,, 18	,, 5	,, 8
	Formosa	—	—	Oct. 24
	Amoy	—	—	Nov. 9
	Swatow	—	—	,, 10
	Hong Kong	Oct. 2	,, 9	,, 12
	Canton	—	—	,, 10
	Macao	—	—	,, 11
Philippines—	Manila	Sept. 18	Oct. 28	Oct. 31
Cochin-China	Saigon	,, 25	,, 30	Nov. 9
Siam —	Bangkok	—	—	,, 13
Borneo	Labnan	—	—	,, 8
	Sarawak	—	—	,, 12
Java —	Batavia	Oct. 2	Nov. 7	,, 15
	Samarang	—	—	,, 6
	Sourabaya	-	—	,, 8
Malacca Straits—	Singapore	,, 9	,, 9	,, 19
	Penang	,, 16	,, 20	,, 21
Ceylon—	Galle	,, 30	,, 19	,, 27
	Colombo	,, 30	,, 21	,, 26

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, on Saturday, the 19th inst., being two days early. The next inward (French) mail, with advices Yokohama 10th, Shanghai 13th, Hong Kong 19th, Singapore 27th Nov., which is due, *via* Marseilles, on Monday next, the 28th inst., left Suez on the 15th inst., three days in advance of its due date, and may be expected in London on Friday, the 25th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Dec. 16.—From Yokohama: Sig. Fuccha, Sig. Sala, Sig. Gharadotta, Sig. Bonetta, Sig. Caratta. From Shanghai: Capt Hutchinson. From Galle: Lieut. Finnis. To Venice, from Yokohama: Sig. Regida, Sig. Biara, Sig. Pini, Mr. S. Hurt, Mr. Lilley, Mr. Senior. From Shanghai: Mrs. Dudgeon and three children, Mr. Symons.

To Southampton, per P. and O. steamer *Australia*, expected Dec. 27.—From Yokohama: Mrs. Hatton. From Hong Kong: Commander Barnett, R.N., Staff Commander Hewlett, R.N., Lieut. Kerr, Mr. Studd, Mr. Ingram, Mr. Charters. From Singapore: Mr. Williams, Mr. Limmer, Lieut. A. R. Woodriffe. From Penang: Mr. Oxlade. From Galle: Lieut. Barcroft, Lieut. Harris, Asst.-Paymaster Hall, Sub.-Lieut. Boxer.

Per steamer *Ulysses*, arrived Dec. 8.—From Hong Kong: Captain Ward and wife. From Foochow: Mr. H. R. Smith.

PASSENGERS OUTWARD.

Per French steamer *Amazone*, Dec. 20.—To Yokohama: Mr. Suyekawæ, Mr. K. Ejichi, Mr. Z. Ono, Mr. Pateman, Mr. Van Oordt, Mr. J. de Jong. Mr. S. Okumura, Mr. Kawakami, Mr. T. Nagasawa. To Shanghai: Mr. W. Pearson, Mr. L. Lefebre. To Singapore: Mr. and Mrs. Sackermann, Mr. J. Angeback. To Hong Kong: Mr. Sameshima, Mr. Kwong Ki Chin, Mr. and Mrs. Boissement. To Galle: Mr. Charriere, Mr. M. Beaulieu, Mr. and Mrs. Bonnifieu, Mr. and Mrs. Pompon, Mr. Prietzbuer, Mr. de Langlande, Mr. C. E. H. Symons, Mr. de la Samaniere. To Batavia: Mr. A. Gerard. To Saigon: Mr. Conneau, Mr. Gellé, Mr. Bauermeister.

Per French steamer *Asa*, Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guillemin. To Shanghai: Mrs. C. King, Mr. E. Hunt. To Galle: Mr. Buchanan, Mr. E. H. Hurst.

Per French steamer *Hoogly*, Jan. 17.—To Hong Kong: Mr. Duval, Mr. Wanecke. To Galle: Mr. Hill. To Batavia: Mr. C. Winx.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Mis Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconockie.

Per P. and O. steamer *Malta*, from Brindisi, Dec. 28.—To Hong Kong: Mr. C Braun. To Singapore: Mr. E. McAllister. To Ceylon: Mr. G Russell, Mr. M. Drysdale.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 31.—To Hong Kong: Mr. M. Pinil. To Shanghai: Mr. W. J. Tucker. To Singapore: Mr. M. Armstrong, Mr. Paterson. To Ceylon: Mr. and Mrs. Heathcote, Mr. M. H. Foster.

Per P. and O. steamer *Sumatra*, from Brindisi, Jan. 11.—To Hong Kong: Mr. S. Hughes. To Ceylon: Dr. P. Goldschnidt.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from this port to the 3rd Nov.; but the Pacific mail chartered steamer *Vancouver* arrived at San Francisco on the 1st inst., with news to the 9th November The following summary of news has been telegraphed to New York :—

There is much discussion concerning the displacement of the director and English *employés* of the Mint at Osaka. The British community and newspapers of Yokohama complain bitterly, as if actual wrong had been done them, and proclaim that the national coinage will become valueless with the Mint taken away from British management. The matter is a serious one for the Japanese Government, and is totally misrepresented here. Some time since a contract was made with the Oriental Bank Corporation to superintend the establishment of a Mint among other public works. This contract expires early in 1875, but the Corporation has claimed the right to make future engagements, officials in the Mint and elsewhere. The Government denies this finding, or has already placed itself far too unreservedly in the hands of the Oriental Bank Corporation, and announced that engagements heretofore made by that body must terminate with the expiration of the general contract next February, so far as is practicable.

The condition of the troops in Southern Formosa is now healthful, the dangerous season having passed. Nearly 1,000 sick were brought back to Nagasaki early in October, their places having been supplied from the barracks at that port. The whole Japanese force now in Formosa is about 4,000 men. The main bodies are held in reserve at or near Nagasaki, to which additions are continually sent.

The impression appears to prevail in American journals that Iwakura especially directs the Government in the present crisis. This is a mistake. There are three Ministerial offices near the Throne, only the third of which in rank is held by Iwakura. When he visited America and Europe the second was vacant, but this has since been filled by the appointment of Shinmardzu Sahuro. The first is occupied by Sangio. Iwakura, in fact, takes very little part in the political discussions.

The public expenses are being reduced in various ways. The Mikado and members of the Imperial family have renounced part of their incomes. Numerous *employés* have requested a reduction of their salaries, and even scholars in the national academies have petitioned that the amount allowed for their education be temporarily reduced. Enthusiasm and offers of personal

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sacrifices are universal, and volunteers are being enrolled throughout the empire.

The British Minister has notified the English employed in the naval service of Japan that in case of war they must resign their positions. They, in return, have notified the Government that, in such an event, they will claim payment for the unexpired balance of their contracts, which demand will be rejected as preposterous. It is semi-officially announced that the French and English troops stationed at Yokohama will be sent home before the end of the year.

It is now doubted whether the Japanese Post-office can be got ready for the commencement of the new postal system by the 1st of January next. The department has decreed a fine of $150 for wrongfully opening any letters.

The United States Minister's relations with the Japanese Government are perfectly harmonious, but his representations in regard to the military registration of the servants in his service and the employment of Mr. Watson have been passed unheeded.

The Mikado's birthday was celebrated on the 3rd November with the military reviews, State receptions and public festivals of all kinds. The foreign Diplomatic Corps dined, by invitation, at the Imperial Guest House in Yedo.

A heavy typhoon has occurred at Yezo. Many sea coast villages were greatly injured, and one was entirely destroyed. Thirty-three junks were wrecked, and 200 lives were lost.

The boiler of a steamer on Lake Biwi exploded, and the passengers and crew, numbering 100, are reported to have been either killed by the explosion or drowned.

The superfluous supply of silk worm eggs has been reduced by burning large numbers of cartoons, and sales are now resumed in Yokohama at extremely low rates.

Orders have been issued by the Navy Department offering rewards for the discovery by Japanese ships of unknown rocks and shoals in Eastern waters.

The Japanese are preparing to erect fortifications on all important points along the coast.

CHINA.

—o—

SHANGHAI.

The present mail brings advices from this port to the 6th November; the P. and O. mail from London Sept. 18 was received on the 2nd November. The following summary of news is from the *North China Herald*:—

The races have occupied the week to the exclusion from public attention of more serious every-day matters, with the exception that contradictory news from the North regarding the difficulty between China and Japan has caused some excitement. The weather was rather cold during the first two days of the races, and the long continuance of rainy weather had broken in upon the usual training season. They went off very successfully, however. A large number of residents left Shanghai for up-country trips about the beginning of race week, some eighty house boats being employed in the exodus. But the absence of so many from the settlements was partly compensated by the presence of a good many visitors from outports.

Regarding the Formosan difficulty, without being too positive, we think we are justified in saying, from all that has reached us during the week, of a reliable character, concerning the progress of negotiations at Peking, that there will not be war. A despatch to a local Chinese officer of high standing states that an arrangement has actually been made. The Japanese asked for an indemnity of five millions, but as the Chinese firmly opposed the demand, they reduced it by three millions. Still the Chinese would not yield, but further bargaining brought the amount down from two millions to half a million taels, with which Okubo was fain to be satisfied. The only question remaining to be settled at the time the despatch was written, as we are informed, was whether the money should be handed over before or after the retirement of the expedition from Formosa. But there can be little doubt that, if matters have been arranged so far, the negotiators will trust each other to fulfil the details of the engagement. Our informant adds that the withdrawal of Yanigawari from the capital along with Okubo is deprived of any untoward significance by the fact that the Japanese Legation is left in charge of his second in command. It is highly probable that Yanigawari returns with the special Embassy, in order to give an account of his own share in the negotiations; and after the position he has held during the present year *versus* the Tsung-li Yamen, it would be in accordance with diplomatic courtesy and usage that he should be replaced as Resident Minister at Peking by some high officer who has not been mixed up in the recent unpleasantness. The foregoing statement is consistent with out last news direct from Peking.

The relations between the Japanese belonging to the war-vessel at Tientsin and the local Chinese are said not to be altogether amicable, some curiosity shown by the latter to inspect the ship being discouraged rather forcibly. The only indications of the state of feeling among the Chinese in Shanghai that we have lately heard of is the fact that the Taoutai has enlisted 150 men for his body guard, and that native charterers of foreign sailing vessels stipulate for a clause saving them from the consequences of war.

The steamer *Cawdor Castle*, while coming to the Shanghai and Honkew Wharf, ran into and sank the French brig *St. Francois*, which was lying alongside, sustaining some damage also to her own starboard bow. The steamer *Shingking* has returned to port, having sustained some damage to the fore part of her saloon in a storm she was caught in when she had made about a fourth of her voyage. The vessel is being repaired with all despatch.

The steamer *Ningpo*, from Hong Kong, reports having experienced very heavy weather as she came up the coast. The P. M. chartered steamer *Vancouver*, bound to Yokohama, had to run for shelter; and the *Ningpo* had to anchor more than once during her passage, through stress of weather. She also reports having seen a large junk ashore, and apparently abandoned, on Ashuelot Reef.

As the *Dragon* was going into Foochow on her last trip south, she passed the steamer *Atalanta*, bound from Hong Kong to Shanghai, off Tungying, a few miles above Matsou. The *Atalanta* was partially disabled by the breaking of a screw bearing, and turning back, made for the Min. At the White Dogs she took a tugboat, and arrived at Foochow safely on the 26th Oct. It was expected that she would be detained four or five days for repairs, but that it would not be necessary to dock her. Her long voyage is thus accounted for. She left Hong Kong on the 19th Oct.—The mail steamer *Delhi* met with very rough weather during a portion of her voyage from Hong Kong, and lost one of her crew overboard. The *Delhi* will have to remain at Woosung till the 6th Nov. nearly a whole week—for want of water to cross the Bar.

The arrival, on the 1st Nov., of the crew of the ship *Lucerne*, would seem to indicate the abandonment of all hope of recovering the stranded vessel. The tug *Samson* went to the vessel on the 27th Oct., having in tow a junk for the accommodation of the *Lucerne's* crew, and a number of coolies to work on the wreck when the tide permitted, and also to assist in the recovery of any property belonging to the vessel. The tugs *Fuhlee* and *Rocket* were alongside the wreck when the gale began on the 27th. They ran for shelter to an anchorage inside the lightship, while the junk, containing the crew and coolies, took shelter in a creek on the Yangtsze Cape. The captain remained in the *Fuhlee* till the 1st Nov., and then came up to Shanghai. The crew walked up from the Yangtsze Cape Creek to the beacon, and were brought from thence to Shanghai by a junk. It is said the *Lucerne* lies in a bed of mud about ten feet deep. The *Fuhlee* has left to look after the junk with the crew and coolies, but there is no apprehension felt regarding their safety.

A decree in the *Peking Gazette* of 17th October appoints Ying-han, Governor of Nganwei, or An Hwuy, to be Governor-General of Kwangtung and Kwangse, vice Juy-lin, lately deceased. Wu Yuan-ping, Governor of Hoopeh, was at the same time appointed to fill the post rendered vacant by Ying-han's advancement, but a decree in the *Gazette* of the 20th Oct. changes this arrangement, and announces that Wu is to become Governor of Kiangsu (this province), an office which, as we noticed the other day, Chang Futai has to vacate on account of the death of his mother.

Among other translations from the *Peking Gazette* is a minute of the trial of Li Kwang-chao, sent up to the throne by H. E. Li Hung-chang. The culprit, it will be remembered, endeavoured to secure official favour, and, as the investigation shows, a big "job," by making some generous proposals relative to the supply of timber to be employed in rebuilding the Summer Palace, which proposals he subsequently was unable to carry out. He played a high game and lost, and now awaits execution after a term of imprisonment. But it is not improbable that some Imperial act of grace will come to save his head before his term of imprisonment is up, and we have heard that in such cases, if there are a number of prisoners for execution about the same time, the Imperial clemency is sometimes displayed by reprieving a portion of them. Li, however, has committed the unpardonable sin, in addition to attempting a gigantic swindle (in which he appears to have been readily assisted by Palace officials), of using titles to which he had no right. The details of the case, given in the present report, are of unusual interest.

We regret to hear of the accidental death, at Hankow, on the 26th Oct., of Mr. W. J. E. Stewart, formerly of Shanghai. Mr. Stewart and some friends had gone off to the steamer *Shanghai*, which was to leave the same night, to see a gentleman on board, and were leaving the vessel, when in passing to the hulk Mr. Stewart missed his footing, owing to the swell in the river. He was carried away on the surface of the stream, but did not sink, and within some five minutes was picked up by a sampan, which had hastened to the rescue. He appeared to be dead when taken out of the water, but protracted efforts were made to restore animation, the ill success of which, under all the circumstances, led to the belief that death had resulted from shock rather than from immersion.

The Honourable B. P. Avery, the new Minister for the United States at the Court of Peking (vice the Hon. Mr. Low), accompanied by Mrs. Avery, arrived at Tientsin on the 18th Oct., and

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shortly after the vessel had been moored he took up his residence at the U.S. Consulate, with Consul Sheppard. On the following day Mr. Avery called on his Excellency Li Hung-chang, the Imperial Commissioner from the Northern Ports, who next day returned the call. It is said that Mr. Avery will start immediately for the metropolis, proceeding by the river to Tunchow.

HONG KONG.

Our advices by the present mail extend to the 12th Nov.; the French mail from London Sept. 25 was received on the 5th Nov., and the following P. and O. mail of 2nd Oct. was received on the 9th Nov. The following items of news are from the *China Mail*:—

His Excellency Sir Arthur Edward Kennedy, K.C.M.G., C.B., Governor and Commander-in-Chief, having returned to the colony, the acting appointments held during his Excellency's absence under Notifications 163 and 164 of 15th October last have ceased.

An inquest was held on the 6th at the Government Civil Hospital on the body of Captain Lane, of the Imperial Customs cruiser *Chien Jui*. It appeared that the deceased was a British subject registered at Canton, but that he died on board a foreign ship at sea. It is a nice question whether the coroner here had jurisdiction, or whether the case should not have been taken by H. M.'s Consul at Canton. However, for the sake of the friends of the deceased, it is fortunate that an inquest was held--as they have the melancholy satisfaction of knowing that no medical aid could have saved him, for he died from an aneurism of the aorta.

Last year this time the opium steamer *Hindostan*, in coming up the China Sea, was "caught in a typhoon," when it will be remembered a clean sweep was made of all that was on her deck, a horse also having been washed overboard. As she is reported to have left Singapore only yesterday, the 30th instant, she must have had to do again with the "demon of the storm" after leaving Calcutta, since the reported occurrence of a cyclone in these regions was about the time the *Hindostan* was wired to have left.

The race course was opened on the 2nd, for training, when a large number of sporting gentlemen of the colony assembled. Several ponies are now taking gentle exercise matutinally. One or two others are being rather harder worked, as they are intended to take part in the Canton Races, which are advertised for the 17th December. We trust that there will be a good gathering here, and plenty of sport at the rapidly approaching races. Indeed, we think that we can foretell as much pretty safely. Besides the racing ponies already in the colony, several are coming down from Shanghai for certain; and there is a probability of the arrival of others from other ports.

We have seldom seen at St. John's Cathedral so large a number of ladies and gentlemen as assembled on the 6th to assist in celebrating the nuptials of Mr. Morland Kerr, the popular manager of the Oriental Bank, and Miss McNair of Singapore. Mr. Kerr's urbanity of manner and gentle disposition, both in private and quasi official life, have gained for him many friends in the East, and no better proof could be afforded to the lady who has now cast her lot amongst us and to her friends from Singapore, of the great esteem in which Mr. Kerr is held here, than the crowd of well-wishers that met them at the church this morning. After the ceremony, a large number of guests, over eighty we believe, were entertained at breakfast at Mr. Nicaise's of Dinder, and the bride and bridegroom left on their honeymoon trip about two o'clock, amidst showers of rice, old shoes, &c. We only echo the sentiment of the general Hong Kong community in wishing the newly married couple long life and many happy days.

H.M.S. line of battleship *Victor Emanuel*, appointed to relieve the *Princess Charlotte*, arrived at 2 P.M. on the 4th and anchored opposite the site of the boat-house. She has brought reliefs for the Military and Naval Forces on the China Station.

The project of a Chinese company to work the lead mines at Wai-chow has met with great popularity. So far as is known, it is only proposed that the undertaking should be an experimental one, and if it succeeds, companies will be started to work other mines too.

We see that the clock-tower has had its birdcage scaffolding removed, thereby indicating that the repairs to it are complete. It now shows out, "neat, trimly dressed, fresh as a bridegroom."

The Praya has been to a large extent temporarily restored, but it is, we believe, in contemplation to effect a considerable change in its permanent construction before another typhoon need be apprehended.

We are requested to state that every effort is being made to salve the cargo of the *Leonor*, and that in a few days all will be recovered. The agents are waiting instructions from the underwriters in London as to the disposal of the two steamers.

The finding of the Marine Court in the case of David Reed, late master of the *White Cloud*, was read to him on the 5th in the Harbour-Master's office. It is to the effect that he was guilty of culpable negligence, and that his certificate be suspended for eighteen months. The certificate of William Ellis, late chief officer of the *White Cloud*, was also suspended for six months.

The disaster of the late typhoon is not altogether without its good, for it furnishes lucrative employment to certain classes of workmen. We hear that the demand for masons and carpenters in Hong Kong is so great that over 2,000 of the fraternity have availed themselves of the cheap fare of the night boats to come down here, where they find ample employment at very remunerative rates.

We understand that the last pages of Archdeacon Gray's book have gone to press, which, considering its great length of 700 pages, and the time it was commenced, is creditable to the publishers. Much time is of course lost in sending proofs out of the Colony for revision, and the necessity in this case has probably added a full third to the time of production. The work is decidedly interesting, and is likely, we imagine, to have a good sale.

Professor Vanek has so frightened the Chinese with his sleight of hand that they are afraid to deal with him. One day he went into a foreign goods shop to buy something, and the price agreed for the article was $3. He placed this sum on the counter; suddenly two of the coins disappeared at the touch of the Professor. Of course the Chinaman refused to deliver the goods until the full amount was paid. The Professor made another touch on the remaining coin, and as suddenly the three dollars were on the counter again. This trick was repeated, until the Chinaman refused to sell unless the Professor paid him in $1 notes.

The s.s. *Mongol* brought out a large quantity of munitions of war for the Chinese Arsenal at Foochow. Amongst them are five Armstrong guns, weighing twenty tons each, and their carriages, weighing seven tons each. The steamer has gone to Aberdeen to put out this artillery under the Dock Company's shears. The reason of the debarcation here is that water at the Foochow Arsenal has decreased several feet in depth during the last two months, owing to the silting up of the river.

The Hon. P. Ryrie has presented to each of the Messrs. George and Edward Taufer a cup and purse containing $155. The above is the result of the public subscriptions raised to show the general sense of the Messrs. Taufer's conduct in saving life from the steamers *Albay* and *Leonor* during the typhoon on the 23rd of September last. Although individual subscriptions were limited to a small sum, the total amount subscribed was $386.

We observe that Mr. Hayllar, Q.C., has returned to the colony per *Baroda*.

The *Carisbrooke* took nine days on her recent passage from Saigon, and reports very rough weather outside, with a strong north-east monsoon.

Fresh tenders are invited for floating the *Alaska* off the beach at Aberdeen. We sincerely trust that the next effort made will be successful.

A nice little jetty is being constructed for the night-steamer *Hanyang*. This shows a determination on the part of her owners to stick to the trade.

The local authorities at Canton have sent to the British Consulate there a number of articles stolen from the steamer *Spark* after the lamentable catastrophe of the 22nd August last. The Cantonese have been brisker in their pursuit of the pirates than have our own police in Hong Kong. The articles identified are two of the *Spark* gongs, a watch belonging to one of the crew, two tins of Messrs. Deacon and Co.'s Tea musters, one ten-dollar gold piece, the property of Captain Brady, an Australian sovereign belonging to poor Mr. Mundy, a tablecloth, and other articles. Among the plunder yet unidentified are a rifle, a one hundred dollar, ten five-dollar, and five one-dollar notes, 10 Chinese pawn tickets, 46 Mexican dollars, some Chinese jewellery, and a quantity of clothing.

We understand that the Rev. N. A. Roach, of the London Missionary Society, has accepted the charge of Shameen Church, Canton, pending the appointment of a successor to the Ven. Archdeacon Gray. This appointment, though merely temporary, says much for Mr. Roach's popularity among Church of England people.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 19th November; no later mail from London had arrived out. We take the following items of intelligence from the *Straits Times*:—

Burglaries and thefts in dwelling houses have lately been of alarming frequency, the thieves in several instances carrying off iron money chests, to the neglect of jewellery and valuables lying in plain sight. Besides this, a considerable number of cleverly executed counterfeit Mexican dollars, of both the old and the new coinage, have been assiduously put in circulation here, but the vigorous prosecution by the police of all who are caught tendering the counterfeits has checked the operations of the rascals, several of whom have been committed for trial at the next criminal session. Monday, the 9th instant, the Prince of Wales' Birthday, was observed as a holiday by the Government and the mercantile community. The following evening the officers of H.M.S. *Charybdis* entertained the visitors at Government House with a private theatrical entertainment, in which

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the amateurs proved themselves actors of no mean ability, and acquitted themselves most admirably throughout.

There has been another severe typhoon in the China Sea, which was encountered by the P. and O. extra steamer *Colombian* on the 13th instant, on her way from Hong Kong to this port, in which she lost two boats, smashed bulwarks, and sustained other damage. The storm is described as of great violence, and we shall probably have to report further casualties. The arrivals of steamers *via* the Suez Canal have been the *Deucalion* on the 7th and *Agamemnon* on the 9th, from Liverpool; *Galatea* on the 9th, from Cardiff; *Formosa* on the 14th, from London; *Kjobenhaven* on the 16th, from Antwerp; *Crocus* on the 18th, from London. The departures have been the *Tartar* on the 6th, for New York; the *Hong Kong* on the 8th and *Essen* on the 14th, for London.

The Legislative Council has not yet resumed its sittings, and it is probable little more legislative business will be transacted this year. The Supply Bill for 1875, however, which appears in the *Gazette*, remains to be passed. The estimated expenditure is $1,485,178, or some $84,000 over that of the present year. There is, however, an increase of some $55,000 in the cost of establishments, which goes far to make up the difference. Penang is again unrepresented in the Council, owing to the resignation of Mr. Walter Scott, who was appointed to fill the vacancy caused by the death of Mr. F. S. Brown, and it is as yet uncertain who will be chosen to occupy the seat.

Arrangements are in progress for organising the Administration of the Native States in terms of the recent Treaties, and it may be concluded that the appointments involved have already been determined upon, though these are not yet announced. Mr. Birch, the Colonial Secretary, is at present occupied on a commission to fix the boundaries of the newly-acquired territory opposite the Dindings, and Mr. Swettenham is acting as Resident at Salangore. The inquiry into the condition of the public service, which has been before the Executive Council for the last three months, has been concluded, and the report of the sitting and its results is now being drawn up. The Council held its sittings throughout with open doors, but the shorthand report of the same is not to be published here till it has been submitted to the Secretary of State for the Colonies. Whether the finding or result of the Council will be made known sooner is not stated, but from the aspect of the investigation, so far as the proceedings disclosed, there is little cause to doubt that the accusations which first gave rise to the inquiry will be declared to be without foundation.

We are given to understand that his Excellency the Governor is of opinion that the Municipality of Penang is responsible for the sanitary arrangements in Province Wellesley, and has accordingly called upon that body to set itself to work at once to improve the drainage, &c., of the different villages. It is furthermore stated that the Governor purposes to introduce sweeping changes in the present system of Municipal Government.

The Fourth Criminal Sessions of 1874 will be opened on Saturday, 14th, and it is understood that the Court will be adjourned till the 16th. We can scarcely be accused of being given to unnecessary cavilling when we assert that during the whole of our experience in the Settlement we never knew the Supreme Court to show less consideration for the jurors summoned to attend the assizes. Several of these will have to travel twenty or thirty miles to answer their names, and will either have to bear the cost of going back again to their homes in the Province, and returning on Monday, or be mulcted in the extra cost of living in town. A notice to the effect that jurors are not required to attend till Monday would save all this useless expenditure, and spare the pockets of many who can ill afford to lose a cent.

We are indebted to a private source for the following translations of official telegrams from Atchin to Batavia:—

A telegram from the Military Commander at Atchin, dated 13th October, mentions enemy numerous and busy in the vicinity of our establishments. Lieut. A. K. Begemann, wounded whilst patrolling, is now better. The blockade of Pasei has been raised. Health not improved, number of deaths stationary. Since 2nd instant four cases of cholera and one of small-pox.

Translation of a Government telegram received on the 5th instant from Atchin via Penang:—

Tuloh has hoisted the flag; blockade raised. *Banda* has returned from west coast with rather favourable reports.

The enemy erecting fortifications in the direction of Longbatta. State of health unfavourable; number of sick and mortality increasing. No new cases of small-pox; cholera, one.

During the temporary absence of Mr. H. M. Mills, who proceeds to England to complete the usual formalities on being called to the Bar and to enter on the Midland Circuit, Lieutenant Brackenbury, R.E., A.D.C., undertakes the duties of Private Secretary to the Governor. Mr. Mills returns by the last mail in February.

The Government *Gazette* notifies the appointment of Lieut. Herbert Meyrick, of the 1-10th Regiment, as a Justice of the Peace and Acting Assistant Superintendent of Police and Coroner for Penang.

SHANGHAI MORALITY.

(To the Editor of the *London and China Telegraph*.)

SIR,—Under the above heading a person signing himself "Pater-Familias" writes, in your issue of the 28th August, denouncing the *demi-monde* of Shanghai in terms worthy of the noble lord who was once good enough to describe this settlement as a "sink of iniquity." It is by no means as a champion of the class just mentioned—admittedly necessary in any large community though it may be—that I venture to address you in reply, but rather to expose the misrepresentations of your correspondent—misrepresentations too gross, perhaps, to require comment, but which still it may be well to correct for the benefit of a possible minority of credulous readers. As the simplest method I shall deal with them, briefly, in the order in which they appear in the communication under notice.

"Pater-Familias" writes:—

"The settlement is overrun with European women of various nationalities, who are allowed to ply for hire and drive in carriages with livery servants on the Bubbling Well-road, or Rotten-row of Shanghai, without interference by the police."

The settlement is not "overrun" with such women; on the contrary, their number, in proportion to that of the whole male community, is moderate when compared with that of other towns under similar conditions. The supply is, of course, strictly regulated by the demand, and the latter is kept within due bounds by the very considerable outlay required for the indulgence. It must not be supposed either that the persons in question "ply for hire on the Bubbling Well-road," a suspicion to which the slipshod English of the sentence might give rise, justifying a horrified reader in the supposition that at the very least "books" were unblushingly made up in the public thoroughfares.

"It is well known that young men who are foolish enough to visit the dens of these women have heavy bills sent in to them next day, under threats of exposure if not paid. This has already led to the ruin of several members of our community, and it is, in my humble opinion, high time that something was done to check this species of swindling."

"It is well known," on the contrary, that such bills, heavy though they be, are not, except, I presume, in cases of doubtful solvency, "sent in next day," and that "threats of exposure" are also simply mythical, for the sufficient reason, did no other exist, that such a course would imperil the popularity of a class to whom popularity is obviously indispensable. "The ruin of several members of our community" is traceable rather to share speculation and racing, gambling generally, in fact, than to undue indulgence in the lusts of the flesh. For the charge of "swindling" there is no ground. Here, as all over the world, a price, extravagant or not as the case may be, is demanded for a certain equivalent. Decision is open as to whether *le jeu vaut la chandelle*.

"* * it is now possible to walk down Regent-street without being jostled by abandoned women in a state of semi-nudity."

This is very fortunate for the *habitués* of Regent-street. Before this innovation was introduced there, how much more blessed must have been Shanghai, for from the earliest appearance in our midst of delegates from the section of society so obnoxious to "Pater-Familias," until the present day, no case has, I believe, been recorded of a "wife or daughter" having been "jostled by abandoned women," above all, by "abandoned women in a state of semi-nudity," for this is a variety—rare, let us hope, even in the past of Regent-street—absolutely unknown amongst us.

"The shopkeepers of Regent-street found it interfered with their business, so it was put down; I therefore fail to see why it cannot be kept under in Shanghai."

The English have been characterised as "a nation of shopkeepers." Justly would the taunt seem to have been applied, since this worthy class has been able, unaided, to produce such a social reform. Why this mighty power has not been directed to a similar end in Shanghai is perhaps due to the fact that the members of the *demi-monde*, so far from interfering with shop interests, are admirable and valued customers. To the storekeepers of our settlement "Pater-Familias" will therefore appeal in yain.

"An auction was lately held in Shanghai at one of these houses, furnished in the most sumptuous style, the proceeds of the sale amounting to two thousand pounds. The question arises therefore from whom did this money come"?

Owing, perhaps, to an abject respect for the magnificence of an establishment which sold out for two thousand pounds, the writer does not stigmatise is as a "den." But really the sum does not of itself prove, in the Far East, the sumptuous character of the domicile. These lines, however, are quoted to mark the naiveté, real or assumed, displayed in the concluding sentence.

"It (this evil) has been denounced from the pulpit, but still it flourishes like an 'upas tree,' killing all who approach its deadly influence."

The less said the better about the notorious denunciation from the pulpit, to which I presume your correspondent refers. A miguided chaplain made an offensive remark about young men coming to the sacred fane, "reeking from the arms of their mistresses." But the physical constitution of the human race

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must be strangely altered before protests, even when strengthened by pulpit inspiration, can be productive of much beneficial result. To conclude this criticism, the metaphor by which "the evil" is represented as "killing all who approach its deadly influence" is but a fitting end to such a quaint jumble of exaggeration and mock morality.

Wondering sadly what could have led your staid correspondent so to trifle with veracity, my eye is attracted by the date of his letter—4th July. Here may be the explanation. This day marks a great anniversary, which is honoured in Shanghai with a wealth of convivial observance. "Pater-Familias" doubtless joined in the general hilarity, and it is, perhaps, to the revulsion of feeling which he experienced on regaining his closet to a dark hour of racking brow and haply of uneasy conscience that may be attributed an attempted stigma, which, in a calmer, happier moment, he would doubtless willingly have recalled.—Your obedient servant,

October 19th, 1874. Z.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, DEC. 16.—The P. and O. Company's steamer Malta arrived at 7, and the mail left at 9.40 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, DEC. 14.—The P. and O. Company's steamer Australia, with the India, China, and Australia heavy mails, left at 9 P.M. for Southampton where she may be looked for about the 27th inst. Specie £446,000.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, DEC. 16.—The P. and O. Company's steamship Zambesi, from Calcutta, *vid* the Suez Canal, arrived at Southampton last night, bringing the heavy India and China mails, 66 passengers, £11,552 in specie, and 11,073 packages of cargo, including 1,340 chests of tea, 1,671 bales and 20 cases of silk, and 205 bales of cotton. Her dates were—Calcutta, Nov. 5; Madras, 9; Galle, 14; Aden, 22; Suez, 29; Port Said, 30; Malta, Dec. 4; Gibraltar, 9.

OUTWARD MAIL OF NOVEMBER 13.—SINGAPORE, DEC. 13.—The P. and O. mail from London Dec. 13 arrived here to-day.

OUTWARD MAIL OF NOV. 6.—SINGAPORE, DEC. 9.—The French mail from London Nov. 6 was received here to-day.

OUTWARD MAIL OF OCT. 30.—SHANGHAI, DEC. 10.—The P. and O. Company's steamer Thibet, with the London mail of the 30th October, arrived here to-day.

NEXT INWARD MAIL.—SUEZ, DEC. 15.—The Messageries Maritimes steamer Hooghly, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected to arrive on the 23rd inst.

INWARD MAIL DUE JANUARY 11.—GALLE, DEC. 16.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF NOVEMBER 20.—GALLE, DEC. 16.—The Messageries Maritimes steamer Provence, from Marseilles on the 22nd ult., left here to-day for Singapore.

OUTWARD MAIL OF DEC. 11.—SUEZ, DEC. 19.—The P. and O. steamers Kashgar and Mirzapore with the outward mails of 3rd—11th inst., left here at 3 A.M. for Bombay and Calcutta.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Dec. 12, Glenlyon (str.), Crocus (str.); 14, Achilles (str.), Star of the West.

At HONG KONG and CANTON.—From London, Nov. 10, Glenearn (str.); from Liverpool, 6, Nestor (str.).

At SINGAPORE.—From London, Nov. 14, Formosa (str.); from Liverpool, 9, Agamemnon (str.); Dec. 15, Ajax; from Cardiff, 15, Benedicta; 18, Lochleven Castle; from Antwerp, 16, Kjobenharn (str.); from Cardiff, 10, Kinfauns Castle.

At PENANG.—From Liverpool, Nov. 19, Achilles.

At BATAVIA.—From Greenock, Nov. 11, County of Forfar; from Cardiff, 9, Maria; from Texel, 2, Java Packet; from Rotterdam, 9, Johanna.

DEPARTURES.

From SHANGHAI.—For London, Oct 31, Essen (str.); Nov. 2, Coulnakyle.

From FOOCHOW.—For London, Nov. 5, Duke of Athole.

From HONG KONG and CANTON.—For London, Nov. 6, Essen (str.); for New York, Oct 28, San Juan; 29, Tartar (str.); 8, Lathley Rich; 9, Hopewell.

From SINGAPORE.—For London, Nov. 6, L. J. Enthoven; 17, Emilio Rondanina; for Glasgow, 13, Andromeda; for Boston, 7, Charles C. Leary; for New York, Tartar (str.).

From BATAVIA.—For Liverpool, Nov. 12, County of Berwick; for Channel, f.o., 4, William and Ann; for Holland, Nov. 3, Johanna Maria; 6, Johanna and Willem, Noordzee Kanaal; 7, Java; 9, Golden City, Jupiter; 11, Wijk Aan Lee; for Rotterdam, County of Sutherland; for United States, 7, Florida.

VESSELS LOADING.

At YOKOHAMA.—For New York, New Republic.

At SHANGHAI.—For London, Guinevere, Glenfalloch (str.), Cathaya, Cawdor Castle (str.); for New York, Lady Louisa, Conqueror, Mikado, Mary Whitridge.

At FOOCHOW.—For London, Harlaw; for New York, Taitsing.

At HONG KONG.—For London, Falcon, Albuera; for Channel, f.. Casanjah; for Bremen, J. C. Munro.

At SINGAPORE.—For London, Lake Lemas, Galatea (str.); for Liverpool, Amsterdam; for Boston, Banian, Dewa Gungadhur; for New York, Ringdove.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates to London remain at £3 10s. per ton of 40 feet steamers, and £3 10s. per ton of 50 feet sailing ship; to New York, £3 10s. per ton of 40 feet.

At FOOCHOW.—To London, by steamer, £3 10s. per ton of 40ft., and by sailing vessel £3 10s. per ton of 50ft.; to New York, by steamer, £4 10s., and by sailing vessel, £3 10s.

At HONG KONG.—For London, per steamer, £2 17s. 6d. to £3 per ton of 50 feet; to New York, £2 15s. to £3.

At SINGAPORE.—For London, per steamer, £2 10s. tin, £3 10s. sago and tapioca; measurement £5; per sailing vessel, £2 12s. 6d. per ton deadweight.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Oct. 25	Borealis	Shanghai	London
„ 26	Stefano	Cardiff	Hong Kong
„ 27	Mary Ann	Rio Janeiro	Batavia
„ —	Hope	Greenock	Do.
„ —	Hamilton	Cardiff	Hong Kong
„ —	Olive	Sunderland	Singapore
„ 28	Iphigenia	Cheribon	Falmouth
„ —	Anne	Manila	London
„ —	Stella	Batavia	New York
„ 29	Giuseppa	Cardiff	Singapore
„ —	Reflemo	Hong Kong	New York
„ 30	Eliza Shaw	Foochow	London
„ —	Zeeburg	Sunderland	Singapore
„ —	Duke of Richmond	Batavia	Falmouth
„ —	Johanne Marie	Hong Kong	Hamburg
„ 31	Rota	Cheribon	Copenhagen
„ —	Don Quixote	Manila	New York
„ —	Emile Marie	Saigon	Belle Isle
Nov. 2	Nuovo Abelo	Passaroeang	Channel f.o.
„ 4	Thijatira	Foochow	London
„ 4	Templar	Passaroeang	Boston
„ 5	Melbrek	Hong Kong	London
„ —	Omega	Do.	New York
„ 7	Ambassador	—	Do.
„ 8	Lanercost	Ilo Ilo	Order
„ —	Formosa	Manila	Boston
„ —	Maria	Cardiff	Batavia
„ 9	Bombay	Do.	Singapore
„ —	Eliza Ritson	Glasgow	Do.
„ —	Lunan	Hong Kong	London
„ —	V. de Bruxelles	Bangkok	Marseilles

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 16, at Portsmouth, from Batavia, for Rotterdam, Kortenaer; off Holyhead, from Samarang, Winlow; at New York, from Singapore, Evening Star; Dec—, at New York, from Singapore, Olivia] Davis; off the Lizard, from China and New York, Glenfinlas (str.).

DEPARTURES.—Dec. 15, from Hamburg, for Singapore, Broma; from Glasgow, to Singapore (via Brixham), Singapore (str.); 14, from Gloucester, to Singapore, Wm. Crocker; 10, from Cardiff, to Yokohama, Victoria; 12, to Singapore, Tecuseh, to Anjer, Maasnymph; 10, from Penarth, to Galle, Victor; 16, from Hamburg, to Hong Kong, Anna; 18, from London, to Shanghai, Sir Lancelot.

MISCELLANEOUS.—At Port Said, Dec. 16, from London, to Singapore, China, &c., Scotland (str.); at Suez, Dec. 16, from China, &c., Glen-Fallock (str.).; 17, Abbotsford (str.), from London to Singapore, China, &c.

SPOKEN.—N.L.B.R., Samarang to Middleburg, Nov. 20, 25 S., 3 E.

STEAMERS PASSED THE SUEZ CANAL.—Previous to Dec. 16, Lorne (str.), from Colombo, for London; Cawdor Castle (str.), from China, &c., for London.; 14, Prinses Amalie, from Nieuwe Diep, to Java.

CASUALTIES.—The Terenita, Bevan, from Glasgow to Singapore, put into Falmouth, Dec. 15, with loss of sails and bulwarks. New York, Dec. 5.—The Johanne (German ship), Bange, which vessel arrived here, 2, from Manila, reports having experienced a severe squall, Nov. 13, in lat. 30 S., lon. 69 W., during which she lost foretopmast and fore and main topgallantmasts. On the 24th, in lat. 36 N., lon. 70 W., she encountered a hurricane, lasting twenty-four hours, beginning at S. and veering round to N., in which she lost fore staysail. Portsmouth, Dec. 17.—The Maria Eliza (Dut.), V. D. Ouasen, from Amsterdam to Sourabaya, with a general cargo, has arrived at the Mother Bank, with loss of jibboom, headgear, cathead, &c., and stern damaged, having been in collision in the North Sea. Liverpool, Dec. 18.—The Winlow, arrived here to-day from Samarang, encountered very heavy gales when passing the Western Islands, between 10th and 15th, and shipped some heavy seas, which carried away long-boat and a portion of mainrail and bulwarks; also, stove a large water tank which was lashed to the deck. Greenock, Dec. 17.—The Singapore (str.), Dumbreck, from Glasgow to Singapore, took the ground at Gravel Point during a fog yesterday afternoon; she floated off at high water, and proceeded to sea. Stornoway, Dec. 15.—It is reported that the tops of the lower masts of the Majee are now above water.

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CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo--lbs
July 16	Dartmouth	Shanghai	1,241,848
„ 25	James Sheperd	„	1,135,833
Aug. 4	Red Riding Hood	„	900,551
„ 5	Lauderdale	„	930,783
„ 15	Kaisow	„	1,138,185
„ 15	Norham Castle	„	1,010,045
„ 21	Lothair	„	1,132,056
„ 25	Leucadia	„	1,293,823
Sept. 1	Wylo	„	1,185,524
„ 14	Borealis	„	1,047,008
„ 17	Duke of Abercorn	„	1,543,395
„ 17	Eliza Shaw	„	962,360
„ 17	Hawkesbury	„	1,518,963
„ 25	Woodlark	„	1,284,763
Oct. 20	Hallow'een	„	1,091,708
„ 30	Essen (str.)	„	684,209
„ 31	Coulnakyle	„	756,208
Nov. —	Glenfalloch (str.)	„	—
Sept. 12	Undine	Foochow	1,108,416
„ 28	Argonaut	„	1,501,769
Oct. 1	Thyatira	„	1,344,347
„ 22	Hong Kong (str.)	„	1,796,447
Nov. 5	Duke of Athol	„	1,328,588
„ —	Cawdor Castle (str.)	„	—
Aug. 1	Golden Spur	Canton	782,227
„ 27	Singtai	„	401,960
Sept. 30	Melbrek	„	879,845

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d.	4s. 2⅜d.	4s. 2⅛d.
Shanghai „	5s. 9½d. to 5s. 9¼d.	5s. 9⅝d.	5s. 9⅛d.
Canton „	4s. 2⅛d.	4s. 2⅜d.	4s. 3d.
Hong Kong „			
Macao „			
Singapore „	4s. 2⅛d.	4s. 3⅛d.	4s. 3⅛d.
Manila „	4s. 0d. to 4s. 0½d.	4s. 0½d. to 4s. 0⅝d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 306	221½ to 222
„ Hong Kong	27 to 27¼ dis.	—
Bar silver	Tls. 111.2.0	10 prem.
Mexican dollars	„ 75.0.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 47 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 82 per share.
China Fire Insurance Company, $36 premium.
Victoria Fire Insurance Company, $28 premium
Indo-Chinese Sugar Company, 9½ per cent. dis.
Shanghai Steam Navigation Company, Tls. 80 per share.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ATKIN—On the 13th Oct., at the Mint, Osaka, the wife of E. Atkin, of a son.
COARE—On the 27th Oct., at Canton, the wife of F. W. Coare, of a son.
CREMER—On the 9th Nov., at Deli, the wife of J. T. Cremer, Administrator of the Deli Company, of a son.
DICK—On the 15th Dec., at Brooklyn Anerley, the wife of G. A. Dick, of Ceylon, of a son.
ENGEL—On the 11th Nov., at Singapore, the wife of Edward Engel, of a son.
HENDERSON—On the 15th Dec., at 8, Winchester-road, St. John's-wood, the wife of D J. Henderson, of Ceylon, of a son.
HOWELL—On the 3rd Dec., at Boulogne, the wife of W. G. Howell, of Yokohama, of a daughter.
HUDSON—On the 22nd Oct., at Yokohama, the wife of John Hudson, of a son.
MACKENZIE—On the 11th Dec., at Gillotts, Henley-on-Thames, the wife of W. D. Mackenzie, of a son.
SMITH—On the 28th Oct., at Shanghai, Mrs. Alexander Smith, of a son.
STANFORD—On the 10th Nov., at Hong Kong, the wife of B. R. Stanford, of a daughter.
TROUP—On the 13th Dec., at Banbury, England, the wife of James Troup, H.M. Vice-Consul for Niigata, Japan, of a son.
WHEELEY—On the 2nd Nov., at Shanghai, the wife of Edward Wheeley, of a daughter.
WILKIN—On the 13th Oct., at Yokohama, the wife of A. J. Wilkin, of a daughter.

MARRIAGES.

KERR—MCNAIR.—On the 6th Nov., at St. John's Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, Charles Morland Kerr, of Shranraer, Scotland, to Alice Mary, eldest daughter of the late Captain George Augustus McNair, H.M.'s 38th Regiment and Commandant of 8th Punjaub N.I.
LEWIS—HUNTER.—On the 14th Dec., at St. John's, Kingston Vale, by the Rev. G. B. Twining, assisted by the Rev. H. S. Gorham, vicar of Shipley, George Lewis, late of China and Japan, second son of the Rev. R. G. Lewis, of Norbiton, Surrey, to Julia Hunter, of Inner Park-road, Wimbledon, youngest daughter of the late John Hunter, of Stamford-hill.
RUMSTEAD—MAY.—On the 5th Nov., at St. John's Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, Theophilus Gee Lunstead, to Agneta Eliza, only daughter of the Hon Charles May, First Police Magistrate.
NELSON—DALE.—On the 12th Dec., at All Saints' Church, Wandsworth, by the Rev. John Buckmaster, M.A., Thomas Nelson, of Newcastle-upon-Tyne, to Jennie, second daughter of Shallcet John Dale, of Tynemouth.

DEATHS.

HACK—On the 11th Oct., at Hiroshima, Japan, Wilton Stonehouse, son of Wilton and Anna Maria Hack, aged one year and nine months.
HODGSON—On the 7th Dec., after a short illness, at 65, Queen's-gate, South Kensington, John Hodgson, of Scottor, Richmond, Yorkshire, and late of 37, Fenchurch-street, London, in his 74th year.
HORMANN—On the 19th Oct., at Yokohama, Jules Hormann, aged 44 years.
HOWELL—On the 10th Dec., at Shanghai, aged 23, Richard Williams, eldest son of Samuel Howell, of Upper Clapton, Middlesex.
LAING—On the 15th Dec., at 1, Eastern-terrace, Brighton, of typhoid fever, contracted at Oxford, Francis Kelly, second surviving son of Samuel Laing, Esq., M.P., aged 20, beloved and regretted by all who knew him.
LANE—On the 5th Nov., at Hong Kong, suddenly, on board H.I.C.M. Revenue Cruiser *Chien Jui*, at sea, Herbert K. Lane, Commander.
MEINCKE—On the 29th Oct., at Shanghai, Gustav Meincke, a native of Germany, aged 30.
STEWART—On the 26th Oct., at Hankow, W. J. E. Stewart, late of Shanghai.
STUART—On the 12th Dec., at Southlands, near Exmouth, Claire Elizabeth Forbes Stuart, eldest surviving daughter of Lieut.-General Sir Charles S. Stuart, K.C.B., and granddaughter of the late General R. A. Willis, of the Bombay Army.
TOMBS—On the 2nd Dec., on board H.M.S. *Euphrates*, Harry Edwin Stirling, the only son of the late Major-General Sir Harry Tombs, V.C., K.C.B., aged 18 months.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, DEC. 8.

The Court of Administration of the "Anglo-Deutsche Bank of Hamburg," in compliance with the wish expressed by a large number of shareholders to call a special meeting before the end of the year, and give them full information on the state of their affairs, in order to enable them to judge as to the expediency of liquidating the concern or continuing to carry it on with some modifications, have convened an extraordinary general meeting for the 22nd inst., and in the meantime have drawn up a very lengthy report, which has been printed and distributed to the shareholders, so that they may appear at the meeting prepared which way to vote. It has been no secret here for a long time that the affairs of this Bank were in a very bad way, and indeed a glance at the share-list, where the value has been always going lower and never recovering, would suffice to show the merest chance outsider that it must be a hazardous investment, as they are now not worth more than 42½ to 43 per cent. It must, however, be remembered that the Bank was founded at that unfortunate period of excitement when the wildest speculations were the order of the day, when shares were run up in a fabulous manner, private industrial undertakings of standing were bought and turned into joint-stock companies, directors were picked up in the streets and became millionaires in a few days, and everybody believed that the millennium of riches had arrived. Then came the general crash, and a panic ensued; bubble companies burst every day, directors, who were accustomed to roll down to their company's offices in splendid equipages with blood horses and magnificent liveries, suddenly skedaddled and became invisible, many of them taking with them the cash-box or other valuables, and in fact *sauve qui peut* was the general cry. Be it understood that I am far from insinuating that the directors of the Anglo-Deutsche Bank are to be charged with any such disreputable mal-practices; but they, according to their own account, certainly kept up with the spirit of the period and entered into wild speculations by which the shareholders are losers to the amount of several millions, and perhaps as much more will be eventually lost if the affairs of the Bank are wound up too quickly, and forced sales are effected.

One of the objects that have turned out most disastrously for the Bank is the Transatlantic Steamship Company—the so-called Eagle line—in which a large sum of money has been lost, the shares which were taken at par being now worth only 22 per cent. The report does not say how many shares the Bank originally held, but the directors confess to a loss of two million marks. Then another couple of millions have been lost by an equally unfortunate purchase of a paper mill in Holstein, which was worked by most expensive steam machinery, but cannot compete with the smaller establishments worked in the old way with a stream of water for the motive power. Another industrial undertaking in which the Bank took a large interest is called the "International Building and Railway Material-making Company at Frankfort, which, however, has managed to pay a dividend of 5 per cent., so that it at least covered the interest for the last year. Then a large brewery has been constructed at Wiesbaden, and a coal-field of lignites bought in Hungary, both of which are worked for account of the Bank, but confessedly at a serious loss. The sum of 102,235 marks has been lost by the dishonesty of one of the servants of the Bank—the chief cashier—which, however, is a mere bagatelle in comparison with the other items. Large sums of money have been invested in land speculations, chiefly at Berlin and Vienna, which are still in possession of the Bank, and appear among the assets. After the crash they became unsaleable, and would now not find a purchaser if brought to the hammer; but it is just possible that some day or other they may be got rid of without loss though at the cost of several years' interest on the capital invested. The real legitimate banking business has been on a very limited scale, and the receipts from bill-discounting and commission are not worth mentioning, and far below the expense of keeping up their large establishment of the palace they bought for offices and their numerous staff of liberally paid clerks and other *employés*, which are put down in the balance sheet at 214,409 marks.

From the above it will be seen that the Bank is in anything but a flourishing condition, nor are their prospects for the future very promising; and under these circumstances the directors come before the shareholders and ask for a general release from their responsibility, urging that if they were led into speculations that have proved disastrous, they did it with the best intentions and in the full hope at the time of making large profits for the shareholders. Their second question for the decision of the approaching meeting is whether the business shall be carried on or terminated and wound up. It is known that there are a great many shareholders very hostile to the directors, and indignant at what they consider the reckless mismanagement of the whole concern from the very beginning,

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Miscellaneous.

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THE HEALTH OF THE ARMY IN CEYLON.

We have already given a summary of the official reports for 1872 on the Health of the Army serving in China and the Straits Settlements. We now complete the subject by a *résumé* of the report from Ceylon. The force of white troops stationed in the island during the year was the 73rd Regiment, two batteries of the Royal Artillery, and a few non-commissioned offices of the Ceylon Rifle Regiment, and details of the Army Hospital Corps. The average strength was 1,001, the admissions into hospital were 1,026; and the deaths, including three invalids at sea on their way to England, twenty-five. The admissions to hospital were considerably below, but the deaths considerably above those of the preceding year. General diseases were less prevalent, but more fatal, than in 1871. Two fatal cases of enteric fever occurred among the military prisoners confined in the civil jail at Colombo, a building, from gross sanitary defects, quite unfit for the reception of Europeans, and from which it was subsequently found necessary to remove the remaining military prisoners on account of the prevalence of dysentery in a severe and fatal form among them. Most of the admissions for remittent fever occurred in the 73rd Regiment, and the majority of them at Trincomalee. At Colombo the admissions for fevers of all kinds fell from 111 in 1871 to thirty in 1872, the decrease being attributable, in the opinion of the surgeon of the regiment, to the removal of the ramparts, which previously shut out the sea breeze from the fort. The diseases against which the Contagious Diseases Act is directed were considerably less prevalent. The principal medical officer reported that the Act was in full force, but that there were difficulties in the way of its being efficiently carried out. The increased prevalance and fatality of dysentery is attributed in part to the unusually heavy rainfall during the year, and the inundation of many parts of the island, but chiefly to the insanitary condition of the civil jail at Colombo already referred to, in which many of the worst cases originated. Accidents were considerably below the average, and none of them were fatal. There was one case of suicide by rifle shot in the 73rd Regiment, at Colombo, the indirect result of intemperance. The Asiatic troops in Ceylon during the year consisted of the Ceylon Rifle Regiment and eighty-seven Gun Lascars, and the average strength of the whole was 862. The admissions into hospital were 511, and the deaths nine. Both were much below the average of the past ten years.

Deputy-Inspector-General Watt, after stating that the year had, on the whole, been a healthy one, presents the following sanitary report:—Dysentery has been more intractable in its form, and double the number of admissions have taken place from it than in the year preceding. This is probably due, in some measure, to climatic influences. After a long, dry and hot period at the early part of the year, great quantities of rain fell, and the country, especially about Colombo—where the greatest amount of this disease occurred—was inundated, and remained so for a long time. But another marked cause of increase in the number of admissions from this affection was the insanitary state of the convict prison at Welikada, where dysentery, towards the latter part of the year, prevailed as an epidemic, and great mortality occurred. As many cases had been sent to the regimental hospitals, some of them very severe, I considered it necessary to recommend the removal of the military prisoners. This was done, and no cases of disease of any importance have been admitted since the prisoners have been in the Garrison Cells, where they still remain. I would strongly recommend that a military prison should be built at Colombo, for the reception of prisoners from all the stations in the island. The Garrison Cells, now in use, will soon have to be given up, and others built, and it would not add greatly to the expense if a sufficient number were built to accommodate all the military prisoners, as men are now only sent to the Garrison Cells when their sentences do not exceed forty-two days' imprisonment. Many additional buildings have been finished and occupied in the course of the year, especially two magnificent blocks of buildings at Colombo. At Galle and Trincomalee also new barracks have been built, and the means of ablution, ventilation, and drainage have been improved. Benham's ranges have also been supplied, for the use of the European troops, at nearly all the stations in the island, and the dry-earth system is extended to all stations. No alterations have taken place in the rations of the troops, which I consider are of good quality and sufficiently varied, nor has there been any change in the clothing of the troops, which appears suited to the climate. The thin flannel shirts which have been issued for the use of the sick in hospital have proved a great comfort, as the thick ones which were formerly issued were unfitted for use in tropical hospitals. I trust that very soon all the hospitals in the island will be supplied with them. The water supply throughout the island is generally good and abundant. At the new hospital on Galle Face, and the new married quarters adjacent, however, it has been found on analysis to be perfectly unfit for use, containing a large amount of animal impurities, which seem to arise from soakage from the lake, which is close by, and into which sewage of all descriptions is put. The water in the new barracks is of excellent quality, and a supply is daily sent down for the use of the quarters and hospital, for the purposes of drinking and cooking. I believe it is in contemplation to lay down pipes to convey pure water from the barracks to the whole of the quarters and hospital. The water also at some of the wells at Trincomalee has been found unfit for use, but there is an ample supply obtainable from those which contain good water. At all stations filters are used.

Of the European troops only five were sent to England invalided, against sixty-one in the previous year; but fifteen were discharged the service at Netley, the majority of whom were invalids of the previous year. Of the Asiatic troops seven only were discharged the service, against fifty-one in the previous year. Diseases of the digestive system were the chief cause of invaliding in the white troops. The proportion constantly sick was considerably lower than in 1871 among the European troops, and much lower among the Asiatic troops. The average sick time to each soldier also was reduced in both classes. The average duration of the cases was slightly increased among the European troops, but considerably reduced among the Asiatic troops. A table given in the report shows a gradually increasing ratio of mortality among the white troops in this command up to thirty-five years, and an excessive death rate between thirty-five and forty.

THE AGGRESSIVE CHINAMAN.

The *New York Times* has the following:—

He has come to stay. There is no longer any possibility of doubt as to his intentions. Ah Sin is permanent. Those Californians who have always been opposed to him, and who have disdainfully held him up to the gaze of the citizens of the Republic as a shallow Pagan whose hold upon our consideration was only temporary, are beginning to despair. The yellow son of the Celestial Empire is getting a firm grasp on civilisation; he begins to feel the independence of his position; he no longer cringes. As the courage and independence of the Celestial increase, as he feels more and more certain that he has established himself on American soil, he discloses characteristics which indisputably prove that he is getting civilised. The Chinaman has not been content with demonstrating his capacity for adopting the noble art of self-defence as it is understood in the West, but he has still further demonstrated his desire to have an intimate practical acquaintance with all the peculiar institutions of that section. In the vicinity of Marysville, Cal., he has blossomed into the full-fledged highwayman. A band of five Chinese, armed to the teeth, and provided with the usual profane and slang vocabulary of the eccentric "road agent" of the Pacific States, recently stopped an innocent emigrant of the Caucasian race and relieved him of a large sum of money. Deeply impressed with this method of securing fortunes as speedy, and, on the whole, reasonably safe, the imitative Pagans have entered industriously upon the business, and will very likely have many successors. There is no denying that they evince quite as much aptitude for this branch of high art as has ever been demonstrated by the more pretentious Caucasian.

These small instances serve to show the Chinaman in a new light and to prove that he is not likely to be much longer content with merely dwelling on the outskirts of our civilisation, but proposes to enter fully into it. He is no more depicted as the cringing barbarian, who suffers all wrong without protest, and mutely accepts his fate, whatever it may be; but as a decided element, and one which must always be taken into account. He is bold and energetic in mining camps and in cities; he crowds the white man aside now and then. The other day the inhabitants of one of the new fashionable quarters of San Francisco discovered, much to their horror, that a Chinese colony was about to spring up in their very midst; that a village of several hundred "heathen," with the accompanying gambling dens, and Joss-houses, would arise directly opposite the mansions of aristocrats, unless the speculators who controlled the land could induce the aforesaid heathen to change their minds. The "Celestial Alderman from the Chinese ward" and the "Americo-Chinese party" in local politics will, perhaps, be among the next announcements; and, in due time, the American citizens of California towns may expect to be met with the demand from Chinaman that Confucius shall be daily read in the pubiic schools.

PUBLIC-HOUSES IN ENGLAND AND JAPAN.—Mr. Cowper-Temple, M.P., while presiding at a meeting at Gosport on the 14th inst., for the purpose of establishing a working men's club in the town, said one of the Japanese Ambassadors who were sent over to enquire into the customs and habits of England, in order that they might report to their Emperor what portion of the English habits and customs might be imitated in Japan, was pleased to find that in every town and village a public-house had been provided. He thought these must be provided by the public for the benefit of the public; and he was much surprised to find that the public-house, instead of being a place necessarily for the good of the public, was much oftener for the good of the private individual who received the public into his house, and, in return, asked them to consume a certain amount of his liquor, whether they were thirsty or not, and to spend a certain sum of money, whether they liked it or not. In Japan, where there was a paternal government, it was likely they would establish houses for the public which would be for the good of the public. They could not do that in this country, but anything of that sort had to be done by private individuals; and one of the objects of the proposed club at Gosport was that it might be a sort of public-house for its members.

THE LATE MR. W. W. KER.—The will, with one codical, dated October 25, 1861, and June 21, 1870, of William Wemyss Ker, late of Singapore, who died on October 14 at Langlands, Clapham-park, was proved on the 26th ult. by John Cook and Henry Minchin Simons, the surviving executors, the personalty being sworn under £50,000. The testator bequeaths to his wife, Mrs. Eliza Catherine Ker, all his furniture and household effects, £1,000, and an annuity of £200, in addition to the provision made for her by marriage settlement; he also leaves her his house, called Langlands, for life. The rest of his property goes to his six children—Isabella, James, Robert, Thomas, Mary, and Henry.

THE *Java Packet*, from Holland to Java, has picked and landed at Batavia a boat's crew of the *Euxine*, which vessel had been destroyed by fire. The boat contained the second mate and eight seamen. They had been reduced to the last extremity of hunger, one of the crew, an Italian, having been killed and eaten by his companions.

THE Eastern and Australian Mail Company's steamer *Somerset* left Singapore on the 15th inst. for Brisbane, with the London mail of the 13th ult.

In the Court of Queen's Bench an action has been brought by Messrs. Sassoon and Co., of Bombay and China, against a firm of underwriters, claiming a sum of £30,000 for a cargo of opium which had been lost in transit from Hong Kong to Ningpo. The claim was disputed, on the ground that the insurance only covered the voyage from Bombay to Hong Kong. The Lord Chief Justice was of opinion that the point should be reserved for the decision of the full Court, and directed that a nominal verdict should be entered for the plaintiffs, subject to future argument.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 21, 1874.

THE TYPHOON AT HONG KONG.

THE *Hong Kong Government Gazette* of October 17 publishes a series of reports by the Colonial officials of the damages and loss of life caused by the disastrous typhoon of Sept. 22 and 23, of which the following is a summary. From these documents we can arrive at a more correct comprehension of the nature of the disaster; and the reports reflect great credit on the local government, from Governor KENNEDY—whom, we presume, ordered their compilation—to all the officers engaged on them.

Mr. DEANE, Superintendent of Police, reports that the bodies of seventeen Europeans and 604 Chinese have been recovered by the police, that over 200 houses have been more or less destroyed, that two steamers were sunk in the harbour, and eight ships were supposed to have been lost, that the destruction of Chinese junks and small boats cannot even be estimated, and that in many cases they went down, crews and all, so that probably the number of bodies recovered does not represent more than one-third of the actual loss of life! No less than forty readings of the barometer were taken at the central station between 7.30 P.M. of the 22nd, and 4.20 A.M. of the 23rd; at the first-named time it stood at 29·50, falling gradually till it reached 28·73 at 2.3 A.M. of the 23rd, even shifting to ·70; after that time it rose slowly.

Mr. CECIL SMITH, the Registrar-General, gives the following statement of the mortality among the Chinese:—Drowned: men 419, women 152, boys 93, girls 48, or 712 in all. Killed by falling houses: men 52, women 15, boys 12, girls 5, or 84 in all. Total deaths 796, which is probably not above 33 per cent. of the real loss of life. Of foreigners 14 were known to have been drowned, and 3 killed by falling houses. Thus we have a grand total of 813 deaths registered, the result of this awful calamity.

Mr. PRICE, Surveyor-General, gives an elaborate report of the damage done to the city and outlying villages, and here we find the true explanation of the vast amount of damage done. That the island, he says, was not many miles distant from the focus of the cyclone is proved not only by the intensity of the wind (of the pressure of which unfortunately we have no record, as the anemometrical register was *swept away*), but by a feature known to exist only within such a focus, namely, the abrupt intervals of calm during the height of the gale. These lulls were instantaneous, often lasting as long as four or five minutes, and alternating with the most violent gusts, equally sudden, the conjoint action of the two became, as it were, that of a battering ram. To these sudden shocks, continued for three hours, buildings finally succumbed that would have withstood the same pressure of the wind had the latter been constant and steady. Kowloong escaped at first, owing to the mountains at the back of it, but was afterwards taken in flank. The Surveyor-General roughly estimates that about four per cent. only of the houses in Victoria escaped injury, *i.e.*, in other words, from 4,000 to 6,000 dwellings were more or less injured. At the height of the storm, though it should then have been low water, the sea was driven back by the wind with such force that it washed over the lower portions of the city; before three A.M. the gasworks were submerged and the city plunged in darkness during the most anxious period. The Praya Wall for about three quarters of a mile has been so broken up that it will have to be entirely rebuilt with new material; and for another mile it has been so seriously damaged that it may also have to be rebuilt. After the sea retired, the magnificent Praya was left in places like a sloping beach, covered with the stones and concrete *debris* of the sea wall, together with wrecks and spars. If the gale had lasted but a few hours longer, some of the large mansions fronting the sea must inevitably have gone, for they were already being undermined by the waves. All the wharves along the Praya have been swept away or otherwise injured, except the P. and O. new jetty and the Hong Kong pier, both *timber structures;* all the granite piers, be it noted, succumbed long before the timber jetties, a point which should not be lost sight of when the work of reconstruction is begun. All the sewer outlets in the Praya wall were destroyed, and the sewage dammed in, and what with the stench thus caused and that from the decomposing bodies, it is a matter for wonder that the health of the colony did not suffer. The Government buildings nearly all suffered to some extent. Government House—with the Law Courts, Lock Hospital, and Public Offices—was the most fortunate. The Civil Hospital, already old and rickety, has been left in so ruined a state as to be no longer habitable. Victoria Gaol has lost part of its roof, and some of its windows, but it is still safe as a prison. Stonecutters' Island Gaol is a heap of ruins; many of its main walls are so cracked and out of the perpendicular that they must be knocked down. The Central Police Barracks, and the various Police Stations have suffered severely; a steam launch and other craft were left stranded on the basement floor of one of them. The General Post-office does not show any external signs of injury, but it has been greatly strained, owing to the weakness of the roof timbers. The six principal markets have been damaged, some in their roofs and some in their walls. The schools seem to have come off, on the whole, with trifling damage, but the police courts have not been so fortunate. The damage to the Harbour-master's office is surprisingly small, considering its position, but the meteorological station has been entirely swept away, instruments and all. The Pokfoolum reservoir had the water lifted out of it in sheets; the gauge basin and outlet pipe were so choked with sand that the water had to be cut off from the city for a day to admit of their being put to rights. If we bear in mind their position, the Victoria Peak buildings have not suffered so severely as might have been expected, though, of course, they are much damaged. Of the other public buildings the Cathedral has fared best. The Presbyterian Church and the Roman Catholic Cathedral were partly unroofed; St. Joseph's Church was laid in ruins, and the pediment of the City Hall was blown over, and completely crushed the front portico of the building. Well may Mr. PRICE remark that the city presents altogether a truly distressing sight; but the typhoon has not been without its lessons in showing what style of building will best withstand the fury of the wind. The amount of destruction reported in the Government Gardens and amongst the trees on the various roads is most lamentable, especially when we consider the labour and pains bestowed upon them, and the effects of this fearful typhoon will be felt there for many years to come.

Mr. THOMSETT, the Harbour-master, has a sad tale to tell He traces the advance of the typhoon, of the approach of which sure indications had been given by the barometer some hours before it burst upon the devoted island. He is of opinion that the casualties to the British and foreign shipping would not have been so great had more of the vessels been provided with heavier anchors, and had cable been veered at an earlier stage of the storm than was apparently done; but the sudden shiftings of the wind, and the simultaneous rise of tide, were doubtless the principal causes of the losses afloat. There was literally no place of safety for junks and small craft; even Stonecutter's Island and Kowloong Bays afforded them no protection. The casualties to junks are as follows:—Twenty-eight sunk, and 612 (including boats) driven on shore, of which 455 are repairable and 157 totally lost; besides these a number of boats are supposed to have been blown out to sea from Stanley and have never been heard of since. The probable number of lives lost from junks and boats is

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put at 672. Casualties of various kinds happened to thirty-three foreign vessels, with crews numbering 874 persons (including passengers in some instances), of whom 672 were saved, and the rest are missing, those lost being nearly all Chinese.

THE JAPANESE MINT.

THE report of the Director of the Japanese Imperial Mint at Osaka for the year ending 31st July has been issued, and we understand that it is the last which Mr. KINDER will issue, as his connection with the Mint is about to terminate. It is probably known to our readers that, when the Japanese Government decided on the establishment of a Mint, they made an engagement with the Oriental Bank Corporation, giving them authority to engage the principal officers and to act as bankers to the Mint in the supply of bullion and other requisites. This agreement terminates in February next, and the Japanese Government have signified their intention not to renew it. That the work has been well done appears to be satisfactorily proved by the certificates of the Assayer of the Royal Mint in London. The coinage has been perfect in weight and standard. The new silver yen of 416 grains has been received in China, the Straits, Java, Siam, &c., on a par with the dollar. Some difficulty has, however, been experienced since the coinage of the new American trade dollar, which weighs 420 grains, and it is under consideration to increase the weight of the Japanese yen. The Japanese Mint has successfully attained its object in producing a satisfactory gold and silver currency, and we must question the wisdom of the Government in severing their connection with the institution through whom this has been achieved. It seems, however, that the Japanese are incapable of appreciating our good old motto of "let well alone." We trust that the future administration of the Mint will be as successful as the past; but the credit of a mint is easily shaken, and once let a base or inferior coin be traced to it, and the whole coinage will be mistrusted. The right of the Japanese to adopt their own views on this, as well as all other similar matters we do not question; but we repeat, the wisdom of such procedure is decidedly adverse, in the long run, to their interests. The bunkum in the American papers with the big heads of the "British removed from the Mint," &c., we can, of course, afford to smile at after the great achievements of General WILLIAMS in the way of finance, on behalf of the Japanese Government. In another column we give a summary of the Director's report, to which we have alluded.

WITH reference to the paragraph which has been going the round of the press about a Chinese prince, speaking English, having arrived on an Educational Mission, it would be as well to state a few facts, which will perhaps settle the question. In the first place, no Chinese prince speaks English, and in the second place no prince could be deputed to represent an educational mission. The Chinese Educational Mission referred to can only mean the *Tung-wen-Kwan*, in Peking known as the Peking University, an institution that has had a very chequered career; or the lately established Board of Education for Chinese Youths in Foreign Languages and Sciences at Shanghai, under whose auspices several Chinese youths have been lately sent to America. The present mission is probably an off-shoot of this latter establishment, the object of which is to promote scientific education for the purpose of developing the actual resources of China without the necessity of employing foreigners. The great stumbling-block which has hitherto presented itself to those Chinese statesmen who wish to introduce foreign appliances into China is the fact that they must at first employ foreigners. This they are unwilling to do. The utter uselessness of English public schools as a means of instruction to Chinese youths needs no demonstration. Physics and the English language are totally neglected in China.

A SHORT time since we called attention to some proposed important reforms in the system of Consular Courts in Egypt, some of which would probably extend to the Consular Courts in the Far East. We learn from a correspondent of *The Times* that the consolidation of the various jurisdictions in Egypt under one judicial system is no longer delayed by the opposition of France and Greece. Those two countries have given their consent to the reform, and the judicial appointments in the new Courts are now being filled up. We are informed that an English Judge of First Instance is required in addition to the English Judge of Appeal already named, and the recommendation to the post is intrusted to the Secretary of State for Foreign Affairs.. It is understood that a judge in the event of his not being reappointed at the end of five years will receive one year's salary. The French system of law, with some slight modifications, will be administered, and all proceedings will be conducted in that language.

THE plant and machinery for the proposed new paper mills at Hiogo are ordered for shipment by the Eastern Agency Company, per steamer *Pernambuco*, to leave early in January. Mr. LOCKHART, the engineer who has superintended the construction of the works, proceeds to Hiogo by the same opportunity.

THE new Japanese Minister has arrived in London and taken his temporary residence at the Alexandra Hotel, Hyde Park. His credentials have been sent in to the Foreign-office. The newly-appointed Envoy to Berlin has been received by the Emperor.

WE are glad to notice that H.M.S. *Frolic* has been ordered from Hong Kong to the Sooloo Archipelago. The seizures by the Spanish, which we have lately reported, render it desirable that we were informed what is doing in that quarter.

THE appointment of Mr. WALTER SCOTT as a member of the Legislative Council of the Straits Settlements is gazetted. The appointment of ANDO TARO as Japanese Vice-Consul at Hong Kong has been approved by the QUEEN.

THE MINT AT OSAKA.

The report of the Director of the Imperial Japanese Mint at Osaka for the year ending 31st July, 1874, shows that the amount of gold of standard fineness imported into the Mint during the year was 456,944 ounces troy at ·900 standard, while the total for the previous year was 1,310,296, showing a decrease this year of 853,301 ounces. The gold bullion of various descriptions imported was 225,583 ounces. The amount of silver of standard fineness imported during the year was 2,300,721 ounces, against 2,432,375 in the previous year, the decrease being 131,654 ounces. The silver bullion of various descriptions imported amounted to 555,096 ounces.

During the year 1,724,158 gold yen pieces have been struck of the value of $8,620,801; 156,080 two-yen pieces, of the value of $312,160; and 438,811 one-yen pieces, valued at $438,811; the total being 2,319,049 coins, of the gross value of $9,371,772. The number of silver coins struck was 24,532,529, representing a value of $3,496,584; and the copper coins were 36,012,727, representing a value of $285,313; the grand total being 62,864,305, of the gross value of $13,153,669, showing an increase on the year of 36,713,099 in the number of coins.

There is a marked falling off in gold, which was to be expected, for the rate of exchange has ruled against the advantage of coining gold, and the amount in circulation is deemed sufficient.

The total number of persons employed in the executive department of the Mint was 380, including Japanese officials and operatives. No change has occurred in the Assay-office since the last report, and the business continues to be conducted with the greatest care and ability. The weighing-room now contains ten automatic balances, capable of weighing 100,000 coins per diem.

The gross receipts of the Mint from the commencement of the coinage in 1871 to July 31st, 1874, are estimated at yen 2,158,777.00.

SILVER COINAGE.

On the 17th March the Japanese Government issued the authorisation for the coinage of a new silver one-yen piece of improved design, the weight to be 416 grains troy and the fineness 900, with the value clearly indicated thereon, for the guidance of the foreigners as well as Japanese. A considerable number of these coins have gone into circulation. The Government of the Straits Settlements recognised the new coin as a legal tender, and it was also accepted at other places on the coast of China. But although the Japanese silver yen as then proposed was the precise equivalent of the Hong Kong dollar, the application to his Excellency the Governor of Hong Kong for the Japanese yen to be proclaimed in the colony as a legal tender was, at the instance of the Chamber of Commerce, refused. Strange to say, however, the Canton Government immediately proclaimed the coins for acceptance. The new silver yen has been, so far, well received, but serious objections were raised as to the weight of 416 grains, whilst the trade dollar of America

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weighed 420 grains. The Government have it under consideration how far it may be desirable to assimilate the weight of the Japanese yen with the American trade dollar.

The same difficulty presents itself as appears to have been felt in the United States. The unit of value is the gold dollar in one case and the gold yen in the other, and each country had previously a silver coin of the same nominal value. The "trade dollar" of the United States was authorised by the Coinage Act of Feb. 12th, 1873, and the addition to the designation was doubtless to distinguish it clearly from the previous silver dollar of 412½ grains in weight. "Further, it is designed expressly for export, and has no fixed value as compared with gold. It is in no proper sense a monetary standard or unit of account, and is not included or referred to when the silver coins for home use are spoken of."

From similar reasons the Japanese Government may deem it necessary to increase the weight of the silver coin intended solely for trade purposes amongst those who may find it inconvenient to adopt the gold currency of Japan. The designation, therefore, would no longer be a "yen," but as the weight and fineness in every respect equal the "trade dollar," the same term may be adopted, thereby marking distinctly the increased value over the legal deviation in weight should be one grain only in each direction, and the seignorage or minting charge will probably be reduced to ½ per cent.

The coinage of silver has been chiefly confined to the smaller denominations of subsidiary pieces, which continue to be in demand, and the silver coins already in circulation being equal only to about 41 cents per head of the population, a considerable increase may be looked for.

COPPER COINAGE.

The coinage of copper commenced in December last, and has steadily progressed. It has now reached some thirty-six million pieces; to replace, however, the present coinage of the country will require many years for the production of the required amount, and increased coining power will be necessary to meet this demand.

COST OF MINT.

From the Commissioners' account it appears that the total cost of the Mint establisnment from the commencement of the works in 1868 to 31st July, 1874, amounts to $1,960,075.00. This sum includes the original Mint buildings, the additions and enlargements for coinage of copper, the bullion offices, residences for officials, and workmens' barracks, gas works, coke ovens, store, and coal sheds—in fact, all buildings and appliances of whatever kind—machinery imported and manufactured, stores from Europe and Japan, coals, &c., as well as all salaries, wages, and every contingent expense. The appropriation of portions of this sum to capital account and current expenditure presents the usual difficulties—large additions to the machinery having been constructed on the premises, which, with endless other appliances, are, in the accounts referred to included in current expenditure.

The following division does not accord exactly with the Accountant's arrangements, but I consider it a fair approximation of the total under the two headings, viz. :—

Capital account	Yen 1,500,000
Current expenditure to July 31, 1874 ...	460,075
	Yen 1,960,075

For this outlay of 1,500,000 the Government possess a most efficiently-appointed Mint, complete in itself, and capable of producing 300,000 to 400,000 coins of mixed denominations, or $100,000 per diem. Some estimate may be formed of the extent and capacity of the establishment by reference to a statement in the Appendix, showing the superficial area of the principal departments. Of the imported stores included in current expenditure there may be sufficient in stock to supply the requirements of the coming year.

THE GROSS EARNINGS OR RECEIPTS OF THE MINT.

The gross receipts of the Mint from the commencement of the coinage in 1871 to July 31, 1874, are as follows :—

Gold.	
Seignorage premelting and assay fees	Yen 475,636
Silver.	
Seignorage, premelting, and assay fees, and profit on subsidiary coins	1,543,141
Copper.	
Estimated gross profits on copper coinage ...	140,000
	Yen 2,158,777

ESTIMATED ANNUAL EXPENDITURE.

The estimated expenditure for the ensuing year, including salaries, wages, stores, coals, &c., may be taken as follows :—

Directors' Department.	
Pay of European officials, 36 Japanese sub-officials and cadets, and 331 operatives ...	Yen 102,540
Probable value of stores, coals, crucibles, stationery, &c.	51,000
Commissioners' Department.	
Pay of 16 officials and 108 sub-officials and servants	62,000
Total ...	Yen 215,540

The above figures are of course subject to some variation, as much will depend on the actual operations of the Mint; and as the employés become more thoroughly acquainted with the duties, superfluous and indifferent men may be dispensed with and the expenses decreased.

With reference to the expenses of the Director's Department it must be borne in mind that the great distance from supplies and the necessity for the means being at hand to replace worn-out apparatus or injured machinery render many adjuncts imperative, which would not be required elsewhere. Not only are the engineers' workshops, smithy, &c., on a large scale, but a foundry had to be erected.

Copper, which in any other Mint would be received in a state suitable for coinage, has here to be refined. The production of coke, gas, and other requirements tend to swell the number of the Mint operatives. Again, attention should be directed to the large number of coins produced, for this is the chief test to enable a fair estimate to be formed as to the capabilities of a Mint. The value of the out-turn is no indication of the labour and attendant expenditure as the trouble and cost of striking a copper rin (1,000 pieces being equal to one yen) is nearly the same as would be the case in producing a gold coin of similar dimensions. It would be found that the expenditure compares favourably with any similar establishment where a like out-turn in number of coins is produced.

THE CONSULAR REPORTS ON THE TRADE OF CHINA.

(Continued from our last.)

FOOCHOW.

Mr. Consul Sinclair reports the receipts at the Maritime Customs from foreign trade amount to Tls. 1,658,530, or £497,559 2s. 11d., as against Tls. 1,861,208, or £538,362 11s. 11d. in 1872. There is, consequently, a falling off of £60,803 9s. in the trade of the year.

With regard to the opium trade Mr. Sinclair says :—

The chief feature to remark upon is a falling-off in the consumption of Patna, a reason for which is gathered from native sources to be owing to China-grown drug having been in more general supply, roughly estimated at about 1,700 piculs, against 1,000 piculs in the year 1872, as last spring was much milder than 1872, and consequently more favourable for the cultivation of the poppy. The cost is said to be about from $300 to $310 per picul, but only very small quantities are taken at one time, and probably thereby a le-kim tax is saved. The quality of the drug is, however, rather too thin; it is found necessary, in order to meet the native taste, to mix fully one-half of Indian growth to furnish sufficient pungency. Persian appears to have been driven out of the field as far as this port is concerned. The following are the places where the poppy is said to be cultivated for the manufacture of opium (the two first-named places are the most important in this respect):—Suz gan Heen, in the department of Wan-chow-foo, in the adjoining province of Chekiang, on the borders of the Fokien province; Tung-nan Heen, in the department of Tai-chow-foo, in the adjoining province of Chekiang; and in Tai-ping Heen, in this province.

Of the import of cotton goods he writes :—

The trade in piece-goods remains in a very unsatisfactory state. Were it not that it occasionally answers the purpose of foreign merchants to get up shirtings from Hong Kong to lay down funds in Foo-chow, or in order to relieve an over-stocked market in the south, there is little doubt but that the business would be entirely in the hands of the native dealers. One of the chief reasons why no effort has been made to keep the trade alive, is the fact of the unsound conditions on which business is done. Buyers are allowed to take delivery of the goods with a credit of seventy days, no bargain-money being lodged, and a very doubtful pledge given that the money will ultimately be paid. The buyers are able to sell off the goods and with the proceeds to speculate in other goods which they get up from Hong Kong, out of which, when sold, the British merchant gets paid the price of his goods at the end of the seventy days. But it will sometimes happen that the native dealer has not been successful in his speculations and that he is unable to fulfil his engagements towards the foreign importer; hence a loss arises which may, in some cases, neutralise the profits on the sales for a whole year. The compradores are supposed to be responsible for bad debts, and consequently, as the trade is so risky, they are not disposed to push it. As a convenience to themselves, dealers will buy on this market, but it is doubted whether sellers get the equivalent of Hong Kong rates, the extra expense, loss in interest, and risk considered. It is generally supposed, however, that native dealers are able to buy goods where there is a larger and more varied assortment, and lay them down cheaper than the English importer is able to sell them. There is, therefore, but little encouragement to the British merchant to give his attention to the imports in cottons and woollens, it being a business that gives trouble and causes anxiety.

AMOY.

Consul Pedder reports a decline in the value of the trade for the year, which may be accounted for partly by the values in currency being converted into sterling at a lower rate of exchange, and partly by an increase in the clandestine receipts of imports landed at other places for transmission into this district, in order to evade the excessive le-kin duties. Shipping shows a decrease of thirty-nine vessels in the total number entered and cleared, but an increase of nearly 10,000 tons in the aggregate tonnage, which amounted to 505,310 tons. Imports show an increase in a few items, of which the following are most worthy of note:—

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Cotton yarn was imported to an amount of about 514,000 lbs. over the weight received in the previous year. Cotton piece goods show an increase in plain cloths of about 13,000 pieces. Raw cotton from India shows an increase of more than 700,000 lbs. weight, and there was an increased importation of nearly 800,000 lbs. weight of native cotton from the north of China. Rice was imported to nearly double the quantity received in the preceding year. Japan supplied nearly 118,000,000 lbs. of the total quantity imported: and the transportation of this article from that country to this place afforded profitable employment to many of the large British steamers which trade from England to China *via* the Suez Canal. Bean-cake from the north of China shows an increase of nearly 12,300,000 lbs. weight above the quantity received in the previous year.

In exports the most noticeable fact is a decrease in the quantity of tea sent away, the decrease in exports and re-exports of this article amounting to about 2,000,000 lbs. as compared with the quantity shipped in the preceding season. The falling off is attributed to the low prices ruling in foreign markets checking speculation here.

SWATOW.

Mr. Acting Consul Forest reports that the entire trade of the port in foreign bottoms in 1873, when compared with that of 1872, shows a falling off to the amount of £143,740. This decrease is entirely in the import of native produce and goods, such as beancake, rice, and Chinese manufactured articles, and that, in spite of this decrease, the trade still compares very favourably with that of any of the three years previous to 1872. Imports of foreign goods show a net increase of £551,000, and exports a net increase of £397,516. The prosperity of the port is therefore still on the increase, and the falling off in native imports may be considered a fortunate omen, as indicating a return of wealth to the inhabitants, who heretofore have been compelled, by floods and droughts, to expend their means in obtaining rice from other parts of China and from foreign countries.

The gross trade in foreign ships in 1873, as taken from the Customs' Returns, amounts in value to a sum of £5,161,644; the direct trade amounting to the sum of £2,566,432, and the indirect to £2,595,212. A most satisfactory increase is to be observed in most articles of British manufactured goods. This is attributable to the good harvests of last year, the absence of floods, and the general peaceful condition of the inhabitants of this circuit, who are beginning to find out that it is far more profitable to develop the resources of their territory than to indulge in universal fighting, which, until lately was their usual method of spending their time.

The gross value of the export trade in 1873 amounted to £1,751,915, as against £1,366,421 in 1872, showing an increase of £385,494.

CANTON.

Sir Brooke Robertson reports that the value of the trade for 1873 was £7,475,839, as against £9,030,031 in 1872, showing a falling off of £1,554,191. Remarking upon this, the report says:—

It must be taken into account that never within the memory of those engaged in the China trade has so much depression existed both in China and in England as during the past twelve months; various causes have contributed to this, not the least among which has been the stagnation of the home market and the high prices paid for tea and silk in China, and the two combined have been as disastrous to foreign trade as a war would be, and probably more so. But we must look a little further than this for failure, and perhaps it will be found in the altered state of commercial relations. For the past ten years a trade which was in the hands of the few has drifted into those of the many. Formerly capital was an essential element of commerce, now it is not, for the banks replace it by advancements on shipments, the result being that trade is thrown open to all comers, competition follows, and with it high prices in China, and an over-stocked market at home; such being some of the evils attending an unsound system.

The export of tea for the year was 87,555 piculs, against 110,288 piculs in 1872, or 11,714,101 lbs., against 14,705,052 lbs., or 2,990,951 lbs. less in 1873.

Of the import of opium the report continues:—

It is difficult to say what amount of opium is taken by this province, for no article is so largely smuggled from the British colony of Hong Kong, the facilities for that purpose being great, and the Chinese such adepts at it. A coast line of its entire length, studded with creeks, bay, and rivers, towns, and villages, with a hardy maritime population, an imperfect Customs service, except at Canton, the capital, which is situated ninety miles inland, and at the port of Swatow, afford opportunities for evading the duties, which are taken advantage of to their fullest extent. Within the last few years stations have been established on the mainland, in the neighbourhood of Hong Kong, and steam cruisers are employed in stopping and searching suspicious junks leaving the colony; but their seizures are insignificant, and they are too few in number to effect much in checking the contraband trade, which flourishes to an extent scarcely credible.

On piece goods:—

None are imported by foreigners; but that the trade in them is large, being brought from Hong Kong by Chinese, ample evidence is afforded by the shops in this rich and populous city, independently of the people, who are clothed to some extent in foreign manufactured cloth; but great complaints may be heard of the inferiority of these goods of late years, and there can be no question that such has seriously militated against what might have developed into an unlimited importation; and whilst the Chinese Government is denounced as being inimical to foreign trade, and throwing obstacles of all kinds in the way of this development, we, on our part, are doing our best to ruin it, and then lay the blame upon others. The Chinese are, themselves, large manufacturers, but their cotton fabrics are heavy, uneven in thread, and wanting in finish, but durable; they cannot, therefore, compete with us in quality or price, and until the practice set in of weighing our piece goods with clays, and facing them with size to cover deficiency in material and quality, there was every prospect of our supplying a large proportion of the population of China with clothing; for, giving a sound and cheap article, no Chinaman would be moved by patriotic instincts to support home manufactures by clothing himself with home-made cotton fabrics, if he can get the foreign article cheaper; but this he will do if he finds the latter worthless—thus showing that, after all, honesty is the best policy.

PACIFIC MAIL COMPANY.

(*New York Times*, Dec. 4.)

The differences and bickerings which have for some time past existed among the directors of the Pacific Mail Steamship Company culminated yesterday in the resignation by Mr. Russell Sage of his position as President and director of the company.

The following is Mr. Sage's letter of resignation:—

"To the Board of Directors of the Pacific Mail Steamship Company.

"New York, Dec. 3, 1874.

"Gentlemen,—My duties and engagements elsewhere are so pressing that I have not the time to devote to the labours of the office of President and director in your company. I, therefore, resign the same. The mission of the Pacific Mail Steamship Company is a noble one, and if its management is a wise and economical one it should ensure success. That this may be its future history is the sincere desire of your obedient servant, "RUSSELL SAGE."

The resignation was accepted, and Mr. William H. Guion assumed the duties of the office as President *pro tem.* The following circular was subsequently issued:—

"Office of the Pacific Mail Steamship Company, Nos. 59 and 61, Wall-street, New York, Dec. 3, 1874.

"A full report of the condition of this company is being prepared, and will be ready for the stockholders within ten days from date. This report will give a list of liabilities of the company and assets, names of the steamers built and launched since the last annual statement, and amounts they cost. Also payments made on the three steamers contracted for. Meanwhile I state, with the full concurrence of the Board of Directors, that the statements which have recently appeared in the public prints as to the liabilities of the company are incorrect. "RUFUS HATCH, Managing Director.

"Attest—THEODORE T. JOHNSON, Secretary."

INTERVIEW WITH MR. SAGE.

A reporter of the *Times* had an interview last evening with Mr. Sage in regard to his resignation. Mr. Sage said that, under the circumstances, he naturally felt some delicacy in saying much in reference to the affair. He was free to say, however, that he had for a long time been utterly dissatisfied with the manner in which the affairs of the company were being administered, but, notwithstanding, he felt that he was powerless to remedy the evils he witnessed. Consequently he had determined to resign. He had not fully made up his mind on the subject until Sunday last, when the managing director made a clean breast of it, and revealed to him the actual condition of the company. Until he received that communication from Mr. Hatch, it had been his belief that the statements published in the newspapers about the company's financial affairs were at least exaggerated, but he found that he was entirely mistaken, and that things were not only as bad as represented, but much worse. As an instance, he would mention the fact that the bank account at San Francisco had been overdrawn to the extent of $176,000. That fact had been kept studiously concealed. He (Mr. Sage) also ascertained that the assets of the company had been grossly over-estimated, and the liabilities correspondingly depreciated. Under these circumstances he deemed that the best course for him to pursue was to dissolve his connection with the company.

In reference to the sum alleged to have been expended as a corruption fund, to procure the subsidy from Congress, Mr. Sage declined to give any specific information beyond the statement that the cheques made out by Irwin covered some three-quarter million dollars.

Finally Mr. Sage said that with such a change in the affairs of the company as would ensure economy and good management, the concern ought to have a bright future. At present it was being badly managed, and was losing money. The most pressing thing at the moment was a proper arrangement with the Pacific Railroads, which would put an end to the present ruinous competition. He had done his best to bring about amicable relations between the Pacific Mail and the Pacific Roads, but all his efforts in that direction had been deliberately thwarted. The charge that he had been in the habit of "Bearing" the stock Mr. Sage emphatically denied.

The allegation in a morning paper that the proceeds of the 6,000 shares sold by the company a few days since had been devoted to the discharge of the indebtedness of the corporation to him (Mr. Sage) was untrue. The Pacific Mail Company was still in his debt to the amount of $125,000.

INTERVIEW WITH MR. W. H. GUION.

To a *Times* reporter who called upon him last evening Mr. William H. Guion stated that no president of the company has yet been elected to take the chair of Mr. Russell Sage. He (Mr. Guion) is not the President, and it is scarcely likely that he will be. When the Vice-President went to Europe last May the directors elected what he called a "President *pro tem.*" who, in case of death or resignation of Mr. Sage, would act as President during the interregnum thus created, and until the election of another President. Mr. Guion was elected "President *pro tem.*" in May, and he is now Acting President; but when the Board of Directors will go into the election of a regular President was more than he could or would tell. The cause of Mr. Russell Sage's resignation (Mr. Guion said) was his inability to get along harmoniously with

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a majority of the other directors, with whom he had some difficulties that were constantly recurring at the meetings of the board; and it was in the hope of restoring some sort of harmony in the Company that he concluded "to step down and out." Mr. Sage's letter of resignation would not state the nature of those troubles, and Mr. Guion was decidedly averse to saying anything whatever, either on that point or on the financial or other affairs of the Company.

FORMATION OF THE OPPOSITION LINE.

Vice-President Collis P. Huntington, of the Pacific Railroad, received the following despatch from San Francisco concerning the establishment of a steamship line on the Pacific Ocean:—"The Occidental and Orient Steamship Company of San Francisco on Monday filed an act of incorporation. The directors are Leland Stanford, Charles Crocker, David D. Colton, Lloyd Tevis, and Mark Hopkins. The capital is $10,000,000, in 100,000 shares of $100 each." Mr. Huntington said to some New York reporters that the new company would organise temporarily by the election of David D. Colton as president. After the details of organisation had been effected there might be a change in the presidency, but that would rest with the stockholders. The company had not yet secured the requisite steamers, but had the option of thirty vessels from various owners. They would require several at the start, and would increase them as occasion required. The vessels would ply between San Francisco, Hong Kong, and Yokohama, and would carry the bulk of the railroad freight. The Pacific Railroads had no official representation in the new company, but the several corporations would work in harmony. Being asked if the new company was an opposition to Pacific Mail, Mr. Huntington said that no such statement appeared in his despatch. The new company was not an opposition to anything, but was intended to carry freight and passengers, and would do it in a manner best adapted to promote their interests and increase their business.

THE WESTERN CHINA SURVEY.

The following circular has been issued to merchants and others at Rangoon by Colonel Duncan, on behalf of the Chief Commissioner:—

I am desired to inform you that his Excellency the Viceroy and Governor-General in Council has resolved to send an expedition from British Burma to Yunan to explore the trade routes between Burma and Western China, and to report generally upon the commercial prospects of those countries.

2. The expedition will be under the leadership of Colonel Horace Brown, and will consist of himself and three selected officers. They will proceed probably towards the end of December, *via* Bhamo to Talifoo and Yunan.

3. The object of the mission is to explore trade routes, to ascertain the difficulties that exist in the way of opening up the old trade routes, and how the routes could be improved, and to report upon the best means of transport, the burdens to which trade is subject, the measures which it may be practicable to adopt for the protection of trade and the agency through which it would appear most advisable that trade should be carried on.

4. The members of the mission will also obtain as much information as possible regarding the conditions, resources, history, geography, and trade of the territories through which they may pass.

5. Should there be any special points which you are of opinion should be investigated by the mission in the interests of trade and commerce, the Chief Commissioner will be glad, if possible, to add these to the subjects which will have the attention of the expedition.

Naval and Military.

The following officers, who last served on the China station, have been appointed as under:—Lieutenant G. A. Primrose (in the Elk in 1872 and 1873), to the Excellent, gunnery-ship at Portsmouth; Lieutenant S. B. Roupell (in the Thistle from 1870 to 1873), to the Excellent; Navigating-Lieutenant G. A. Broad (in the Juno from 1871 to 1873), to the Valorous frigate, at Devonport; Gunner James Barry (in the Ringdove from 1868 to 1873), to the Hydra, turret-ship at Devonport; Gunner George Palmer (in the Princess Charlotte from 1870 to 1873), to the Impregnable, training-ship for boys at Devonport; Gunner John Richardson (in the Leven from 1871 to 1873), to the Favourite, coast-guard ship at Queensferry; Boatswain John Kent (in the Cadmus from 1871 to 1874), to the Asia, flagship of the Admiral-Superintendent at Portsmouth.

The vessels on the China station which will have completed three years' service during the coming year are the Thalia, corvette, commissioned March, 1872; and the Mosquito, gunboat, commissioned October, 1872. The undermentioned vessels, which have exceeded their commissions of three years, are still without orders for home:—Avon, gunvessel, commissioned July, 1871; Dwarf, gunvessel, commissioned July, 1871; and Hornet, gunvessel, commissioned November, 1871.

Assistant-Controller Purkis, who has been on leave since his return home from China, succeeds Assistant-Controller Nagle at Devonport Gun Wharf. Assistant Controller Gibbons has been appointed to Portsmouth Gun Wharf, on return from Nova Scotia, vice Assistant-Controller Molony, who left England recently for Hong Kong, to take up the duties of Principal Control officer in the China command.

Colonel H. A. Sarel, C.B., has been appointed assistant-adjutant-general at Dover, vice Colonel A. M. McDonald. Colonel Sarel served with the 9th Lancers during the Punjaub campaign of 1848-49, also throughout the Indian Mutiny of 1857-9, and he acted on the staff of Sir Hope Grant in China, in 1860 (brevet of lieutenant-colonel, medal with two clasps for the Taku Forts and Peking).

Staff-surgeon William J. Wilson, M.D., whose death we have already announced, entered the navy in 1846. He was advanced to staff surgeon on Dec. 2, 1868, and was appointed, Sept. 28, 1870, to the Iron Duke, 14, Capt. E. H. G. Lambert, on particular service, and subsequently commanded by Captain William Arthur, and flagship at China of Vice-Admiral C. F. A. Shadwell, C.B.

Brevet-major O'Shaughnessy, of the first battalion of the 12th Regiment, is to serve for a short extra period on the staff in China, and is expected to return to England about the end of 1875. He left Aldershot for Hong Kong in 1869, and has been employed on the staff ever since.

Lieut. Stewart Polkinghorne, of the Royal Marines, has been invalided from Japan, and, having disembarked at Gosport, has been granted four months' leave of absence for the benefit of his health.

Lieutenant Warton, of the 10th Foot, is under orders to return home from Singapore to relieve Lieutenant Holme at the depot at Colchester.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, DEC. 16.

The Parliamentary campaign is approaching its end. It is probable that the Budget debate will be concluded this week. The Budgets of Foreign Affairs, Justice, and Home Affairs have been carried, and also that of the Financial Department. The Minister de Willebois had some hard nuts to crack with reference to the Naval Budget. But all's well that ends well. The Budget of this Minister was carried by a large majority. The main question was the salaries of naval officers, and the theme of the Liberals was that the Minister intended to give in some cases too much, in others too little. The opposition against the Minister was, however, futile. The debate opened with a most curious attack of Mr. Fabius against the liberality in our system of punishment, and he urged that corporal punishments should be re-introduced. This was, according to his opinion, much to be preferred to our present system of punishments. Mr. Nierstrasz supported this idea, but the Minister was wise enough to refuse to grant the request. He also declined to agree with the complaint that our blockade squadron in Java was insufficient. The defence of the Minister was, on the whole, very poor, and I must indeed regret that our eloquent members of the Second Chamber chose him as their victim. The struggle against the Minister of the Financial Department had an exceptional character. This was a question of principles. Till now it has been usual that those who keep the key of our Treasury should so value the national income that there should always be a favourable balance. Mr. Van der Heim is of opinion that this is unnecessary, and he has changed the system. Some members were afraid that this was not quite secure; it was, they demonstrated, better to have a more or less considerable surplus than that revenue and expenses should balance. The state of our finances, it was asserted, was so favourable because we had always applied that rule prescribed by prudence. And there was even such an enormous opposition against the project to throw this custom overboard, that the Minister will perhaps have to choose between his plan and his portfolio. Of more importance still was the debate about our Education law. It was laid before the members of Parliament by Mr. Thorbecke in 1857, and carried after a very sharp debate. In that year it was a gigantic step forward in the Liberal path, but since that year scarcely anything has been done to introduce improvements. Instead of going gradually forward we took the way of the lobster, and the consequence, of course, is that our instruction system requires much improvement. Our Liberals, however, are afraid to touch that law, because they are quite convinced that they would lose ground if they even dared to try to alter it. The opinion that our Minister of the War Department would fail to carry his budget is now changed. He will, it is believed, obtain a small majority.

A rumour is circulating here that a Dutch-American Bank will be established in this town. This is the only thing which was wanted. Our capitalists, both large and small, have made such a profitable business with shares of American railways that they will be quite ready to subscribe the necessary capital for this Bank. The lull at the Bourse still prevails; transactions are of no importance. Money is rather abundant, but some failures—amongst others, that of Schaaf and Suur with liabilities of fcs. 700,000—made a miserable impression. A good demand has prevailed on the Exchange for shares of the East India Trading Bank. The price went up from 98 to 103 per cent. in consequence of the rumour that this year had been very profitable, so that a good dividend will be paid.

A letter has been sent anonymously to the address of General Knoop. It is an *acte d'accusation* against General Van Swieten, who is said to be destitute of energy and tact. The author (who signs himself "Brutus") says that there is no other plausible reason why the Commander-in-Chief repeatedly stopped the military operations than that he was an optimist *pur sang*, and thought that the foe would quietly submit. In this expectation most valuable time was sacrificed, and when the belief was not realised, it was too late, as the Atchinese had taken positions around the Kraton. If General Van Swieten had acted more energetically, then, most certainly, the second expedition would not have been only a half success.

The members of the First Chamber will meet on the 17th inst., for the despatch of business. It is, however, very doubtful whether we shall be ready with the several Budgets before the 1st of January, as it is prescribed by the Constitution.

As a curiosity, I may mention that the daughter of Professor Opzoomer, only sixteen years old, has written a tragedy in the German language which is generally highly spoken of.

I regret to record the death of Mr. J. W. Smissaert, a gentleman well known in East India circles. He died at the Hague.

COMMERCIAL.

Our market for Colonial Produce is of course badly influenced by the very advanced season. There is only some demand for direct consumption, and prices are with difficulty maintained. Even the public auctions have not given a satisfactory result. The only article which has met with any demand has been Arrack, of which about 250 casks

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ex Voorlichter and Grondwet changed hands at fcs. 244 to fcs. 246. The imports have been of no importance. The only vessel which has arrived has been the steamer Koning der Nederlanden. The Prins Hendrik has started for Java.

The weather is horrible; rainy and stormy, but, perhaps, this is the precursor of a welcome frost.

SHIPPING.

PASSENGERS OUTWARD.—For Java, per steamer Holland: Mrs. Dil and family, Mr. J. J. H. Stolte, Miss C. Tjebbes, Mrs. B. S. J. de Heus, Messrs. M. T. Hagerman, T. C. H. Cramer, J. J. Cuijlen, Mrs. C. van der Weijde, Miss H. Sassen, Messrs. C. Lok, W. C. Veenstra, H. E. C. van Krieken, Mrs. C. S. W. Sterk, Mrs. T. S. van Erp Taalman Kip, geb. Groesbeek, Messrs. W. Buurman, A. M. Overeijnder, R. J. A. Bouricius, P. Veen, G. Plantema, J. A. W. van Ophuijzen, N. Veldhuijs, Miss Meijer Cluwen, Messrs. Rompees, Brondees, J. Muller, P. Evans, Miss Huguenin.

PASSENGERS INWARD.—Per Nederland Company's steamer Koning der Nederlanden: From Batavia to Nieuw Diep, Mr. C. Hoffmann, Mr. T. Haremaker, Mr. T. A. Sonnenberg, Mr. T. Pichet, Mr. A. A. Grondhout, Mr. F. Rigail Certon, Mrs. de Hart, Mr. and Mrs. Canters, Mr. and Mrs. Willink, Mr. and Mrs. Bruyns, Mr. and Mrs. A. van Aardenne, Mrs. Rinchon, Mr. and Mrs. van der Linde, Mr. and Mrs. P. L. van Bloemen Waarders, Mrs. Lammers van Poorenburg, Mr. A. Klaarenbeek, Mr. and Mrs. V. L. Reuter, Mr. W. A. Engelbrecht, Mr. F. de Lanoy, Mr. H. J. Coster, Mr. T. W. Kayser, Mr. M. Wessels, Mr. P. W. Timmermans, Mr. C. Loonen, Mr. C. P. T. W. Osterloh, Mr. H. H. Hora Siccama, Mr. L. T. A. Deyll, Mr. A. van Hengel, Mr. T. G. Snethlage, Mr. T. H. L. J. Sweets de Landas Wyborgh, Mr. L. Ebeling, Messrs. T. and A. Odenthal, Mr. and Mrs. Verdoes and child, Mr. and Mrs. Sap and child, and Mr. de Ridder.

Monetary and Commercial.

Tenders for £550,000 in bills on India were received at the Bank of England on the 16th inst. The amounts allotted were—To Calcutta, £276,000; to Bombay, £220,000; and to Madras, £54,000. Tenders on Calcutta and Madras at 1s. 10d. will receive about 52 per cent., above in full; and on Bombay at that price about 46 per cent., above in full. There is a further reduction in the demand for remittances apparent in these figures.

The directors of the Anglo-American Telegraph Company have resolved to pay the usual interim dividend of 1¼ per cent., free of income tax, for the quarter ending the 31st inst.

The meeting of the Ceylon Company (Limited) was held on the 15th inst., when the report, which recommended the payment of an interim dividend at the rate of four per cent. per annum, was adopted.

The directors of the National Bank of New Zealand have resolved to pay on the 4th of January an interim dividend at the rate of 6 per cent. per annum for the six months ending 30th September last.

The Bank of Constantinople announce that the *ad interim* dividend of 6 per cent. per annum for the year ending December 31 next will be payable on and after the 1st prox.

The half-yearly dividend on the Japan Seven per Cent. Loan (1873), due on the 1st of January, is announced for payment by the Oriental Bank.

Mr. James Findlay, of Greenock, has issued a circular stating that, in consequence of the embarrassments of the firm of Findlay, Wade, and Co., of Shanghai, of which he is a partner, he is under the necessity of calling a meeting of his creditors.

In the Court of Chancery Vice-Chancellor Sir Richard Malins has given his sanction to a triple currency funding scheme of arrangement entered into by the firm of Bowles, Brothers, and Co., now in course of reconstruction, with the creditors of the Joint National Agency (Limited).

The demand for Bar Silver for India has declined, in consequence of large shipments forwarded on German account. Orders for Spain and elsewhere are also very limited, and the price has therefore declined, transactions having taken place at 57½d. per oz., the lowest price on record. There is less demand for Mexican Dollars. A few sales have taken place at 56½d. per oz., but this price will not be maintained for the large amounts now on the market by the French and West India steamers, which have brought about £180,000.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.10	Mandalay (s.)	—	Rangoon	Liverpool
11	Burmese (s.)	Lark	Colombo, &c.	London
13	Rotterdam	Dik	Java	Brouwershaven
11	Hannibal	Brown	Bassein	Falmouth
	Helena	Snow	Ilo Ilo	New York
13	Forward Ho	Wade	Foochow	London
12	Kg. der Nederldn. (s.)	—	Java	Texel
12	Clara	Middleton	Colombo, &c.	London
12	Orchis (s.)	Lucas	Do.	Do.
Nov29	Queen of the Seas	Haverson	Cheribon	Boston
Dec.16	Ionia (s.)	Jeffrey	Java, via Marseilles	Off the Mother-[bank
16	Faith	Lloyd	Whampoa	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.—	Nicoline	—	River Amoor	Cronstadt
10	Glencora	Mitchell	Singapore	Cardiff
10	Sapphire	Berry	Batavia	Do.
10	Thornaby (s.)	Blakie	Yokohama	Do.
10	Victoria	Briscoe	Do.	Do.
13	Harrington (s.)	McOutrey	Java	Southampton
Nov. 9	Eliz. Dougall	White	Hong Kong	Portland, O.
26	Jas. Condie	Alexander	Yokohama	New York
Dec.11	Ben Ledi (s.)	Buchanan	Penang, Sing., & China	London
11	Ousuri	Osborn	Tientsin, &c.	Do.
Nov27	W. Pendleton	Pendleton	Batavia	Boston
Dec.13	Robert Hendrikus	Hagenaats	Do.	Falmouth*
12	Colombo (s.)	Burkett	Colombo, &c.	London
11	Staadraad v. Ewyck	Backer	Java	Glasgow
	Walter Siegfried	—	River Amoor	Cronstadt
12	Lady Lisgar	Hughes	Singapore	Cardiff
12	Livingstone	Popp	Hong Kong	Do.
12	Florentine	Jones	Yokohama	Do.
11	Catharina	Clausen	Hiogo	Cuxhaven
11	Feiga	Christiansen	Nicolajefsk	Do.
11	George	Segelken	Hong Kong	Bremerhaven
16	Prins Hendrick (s.)	Braat	Java	Southampton
13	Aurorita	Dizee	Galle	Swansea
13	M. D. Rucker	Ahrens	Do.	Do.
14	Caphorn	Green	Hong Kong	Do.
12	Wm. McKinnon (s.)	—	Java	Glasgow
15	Helena	Insker	Anjer Point	Newport
15	Luiga C.	Lavioso	Singapore	Cardiff
15	Villa Franca	—	Manila	Penarth
14	Sophie	Jones	Hong Kong	Antwerp
14	Saturnus	Wulff	Shanghai	Cuxhaven
	Adelina & Marrianne	Dahl	Batavia	Buenos Ayres

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Yokohama, and Hiogo: Swatow. For Yokohama, Hiogo, and Nagasaki: Pernambuco. For Penang, Singapore, Hong Kong, and Shanghai: Bengal, Lotus. For Singapore, Hong Kong, and Shanghai: Glamis Castle, Glenartney. For Colombo, &c.: St. Lawrence, Duke of Devonshire.

SAILING VESSELS.—For Yokohama: Oleander. For Yokohama and Hiogo: Satsuma. For Vladewostock and Nicolajefsk: Rowena. For Nicolajefsk: Genetiv. For Hong Kong: Balgownie, Min. For Shanghai: Scindia, Forward Ho. For Penang: Zehlina. For Singapore: Edeline. For Colombo: Lucknow, Queensbury.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.), Diomed (str.). For Singapore and Manila: Buena Ventura (str.). For Batavia and Sourabaya: Wein Holenfelde. For Batavia: Sophia R. Luhrs. For Anjer: Truth.

At GLASGOW.—For Singapore (via Port Glasgow): Rosa (str.).

At GREENOCK.—For Singapore: Comete.

SPOKEN.

STRANGER, for Batavia, Oct. 14, 40 N., 13 W.
FERMEZA, from Singapore, Sept. 11, 29 S., 4 E.
SOPHIA, Cardiff to Galle, Oct. 27.
TENNESSEE, Java to Rotterdam, Sept. 21, off the Cape.
WATERLOO, Batavia to Amsterdam, Oct. 31, 25 S., 59 E.
CALIFORNIA, Cardiff to Galle, Oct. 19, 39 S., 27 E.
MYSTIC BELLE, New York to Java, Oct. 23, 40 S., 31 E
ALHAMBRA, Manila to New York, Oct. 11, 28 S., 58 E.
MONARCH, Cardiff to Galle, Sept. 10, 24 S., 35 W. [5 N., 24 W.
7,408 (Marryat's code), showing No. 3 under P., Ams. to Bat., Nov. 2,
ANTIPODES, Ilo Ilo to Falmouth, Sept. 8, in Gilolo Straits.
KAISOW, Shanghai to London, Nov. 17, 21 S., 2 W.
COPERNICUS, Samarang to Middleburg, Nov. 20, 23 S., 3 W.
KENDRICK FISH, Liverpool to Singapore, Oct. 26, 7 N., 25 W.
Q.C.P.H. (Dut. ship), Samarang to Rotterdam, Dec. 3, 13 S., 27 W.
EASTERN PROVINCE, for Anjer, Nov. 29, 6 N., 26 W.
LANDSEER, Glasgow to Sourabaya, Dec. 1, 13 N., 27 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports are firm for sailing vessels, but for steamers there is little or no enquiry. Homewards there is not much business doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight or meast. To Hiogo: 60s. weight or meast. To Nagasaki: 65s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. to 38s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s.

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From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 19s.

CASUALTIES.

PORTSMOUTH, DEC. 10.—The State of Virginia (str.), Moodie, from London, to Singapore and China, has put into Spithead, with condensing pipes out of order, and left again on the 18th.

We learn by telegram from Hong Kong that the steamer Mongol, belonging to the London, China, and New York Steamship Company, went down off the Nine Pin, master and fifteen hands lost; she left Hong Kong on the 11th inst., with a general cargo, for Yokohama.

The Burmese (str.), jettisoned 287 casks and barrels coffee and ten or twelve tons coir.

The Glenisla, Watts, London to Penang, lost an anchor and sixty fathoms chain in the Downs during the gale Dec. 10; they have been replaced.

Advices from Mauritius, Nov. 13, report that the Prinses Amalie, Timmermann, from Amsterdam to Batavia, put in there Oct. 7, with damage, has been trimmed by the stern to repair the leak in her bow—cargo uninjured.

ST. HELENA, NOV. 21.—The Chacma, Gallichan, arrived here from Colombo, encountered a hurricane, Sept. 9, in lat. 4 S., lon. 82 E., throwing the vessel on her beam ends, and causing the cargo to shift; a heavy sea also broke over her, gutting the cabin, smashing the skylights, and washing away several movable articles from decks.

PLYMOUTH, DEC. 13.—The Min (str.), Morgan, from London to Yokohama, &c., arrived here, had cabin flooded, and received other damage. A later telegram states:—Min, cargo all right, hatches perfect order, repairs expected to be finished on 17th, two lifeboats slightly damaged, movable articles washed from deck.

The outward P. and O. steamer Lombardy, from Southampton, with the heavy Bombay mails, had to put into Plymouth on 10th, through stress of weather, and has returned to Southampton to repair damages.

Advices from Malta, Dec. 8, state that the United Service (str.) had been surveyed; four holes found in her bottom, and several plates to be badly corroded, the cement gone, and many rivet heads eaten away. The steamer will therefore be placed on the hydraulic lift, which will be ready for her by the time she is sufficiently lightened to be lifted without risk. The vessel was on her way home, for the purpose of undergoing thorough repair, both to hull and machinery.

The Ionia (str.), Jeffreys, from Java, &c., to Rotterdam, has put into the Motherbank short of coal, and with four of her crew disabled.

ROTTERDAM, DEC. 11.—A telegram from the master of the Maasluis, arrived at Atchin from Newcastle, states that the coals heated very much on the voyage; and that a portion of them had to be thrown overboard.

MISCELLANEOUS.

At CADIZ.—Emiliano (str.), from Manila, and sailed Dec. 14 for Liverpool.

At ST. HELENA.—Nov. 13, Jas. Sheppherd, Madden, from Shanghai and sailed for London; Odin, Nilsson, from Cheribon, and sailed for Falmouth; 15, Hugh Bourne, Davison, from Ilo Ilo, and sailed for Falmouth; 19, Chacma, Gallichan, from Ceylon, and sailed 21 for London; 20, Amandine, Farrow, from Cheribon, and sailed 21 for Falmouth; 21, Noach II., V. Swieten, from Java, and sailed for Rotterdam.

The Rapide (Russ. barq.), from Padang to New York, which vessel encountered a hurricane Sept. 27, was spoken in lat. 12 S., lon. 87 E., with loss of sails, boats, and foretopgallantyard.

Sing Tai passed Cape, Nov. 13, seventy-eight days from Hong Kong to London. Tea cargo.

SUNDRIES PER "JAMES CONDIE," FROM NEW YORK TO YOKOHAMA, NOV. 27.

24099 cs. refined petroleum	4 bxs. medicines 61 doz.
240,990 gls.	100 cs. chalk
145 do. slates	1 do. carriage and fixtures
51 do. pencils and crayons	50 brls plaster paris
8 refrigerators	2 bxs. books

THERE has been launched by Messrs. A. and J. Inglis, Glasgow, a three-decked screw-steamer, built to the highest class at Lloyd's and Veritas. Dimensions:—358 by 38 by 29; gross tonnage, 3,000 tons. The vessel is named the Stad Amsterdam, and will be employed in the service between Amsterdam and New York. Her machinery consists of a pair of compound engines of 450-horse power nominal, applied by the builders.

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Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—141, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000 000. All paid up.
Reserve Fund, $775,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled :—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston-road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hote
Highly recommended.

FIFTH-AVENUE HOTEL. NEW YORK.

ONE of the finest Hotels in New York Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

LICK HOUSE HOTEL, SAN FRANCISCO.

AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining Saloon, Restaurant, Reading Rooms, &c.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description Sola Topees and Canvas Shoes, &c., &c &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale

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OVERLAND ROUTE and SUEZ CANAL. — Under contract for conveyance of H.M.'s Mails. — The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
Avoca ...	1,481	250	Dec.	24	Mediterranean, Aden, Bombay.
*Bokhara..	2,932	450	Dec	31	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
			1875.		
Khiva ...	2,609	450	Jan.	7	Mediterranean, Aden, Bombay.
*Cathay ...	2,982	450	Jan.	14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Australia.	3,648	600	Jan.	21	Mediterranean, Aden, Bombay.
*Malwa ...	2,933	450	Jan.	28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Ava ...	... Jan. 3	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Iraouaddy	... Jan. 17		
Hoogly	... Jan. 31		
Peiho ...	... Feb. 14		
Meikong	... Feb. 28		

The Steamers of the 17th Jan. and 14th Feb. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 3rd and 31st Jan., and 28th Feb. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	Jan. 2, '75
Glengyle	100 A1	1,676	200	To sail
Glenhinlas	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

SHAW, MAXTON, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN. —The following splendid first class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai...	Lotus, s.s.	20 years Red L'pl Book ...	S.W.I.D.	Dec. 28
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I.D.	Jan. 4
Sing., Yoko., & Hiogo ...	Riga, s.s. ...	100 A1	S.W.I.D.	To follow
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Yokohama ...	Oleander.....	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

The "China" line of steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 23rd Dec., the favourite full-powered screw steamer LOTUS, 20 years red in Liverpool book; 1,407 tons register, 200-horse power nominal; G. L. CASTLE, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (will call at Nagasaki if sufficient inducement offers), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 4th January, the favourite full powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal. Last shipping day, 30th December.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steam ship BENGAL, 2,036 tons gross register, 1,303 tons register, 275-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and McGregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

CHINA.

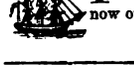
THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Min.....	A1 13 yr.	E.I.D.	With des.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHANGHAI DIRECT.—The favourite China clipper FORWARD HO A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans court, Cornhill, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Edeline	499	Wright Bros.'& Co.	Dec. 20
Lotus, s.s.	1,407	Norris & Joyner...	Dec. 23
Glenartney, s.s. ...	2,115	M'Gregor, Gow, & Co.	Jan. 2
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 4
LIVERPOOL.			
Diomed, s.s. ...	1,201	Alfred Holt ...	Dec. 23
Patroclus, s.s. ...	1,607	„ ...	Jan. 12
Antenor, s.s. ...	1,601	„ ...	Jan. —
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

A MANCHESTER HOUSE wants to engage a GENTLEMAN who has been in INDIA or CHINA, or one well acquainted with Eastern Merchants, to work for them in London.

Address, Box 74, P.O., Manchester.

NERVA, MARCHAND, & Co., GENERAL COMMISSION MERCHANTS, MILITARY EQUIPMENTS, &c

14, RUE DE LA GRANGE BATELIERE, PARIS.

NURSERY GOVERNESS.

A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (séparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT, KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

THE LONDON AND CHINA TELEGRAPH.

THE SIXTEENTH Volume of this JOURNAL commenced on the 5th of January, 1874. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	M. FAUQUE.
Hamburg	R. CARL.
Bremen...	G. STEINMEYER.
Holland—Rotterdam..	H. A. KRAMERS.
„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
Berlin	ASHER and Co.
Vienna	G. SCHONBERGER.
Trieste	PERCO and Co., Corso.
Venice	GAETANO FERRI, Piazza de Leoni, 316.
Rome	PIALE, Piazza di Spagna.
Brindisi	G. RIVELLI.
Lisbon	AUGUSTE PEDRO CARLHO, Rua dos Poyaes d'S. Bento 20.
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San Francisco... ...	WM. E. LOOMIS, Washington-street.
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Aden	COWASJEE DINSHAW.
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Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	H. FOGG and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHONI.

OFFICE, 2, COWPER'S-COURT, CORNHILL (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 21, 1874.

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VIA MARSEILLES]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVI.—No. 591.] LONDON, MONDAY, DEC. 28, 1874. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

TIME TABLE FOR 1875.

The Table showing the Arrivals and Departures of the Mails per P. and O. and Messageries Maritimes will be issued with our first number in January. Free to Subscribers, 1s. to non-Subscribers.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 24.
Japan	Yokohama	Sept. 18	Nov. 4	Nov. 10
	Yedo			
	Osaka and Hiogo	„ 4	Oct. 31	„ 2
	Hakodadi			
	Nagasaki	—	—	„ 4
China	Peking	—	—	„ 1
	Tien-tsin	—	—	„ 4
	Chefoo	—	—	„ 8
	New-chwang	—	—	„ 7
	Hankow	„ 11	„ 30	„ 7
	Kiu-kiang	—	—	„ 6
	Chin-kiang			
	Shanghai	„ 25	Nov. 11	„ 13
	Ningpo	—	—	„ 9
	Foochow	Oct. 2	„ 12	„ 15
	Formosa	—	—	Oct. 31
	Amoy	—	—	Nov. 16
	Swatow	—	—	„ 17
	Hong Kong	„ 2	„ 9	„ 19
	Canton	—	—	„ 17
	Macao	—	—	„ 18
Philippines	Manila	Sept. 25	„ 3	„ 13
Cochin-China	Saigon	—	—	Nov. 23
Siam	Bangkok	Oct. 9	„ 15	„ 17
Borneo	Labuan	—	—	„ 14
	Sarawak	—	—	„ 17
Java	Batavia	„ 9	„ 13	„ 22
	Samarang	—	—	„ 13
	Sourabaya		—	„ 15
Malacca Straits	Singapore	„ 16	„ 22	„ 26
	Penang			
Ceylon	Galle	Nov. 6	Dec. 2	Dec. 2
	Colombo	Oct. 30	Nov. 21	Nov. 30

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on Thursday, the 24th inst., being four days early. The Pacific mail, bringing dates from Yokohama to the 9th Nov., reached London, *via* San Francisco, on the 21st inst. The next inward (P. and O.) mail, with advices Yokohama 17th, Shanghai 20th, Hong Kong 26th Nov., Singapore 3rd Dec., which is due, *via* Brindisi, on Monday next, 4th prox., left Alexandria yesterday, and will be delivered on Saturday, two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Hoogly*, arrived Dec. 22.—From Yokohama: Messrs. Halifax, Berlingard, Pizzi, Lidier, Querin, Abegg, Pontagnac, Maillet, Joubert, Vachalde, Cheymet, Chabert. From Shanghai: Messrs. Gillett, Skeels, Gottlich, Thorman, Deveria, Mathou, Mrs. Groth. From Hong Kong: M. Phillippe, Sig. Miramela. From Saigon: Mr. Martin, M. Trasque. From Singapore: Mdlle. Ortez. From Galle: Messrs. de la Aucherie, Bourchet, Beauvoir, Cannell, Roberts, Mrs. Birch.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mongolia*, from Southampton, Dec. 17.—To Singapore: Miss Cook. To Ceylon: Mr. Acklow, Mr. J. P. Rose.

Per P. and O. steamer *Malta*, from Venice, Dec. 25.—To Galle: Mr. J. A. Maconochie.

Per P. and O steamer *Malta*, from Brindisi, Dec. 23.—To Yokohama: Mr. Lockhart. To Hong Kong: Mr. C. Braun. To Singapore: Mr. E. McAllister. To Ceylon: Mr. G. Russell, Mr. M. Drysdale.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 31.—To Hong Kong: Mrs. F. Kinahin, Mr. Morgan, Mr. Buller, Surg. A. H. L'Estrange, Mr. M. Pinl. To Shanghai: Mr. W. J. Tucker. To Singapore: Mr. M. Armstrong, Mr. Paterson. To Ceylon: Mr. and Mrs. Heathcote, Mr. M. H. Foster, Mr. A. Stevenson.

Per P. and O. steamer *Sumatra*, from Brindisi, Jan. 11.—To Hong Kong: Mr. S. Hughes' Mr. Kofod. To Ceylon: Dr. P. Goldschmidt.

Per P. and O. stermer from Southampton, Jan. 14.—To Ceylon: Mr. S. le Cocq, Mr. E. Lemprien, Mrs. Gow, Mr. Chamberlain and friend.

Per P. and O. steamer from Brindisi, Jan. 25.—To Hong Kong: Mr. Robsciffe.

Per French steamer *Ava* Jan. 3.—To Hong Kong: Mrs. Bell, Mr. Guillemin. To Shanghai: Mrs. C. King, Mr. E. Hunt, Mr. P. H. Sichel, Mr. O. Sichel. To Galle: Mr. Buchanan, Mr. E. H. Hurst.

Per French steamer *Hoogly*, Jan. 17.—To Yokohama: Mr. Boeke. To Hong Kong: Mr. Hillier, Mr. Duval, Mr. Wanecke. To Shanghai: Mr. G. Rohl. To Galle: Mr. Hill, Mr. and Mrs. Canque. To Batavia: Mr. C. Winx.

Per French steamer *Iraouaddy*, Jan. 31.—To Galle: Mr. and Mrs. Gusseremang.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellan, Mr. Gordon, Mr. and Mrs. Jerdein.

Per *China*, from San Francisco, Dec. 1.—For Yokohama: John L. Geiger, Gustav van Velsen, Chas. F. Woodhull, Horton Yates, John Whitney and wife, J. M. Staples, S. T. Curry, Mr. and Miss Denney, Capt. R. S. Corning, R. S. Schwabe, T. Sakai. For Shanghai: Lieut.-Colonel Wm. Brown, E. Beach, J. C. S. Colby, P. Perado Fazet, Chu Ilm Sang, You Loung, Arthur Davenport and wife. For Hiogo: John Clark, Patrick Clark. For Hong Kong: Rev. J. B. Fraser, wife, and three children, Joel Blakesley, N. Burnham.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 10th Nov.; the French mail from London, Sept. 11, arrived out on the 1st Nov., and the following P. and O. mail of Sept. 18 was received on the 4th Nov. The following summary of news is from the *Japan Herald*:—

The Formosa difficulty is settled. From the latest telegrams received it appears that Japan demanded two million taels indemnity as the price upon which it would consent to evacuate Formosa. This was point blank refused to be agreed to, and Okubo broke off the negotiations, and made preparations to return. Subsequently negotiations were re-opened, when China offered Tls. 500,000, which sum was accepted, and an agreement entered into that the Japanese should quit Formosa by the 20th December, at which date the indemnity money is to be paid. The pusillanimous conduct of China in thus submitting to this squeeze on the part of Japan is here universally condemned, as exhibiting abject cowardice. Japan will naturally exult in getting out of the serious trouble to which her bellicose policy was leading her. Amongst foreigners the news of the pacific solution of the difficulties between the two countries has been received with much satisfaction.

The 3rd November was the twenty-fourth birthday of the Mikado. At nine o'clock in the morning a grand review took place in the drilling-ground near the Gaimusho, Tokio; about 3,000 soldiers were paraded. The artillery fired a salute to the Emperor. The Japanese military band played the Japanese National Anthem. His Majesty, accompanied by the Princes Higashi Fushimi and Arisgawa no Miya, was present in full dress. Minister Saigo and other high officials of the Government were present. The weather was delightful. The troops appear to have been admirably drilled. Several foreign ladies and gentlemen were present. The day was generally kept as a holiday among the native portion of the population, and the native town was decorated with flags and lanterns in honour of the occasion. Most of the Government offices shone replendent (with the notable exception of the Post-office), whilst the railroad deserves special mention, as arches of evergreens were erected at all the entrances. The Kenrei held a reception in the morning, and in the evening he entertained at dinner the Consular body, the commanding officers of the foreign men-of-war and troops, and the principal Japanese officials. A banquet also took place in Tokio, at which the diplomatic body were present. In connec-

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tion with the salute fired at midday, we may mention a rather amusing incident, which suggests a great want of knowledge on the part of the Japanese commanding officer of the etiquette of saluting. On occasions such as the present, it is not customary for the vessels of the nationality whose *flag* it is to return the salutes which are fired by the other men-of-war present in harbour, it being understood that the compliment will be returned by them on any similar festive occasion; but to-day, after the firing at noon was finished, the Japanese began again, and to the astonishment of the initiated, hoisted the flags of the different men-of-war, and laboriously returned their salutes, thus wasting a great deal of unnecessary powder.

The burning of the silkworms' egg cards (to the extent of nearly half a million) has ceased, and the market has been reopened; but the artificial scarcity thus created does not appear to have realised the hopes of the authors of the scheme, as prices are still very low. It is stated that while the notice prohibiting sales was still in force, and during which time no business was supposed to be done, one of the merchants was discovered to have sold 1,200 cards to a foreigner, which, although causing much astonishment amongst the clique, has been settled by the amount received being invested in cards to be burnt.

The protracted case of Davison and Co. *v.* the Oriental Banking Corporation, which occupied several days, came to a conclusion on the 17th Oct. The counsel on both sides addressed the jury at length, and his Honour lucidly summed up. The jury then retired. After an absence of an hour and a quarter they returned a verdict that defendants were liable for all the charges on the goods landed for them; that they were also liable for the charges on the goods transferred from the Chartered Mercantile Bank since the date of the transfer; but that they were not liable for the commission on the sale of them. His Honour said that this verdict would carry costs. Mr. Dickens stated his intention of appealing.

We learn that an action for libel is impending between Mr. W. G. Howell, the editor and proprietor of the *Japan Mail*, and Messrs. Moss and Anglin, of the *Japan Gazette*, for a letter, under the signature of "Fair Play," which appeared in the last named newspaper. Mr. Howell has, through his legal adviser, called for a retractation and an apology for the statements in the letter in question, with the alternative of the proprietors of the *Gazette* being made defendants in an action at law. No apology has been rendered.

We learn that at Saghalien the Japanese have succumbed to the rigour of the climate and the aggressions of the Russians, for the island is being evacuated. Shortly there will be neither a Japanese official nor a Japanese settler left. The island will henceforth be regarded as a Russian possession. Joint occupation appears to have terminated.

Yoshida, the newly-appointed Minister to the United States, left by the Pacific mail of the 9th Nov. A banquet, at which both Mr. Bingham and General Van Buren were present, was given to him previous to his departure.

In view of the late change of views in Korea, a Japanese Embassy has been despatched there from this country. The members of it were, previous to their departure, received by the Mikado.

The athletic sports meeting took place on the 30th and 31st Oct., but the races have, in consequence of unfavourable weather, been postponed until the 10th, 11th, and 12th Nov.

The question of Municipal Government is being agitated, and a meeting has been held on the subject.

The late Tycoon's brother, Mimbutayo, has joined the army as a lieutenant.

The wife of Iwakura, well known as the head of the late Embassy, has just died.

The following items of intelligence are taken from the *Japan Mail*:—

A remarkable memorial which has been addressed to the Mikado has appeared in the *Shimbun Zasshi*. While ostensibly displaying a desire to advocate the resumption of by-gone usages, it is clearly intended to enforce the reasoning which, like the wit of an epigram or a woman's postscript, discloses its presumed motive in its ending. If its authenticity may be relied on it affords an unsuspected view of the real attitude of the *samurai* class, who, so far from desiderating a peaceful policy, are presumed to have been at the root of the movement which led to present complications with China. It is not impossible that the writers contemplate the creation of a large standing army, drawn from another social stratum than their own, with some measure of apprehension, and that they seek to discourage its creation rather from a fear of the consequences to themselves than from true patriotism. But whatever the motives of the memorial it possesses unusual interest.

Dr. J. F. Elmore, accredited by the Government of Peru Charge d'Affaires in Japan, arrived in Yokohama by the French mail on the 1st Nov. Dr. Elmore, who, it will be remembered, accompanied Captain Garcia and assisted in negotiating the treaties of Peru with Japan and China, purposes to establish his Legation at Yedo. We understand that Dr. Elmore has already secured a suitable establishment there with this view.

A report from Kioto states that the boiler of a Japanese steamer plying upon Lake Biwa has exploded, and that all the passengers and crew, numbering 100, were either killed or drowned. It is to be hoped that the extent of the catastrophe has been magnified.

CHINA.

—o—

NEWCHWANG.

A correspondent writes:—

The Taoutai died on 21st Oct., of aneurism of the heart. *On dit* that his "farming of this district" was at a heavy loss, and the anxiety consequent thereon caused his death.

From Korea we learn that the Government is really in the hands of the rightful sovereign, a young man of about twenty-four years, and the trade with China has been resumed, under strict conditions. At the mart, five days' voyage from this, business has actually been done in piece goods, such as heavy grey shirtings, white shirtings, &c.; but the rates are not very encouraging, and the bartering is under difficulties. Korea is only about seventy-five miles from the mart, where there is a boundary, through which one reaches the neutral ground between China and its closely guarded frontier. It is death to attempt a passage, as the Koreans are very jealous of their territory. But if a foreign Power were desirous to enter the forbidden country, it would be the simplest matter possible to march 1,000 well equipped men from this port to the capital, and in twenty days foreigners would be masters of that wonderful country, which boasts of having withstood France, Germany America, and even England (as the *General Sherman* was taken to be of this nationality). But I suppose China would object to her soil being made the highway to a conquest of Korea.

It is very cold here already; four days' strong north wind; thermometer 26 deg.!

SHANGHAI.

The present mail brings advices from this port to the 13th November; the French mail from London Sept. 25 was received on the 11th November. The following summary of news is from the *North China Herald*:—

The s.s. *Appin*, which arrived on Nov. 7th, brought as passengers his Excellency Okubo, the Envoy Extraordinary for the settlement of the Chino-Japanese difficulty in *re* Formosa, and his suite. As they passed under the stern of H.I.J.M. flagship *Rio-jho-kan* in Chefoo Harbour, the sailors manned the yards and gave three hearty cheers, wonderfully *à l'Anglaise*, while the guns of the ironclad thundered a parting salute. The Ambassador, with several members of his suite, called on the Taoutai; his Excellency paid the Arsenal a visit, when he was conducted through the works by Hung Taoutai.

We hear that in consequence of the amicable settlement of the Chino-Japan dispute, the departure of Admiral Shadwell from these shores will be hastened. We are sure the residents in Shanghai will bid the gallant admiral and his officers a cordial farewell, and wish them a safe and prosperous voyage.

The admiral will probably leave Shanghai in the *Modeste*, to rejoin his flagship outside Woosung. The *Iron Duke* will proceed to Hong Kong on her homeward voyage after the arrival of the next English mail, which is expected on Sunday. The *Modeste*, after a short cruise, will return to Shanghai for the winter. The *Dwarf*, we learn further, also goes to Hong Kong, calling at Ningpo and Amoy. We observe by the home papers just received, that the *Dwarf* and *Avon* have completed more than three years' service, both having been commissioned on the 18th of July, 1871. After the arrival of the mail, the *Swinger* proceeds up the Yangtsze, to visit the various ports.

The brig *St. Francois* has been removed from the Hongkew Wharf to the Pootung shore, where she is beached in a favourable position for effecting the necessary preliminary repairs before docking. A suit for damages has been entered in H.B.M. Supreme Court against the *Cawdor Castle*, and a warrant formally issued for the arrest of the steamer. Bonds to the amount of $40,000 having been entered into by the agents, Messrs. Adamson, Bell and Co., she will not suffer any detention. The amount claimed by the *St. Francois* is Tls. 22,000.

The resuscitation or reorganisation of the Philharmonic Society is likely to prove more than can this season be accomplished by the gentlemen who have interested themselves in the matter, but we learn that M. Remusat is busying himself with a view to supplying the deficiency. The indefatigable *maestro* hopes to give a concert on the 17th inst., in the Masonic Hall, and we understand will be supported by recent acquisitions to the musical amateurs of Shanghai, as well as by former favourites. Should the first be a success, which it no doubt will be, both on the score of merit and because of the threatened dearth of entertainments of this description, it is M. Remusat's intention to organise a concert, if possible, once a month during the remainder of the cool season.

The Shanghai Gymnasium Committee offer inducements to men to go into training again, by announcing a day's athletic sports. A meeting of the Paper Hunt Club was held, when the Club was re-organised for the approaching season.

A Naval Court of Enquiry sat at the British Vice-Consulate

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to investigate the circumstances attending the loss of the British ship *Lucerne*, by striking on the Ariadne Rock, on the 23rd October last. Commander Buckle, of H.M.S. *Frolic*, was president. After a most searching investigation, the Court came to the opinion that Captain Russell was guilty of an error in judgment in not dropping an anchor immediately the proximity of the rock was reported to him by the first mate, and in attempting to wear the ship in so light a wind, and with the current setting so strongly towards the rock; and they furthermore expressed an opinion that pilots should not quit a vessel sailing northward from Shanghai until she was clear of the dangers in the vicinity of the mouth of the Yangtsze. The captain's certificate was suspended for two months, those of the first and second officers being returned to them.

The wreck of the *Lucerne*, which was sold at auction on Friday, realised—for the hull Tls. 303, and for the cargo Tls. 260.

Some five or six weeks ago Mr. W. Gray, of the I.M. Customs, was bitten slightly by a Chinese cur, but the wound being superficial, quickly healed, and he felt no inconvenience from it. On Sunday, however, he became unwell, and on Monday morning, while at his home in Honkew, he was seized with unmistakable symptoms of hydrophobia. The paroxysms increased with awful rapidity and violence, and it became necessary to remove the unfortunate man to the General Hospital, where he died.

Several changes have lately occurred among the Customs Commissioners. Mr. Drew, recently arrived from home, left last week to take charge at Chefoo, where Mr. Hughes had been acting *vice* Mr. H. O. Brown transferred to Takow; Mr. J. H. Hart left by the *Dragon* for Foochow; and Mr. Detring is expected by next English mail, to relieve Mr. White, at Ningpo, the latter gentleman going home.

We regret to learn that the announcement has been received by telegraph of the death, on 15th October, of E. C. Bowra, Esq., Commissioner of Imperial Maritime Customs, who was enjoying in England a well-earned vacation after his exertions as a representative of Chinese interests at the Vienna Exhibition. Death is reported to have occurred suddenly, from heart disease. Mr. Bowra was an official of rare energy and ability, and the service to which he belonged suffers a serious loss by the premature termination of his career.

A party of six German gentlemen, five of whom were astronomers, the sixth being a photographer, passed through Shanghai the other day, on the way to Chefoo, to observe the approaching transit of Venus. The head of the party is Dr. Adolf, and the second Dr. Valentiner, of the Leyden Observatory. The party is to act in conjunction with one from the United States, which has selected Nagasaki as its point of observation, and with a Dutch expedition to Mauritius. A very complete equipment has been taken to Chefoo for the purposes of the expedition; and the German war steamer *Arcana*, which was lately reported as having arrived at Chefoo from Japan, has been placed at the disposition of the party, with the view principally of maintaining rapid and direct intercourse with Nagasaki.

A paragraph in the papers received by the last French mail informed us that a Russian expedition had just been despatched from Irkutsk to Uliasutai, Gobi, and the adjoining provinces of Western China, to inquire into the state of the Mahomedan Dungan rebellion, and to ascertain whether the western tea trade could be directed to the Irtish river. The party has just passed through Shanghai in pursuance of its mission. It consists of Captain Sosnovsky, of the General Staff; Captain Matoosovsky, of the engineers; Dr. Piasetsky; Mr. Boiarsky, photographer; three Cossacks, and two interpreters. The party came from Kiachta *via* Peking, and having procured the necessary passports for the projected journey at the latter place, came on to Shanghai, where it has been located at the Oriental Hotel. Some of its members left for Hankow by the *Fusiyama* last week, and the remainder followed by the *Fire Queen* on Sunday. After reaching Hankow the party will go up the Han River, and proceed westward, with the objects indicated above.

There was a fairly brisk auction at the Horse Bazaar, and some thirty-two ponies were sold at prices ranging from Tls. 200 to Tls. 15. Tourterelle was knocked out at Tls. 200; Bar Sells, Ravensdale, and Lothario brought about Tls. 150 apiece; Seabird, Andante, Blucher, and Godolphin came next at about Tls. 100. Few of the better racing ponies were sold, however. Sinecure changed owners by private bargain.

The following items are from the *Courier*:—

The Notification which—in terms of an advertisement in Portuguese which has appeared in the *Daily News*—the subjects of that Power interested in opium are invited to read on the gate of the Portuguese Consulate to which it is affixed—is, we learn, to the effect that all Portuguese dealing in opium are henceforth to give delivery of it to (Chinese) purchasers on the premises of the Portuguese seller; after which its being the property of the (Chinese) purchaser shall admit of no question, and should it be seized on the streets of the Settlement on account of any alleged non-compliance with Chinese fiscal regulations, it will be a matter of purely Chinese concern. This measure has doubtless been suggested by the amount of trouble recently given both to the Municipal, the Chinese, and Portuguese authorities by Portuguese subjects who, professedly dealing in opium, whenever the opium guild detectives made a seizure in our streets of opium sent from the houses of these Portuguese, came forward and reclaimed it on the ground that it was still foreign property, and as such not liable to the Chinese tax, for the evasion of which it was seized.

A cricket match was played between 11 of the club and 11 of H.M.S. *Modeste*. The gallant gentlemen in blue were very decisively beaten, scoring only 58 and 47 to the club's 109 and 128. Mr. Aubert scored the handsome figure of 61.

The recently constituted "Shanghai Pilot Company" has ceased to exist, owing, we hear, to internal dissensions. Half-a-dozen of the former members of the Independence Pilot Company have re-organised themselves under that style and title; the other members of the defunct company will, we suppose, be like Hal of the Wynd, and "fecht for their ain hand."

OUTRAGE ON MISSIONARIES AT HOOCHOW.

The *Courier* states that on Sunday, the 1st instant, the Revs. Messrs. Meadows and Douthwaite, two missionaries belonging to what is known as the China Inland Mission, were attacked by a Chinese mob, and forced to fly for their lives, while their property was destroyed or carried off, at the well-known *foo* city of Hoochow, at the southern extremity of the Tahoo Lake, about 100 miles to the S.W. of Shanghai and some forty miles north and west of Hangchow, the provincial capital of Chekiang. It appears that in the course of the past year the members of the Inland Mission, who have their headquarters at Hangchow, sent some of their native preachers to preach and circulate books in Hoochow. Premises were taken, in which for two months a couple of native preachers, and the wife of one of them, who acted as a Biblewoman, pursued their labours without molestation. Then the *literati* began to notice them, and by and by the district *tepao* brought a message from their landlord that they were to depart at once, no reason being given. The preachers wrote to the Mission at Hangchow; and having after some difficulty obtained an interview with the Taoutai there, which resulted in nothing, Messrs. Meadows and Douthwaite started for Hoochow, arriving on the 31st ult. at the Mission Station.

After paying a visit to the Prefect, they found a crowd round the house of the married preacher, who was ill, and the inmates of the place had great difficulty in withstanding their violence, and had to resort to various expedients. At last they were compelled to escape by a back way, while the mob wreaked their will on the place. The missionaries reached the Yamen of the Chehsiens by boat, between eight and nine P.M., and urged that the sick man and his wife, who remained behind, should be sent for But this was declared to be impossible until the following day, and meanwhile the missionaries were given wretched lodging, without the means of keeping themselves warm. Next day the sick man and his wife were brought over, and informed the missionaries that the mission station had been completely sacked. Messrs. Meadows and Douthwaite, distrusting the faithless promises of the Chinese local authorities, now resolved to go to Shanghai. On the 5th inst., therefore, after four days' fruitless negotiation, with a view to the punishment of the offenders, Messrs. Meadows and Douthwaite left Hoochow, and on the 7th inst. arrived at Shanghai.

"THE TIMES" CORRESPONDENT.

The correspondent of *The Times*, writing from Shanghai, says:—

The sudden relief from national anxiety when war so lately appeared to be all but inevitable will, it is to be feared, have an unfortunate effect in discouraging the Chinese Executive from pursuing various objects of a progressive nature which they had begun to regard with favour; and it is not improbable that what little has already been effected in this direction may incur disrepute and suspicion. I have already reported, I think, the opening of telegraphic communication between the city of Foochow and its foreign anchorage at Pagoda Islands, a trifling distance along a river's bank of some twelve miles; and I then ventured a conjecture that the line might possibly be extended so as to cross the Formosa channel and connect the island with the main land. This anticipation has not been realised, but a construction of a more startling character, if taken in the light of an innovation, has been commenced since I wrote, in the shape of a telegraph line overland from Foochow to Amoy, a distance of about 170 to 175 miles. This line, even when war threatened, was reported to have attracted popular suspicion, and now that peace is declared, and the urgent need for opening it has passed by, it is more than likely that the efforts of its opponents will be redoubled. In this connection it is worth while mentioning a story which is abroad to the effect that the Russian Government have made the construction of the above lines of telegraph pretext for demanding the concession of a line from Kiachta to Peking, the Chinese Government having pledged themselves some time ago to admit Russia to telegraphic privileges in the event of these being ever conceded to any other foreign Power within Chinese territory; and it is rumoured that the Chinese are endeavouring to escape from the dilemma by repudiating the acts of the provincial authorities at Foochow, as having been ventured upon without reference to the central Government at Peking.

A new missionary difficulty has, I regret to say, just cropped up, the victims in this case being once more members of the China Inland or "Taylor" Mission, a name which may be remembered in connection with the Yangchow outrage of 1868. Two gentlemen of this mission, Messrs. Meadows and Douthwaite, had, it seems, established themselves in Hoo-chow, a city of Che-Kiang Province, conspicuous for its wealth and literary pretensions, and about 100 miles distant from Shanghai.

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Preaching premises had been quietly secured in the usual way through the intervention of friendly natives, but, the suspicion of the literary classes having been after a while aroused, efforts were made, though without success, to terrify the Chinese implicated into cancelling the lease of the premises and ejecting its foreign occupants from the neighbourhood. The customary proceedings followed. Inflammatory placards were circulated, a mob collected around the house, the missionaries appealed for protection to the local authorities; some of these affected absence on duty, others pretended to be ignorant of what was doing, others again evaded direct responsibility, while the missionary applicants were meanwhile bandied from one *yamen* to another until hours had been wasted, and when at last they returned to their temporary home it was only to find it gutted, and to be themselves violently assaulted. Fortunately, they managed to make their escape, and they have since laid their complaint before the Consul at Shanghai. Whether he will be able to procure them redress is doubtful, for the locality is only accessible through a series of narrow canals, and our Consuls nowadays are not likely to forget the adverse opinions pronounced upon their intervention in the Yang-chow and Formosa cases. There can be no doubt that if missionaries choose to take their lives in their hands, and, venturing beyond Consular control, proceed to commit acts calculated to annoy or outrage the feelings of the people, they can only have themselves to thank for any untoward consequences which may follow, and they certainly cannot expect their own officials to have recourse to extreme measures for their indemnification.

HONG KONG.

Our advices by the present mail extend to the 19th Nov.; no later mail from London had been received since the 9th Nov. The following items of news are from the *Daily Press*:—

A meeting of the Legislative Council was held on the 16th Nov., the Chief Justice presiding, in the absence of the Governor. The following protest from the Hon. P. Ryrie was put in:—"Notice having been duly given, I, Phineas Ryrie, a member of the Legislative Council of Hong Kong, protest against a vote of said Council, sanctioning the expenditure of a sum of $8,112.00 on the fire brigade." A declaration was appended to the protest, which ran as follows:—

1st. That clause 5 of Fire Brigade Ordinance No. 4, of 1868, has been contravened inasmuch as that on the report of a fire being made at the central station on the morning of the 23rd September, 1874, the brigade was neither mustered nor turned out with their engines and all necessary implements as provided by said clause.

2nd. That the aforesaid clause provides also for the framing of regulations and that no such regulations have been made.

3rd. That the President of the Council was unable or unwilling to say, in reply to a question put, who was the officer in command of the fire brigade.

4th. That the present management of the brigade is faulty; a proper fire commission, such as exists in Shanghai and other places, should be appointed, it being most undesirable that one person only should have the control of the expenditure, as from mistaken economy on his part much damage may result; and I am informed that a valuable engine, the property of the public, has been rendered almost useless in consequence of there not being a properly qualified and careful engineer to attend to it constantly.

5th. That the drill of the brigade is not such as to make it an efficient one in event of a fire, much more being needed to that end than merely turning out the force once a month, and feebly pumping water out of and into the harbour for the space of a quarter of an hour. Such instruction can never fit men to cope successfully with the difficulties to be encountered at a serious fire.

A lengthy discussion ensued, resulting ultimately in the form of Mr. Ryrie's motion being amended as follows:—"The Hon. Phineas Ryrie, after complaining of the conduct of the Captain Superintendent of Police on the night of the typhoon, and of the refusal of the Government to institute a public inquiry, after a petition had been addressed to his Excellency the Governor praying that an inquiry should be made, moves," &c. The Colonial Secretary then read the following memorandum from his Excellency respecting the Fire Brigade:—

The complaints now made against the efficiency and organisation of the Fire Brigade are the first that have come to my knowledge either publicly or privately. The brigade, as at present constituted, was handed down to me by my predecessor as being in a most efficient state, and until the present time I have never heard any other opinion, or of any want of promptitude when its services were required. No fire has occurred during the last two and a half years which was not speedily extinguished. Under these circumstances, I have seen no necessity for interfering with an establishment which worked so satisfactorily. And, moreover, as the services rendered by the brigade were to a great extent voluntary, I deemed interference or new rules to be injudicious and unnecessary. I know of no shortcoming on the part of the brigade as a body, nor on the part of those in charge of it.

Nevertheless, I shall direct an inquiry as to whether the rules applicable to the brigade can be amended, and also with a view to a reduction of the cost, whether the charge to the public bears an equitable proportion to that borne by the insurance offices, who derive so large a benefit from the existence of an efficient fire brigade. I shall be glad to have some specific charge of inefficiency before any steps are taken to disturb a system which has hitherto worked so harmoniously, and as far as my knowledge extends efficiently.

The Council then went into committee on the estimates, and on the vote for $3,620,000, under "Educational," the Colonial Treasurer said it was proposed to increase this vote by $1,000. It was proposed to reprint part of Dr. Williams' Tonic Dictionary, and it was stated that the work could not be undertaken without aid from Government. It was proposed at first for the Government to take 250 copies, which would have entailed an expenditure of $1,600. The proposition of Dr. Eitel, who is to get out the work, was then referred to Mr. Stewart, the Inspector of Schools, who, in reply, stated that such a dictionary was indispensable. It was recommended that a grant of $1,000 should be made to Dr. Eitel. The motion was carried after some discussion.

Mr. Rowett moved that the monthly grant made to the Italian Convent of $80 should be increased to $130, but the motion was withdrawn on a promise that enquiries should be made by the Government. The remaining items of the Estimates were passed without discussion, and the Ordinance to control recruiting in the Colony for the service of Foreign States was carried. The Council thne adjourned.

The following Bills were read the first time:—Ordinance enacted by the Governor of Hong Kong, with the advice of the Legislative Council thereof, to apply a sum not exceeding $730,000 to the public service of the year 1875. An Ordinance enacted by the Governor of Hong Kong, with the advice of the Legislative Council thereof, to provide for the security of properties vested in the official trustee, by virtue of which Ordinance all trustees, executors, administrators, or other persons having moneys on trust shall be at liberty, on filing an affidavit describing the instrument creating the trust, to pay the same with the privity of the official trustee into the Colonial Treasury in trust to attend the orders of the Court.

The following letter from Her Majesty's Consul at Canton with reference to the capture and pillage of the steamer *Spark*, has been forwarded to us for publication:—

H.M. Consulate, Canton, 12th November, 1874.

Sir,—With reference to the capture and pillage of the steamer *Spark* by pirates, the murders of the master, G. Brady, and the purser, Felix Ferries, and the dangerous wounding of Mr. Mundy, a passenger, and others on the 22nd of August last, I have the honour to state, for the information of his Excellency the Governor, that every effort was made by the Canton Government to arrest the guilty parties, and fourteen in all were captured and brought to trial, and of these six, having confessed their guilt,—

Liu A-wu, Chang Te Hsiu, Liang To Ching, Kwo Ken Hao, Wu Ch'ai Kwei, and Wu Kwo Yu, were executed on the 3rd, and two, Ho Hsin K'wen and Hwang A-lien, on the 6th instant.

Fan Afeng, who died from wounds received at his capture, was also beheaded.

The heads of these criminals will be exposed in the usual manner as a warning to all.

On the other persons in custody sentences have not yet been passed, there being doubts respecting the identity of one or two of them, or whether they were engaged in the piracy.

In reporting these executions, his Excellency the Acting Viceroy informs me that no reward can be accepted for the apprehension of the pirates, the police having done no more than their duty.—I have the honour to be, Sir, your most obedient servant,

B. ROBERTSON, Consul.

The Hon. J. Gardiner Austin, Colonial Secretary, Hong Kong.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending the 31st October, 1874, is published in the *Gazette*:—

Banks.	Average Amount
Oriental Bank Corporation	$683,703
Chartered Mercantile Band of India, London and China	678,254
Chartered Bank of India, Australia, and China	509,617
Hong Kong and Shanghai Banking Corqoration	1,396,879
Total	$3,268,453

The purchasers of the British ship *Mindanao* succeeded in lifting her, by means of four junks, from in front of the P.M.S. Co.'s wharf, where she was sunk, but she grounded again in front of the east corner of the harbour-master's office.

The British steamship *Yesso*, from Coast ports, struck a large junk, which ran into her port side before the paddle box. It appears that the *Yesso* on her arrival steamed alongside the barque *Christianshaven* to discharge cargo, but finding this to be impracticable on account of the latter being so low in the water, she sheared off again to make fast to a buoy. Just then the steamship *Altona* came up on the other side, and was also making for the same buoy. The *Yesso* then had to stop. Just at that time a large junk tacking from Kowloon side to Hong Kong bore down on the *Yesso's* bows. The *Yesso* could only go one way, and that was ahead, as the *Altona* was on one side and the *Christianshaven* on the other, and if she backed astern she would have run into the barque *Ellen*. She therefore had to remain stationary. The junk was hailed, but she took no notice. She could have easily eased off sheet and run down between, but she ran clean into the guard of the paddle wheel. The junk's mast went over the side and her bows were completely smashed. She immediately filled and sank below the Canton steamer wharf. No lives were lost, as several boats took all the hands off.

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SIAM.

—o—

BANGKOK.

The following items are from the *Siam Weekly Advertiser* :—

One of the members of the Privy Council has been found guilty of alleged embezzlement, which act is a violation of the solemn oath of office, binding each of its members to loyalty to the Sovereign, and fidelity alike to the King and to the best interests of the State. For this offence, it is said, H.E. Phaya Ah-han-boriraks, Acting Minister of Agriculture, has been deposed from his position as a member of the Privy Council. In one instance it is said Phaya Ah-han-boriraks and his subaltern Kunrut-ak-saun, have misappropriated over $325,152, and that the accounts have been tampered with. The Government, it seems, is so well satisfied of criminality that his Majesty has deposed this prominent nobleman from his position as a member of the Privy Council. The case is still under investigation, and no little anxiety is felt as to the amount of fraud and criminality that may grow out of the revelations of this case.

The time has come when dishonesty must be put down efficiently and persistently, and that virtue and honesty, domestic, social, political, and commercial, must be created, fostered, and perpetuated.

Some time since the Siamese Government issued a proclamation forbidding children under fifteen years of age engaging in legalised gambling, and specifying certain sports that they must not engage in on the public thoroughfares. Another proclamation has just made its appearance making it criminal for them to engage in games of chance.

The Lighthouse discussion has at last culminated in the completion of a lighthouse, to guide the mariner in directing his course over the bar of the Chow Phya River in unfavourable weather. H.E. Chow Phya Bhanuwongs Mahah Kosahtibaudee, the Minister of Foreign Affairs, has issued a proclamation on this subject, the purport of which is that the lighthouse is now ready for use, and will flash forth its light at night for the benefit of Government and trading vessels passing to and fro over the bar on and after the ninth of November (1874).

The Presbytery of Siam held its session in the Chapel, at the Presbyterian Mission compound, Bangnamch'on, Bangkok, Oct. 30th. The Rev. N. A. McDonald preached the annual sermon.

The report of the Siamese commissioners P'raya Anuchitchahn-chai and P'raya Kalahome-rahch-saanah, who were sent by H.M. the Supreme King to the province Tahk to investigate the complaints of insecurity that came from that region, shows a fearful state of insecurity to both life and property in that region. Travellers have been waylaid, fired upon, and mercilessly plundered. Of these some were killed and others were wounded. Peaceful and industrious citizens have been assailed by marauders; they, too, have been fired upon, and their houses heartlessly plundered, and they have had to flee, and return to find themselves impoverished and compelled to start anew in life to accumulate the means of livelihood.

The report of these commissioners shows the great need of honest, efficient Government officials, and police, and reliable guarantees that the lives, the property, the persons and the lawful pursuits of all law-abiding citizens shall be sacredly protected. This is the great political problem for the present King of Siam to solve. If H.M. succeeds in regenerating the Siamese Government, creating political honesty in all departments of Siamese officialdom, and in securing real reliable protection for all his people in all his dominions, in all their lawful pursuits and possessions, he will have achieved a great and glorious work, and will well deserve a prominent place in the history of this century.

STRAITS SETTLEMENTS.

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SINGAPORE.

Our files from the Straits have not reached us by this opportunity.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—During the interval there had been a weaker tendency in all descriptions of imports, the only exceptions to the general dulness having been a continued inquiry for 28/32 Yarn, and more demand for Cotton Sateens and Blankets. In the market for metals there had been a little more inquiry for Nail-rods, but at no improvement in prices. Occasional sales of suitable sizes of Bar Iron were reported, though quotations for most descriptions were quite nominal.

HIOGO-OSAKA.—Deliveries of goods had been fairly large, and considerable activity was apparent early in the month. The market had, however, been freely supplied, and at closing there was somewhat less animation, with declining quotations for many articles.

CHEFOO.—Messrs. Wilson, Cornabe and Co.'s Circular says :—Our last was issued on the 1st ult., and since that date our market for imports has been rather inanimate. Cotton Goods : Grey Shirtings and T-Cloths have been saleable to a small extent, but rates are still under the equivalent of Shanghai values. Drills and Fancy Cottons have not been inquired after. Metals : Both Iron and Lead have been dull of sale, and rates have, if anything, a downward tendency.

SHANGHAI.—Dulness continued to prevail in the market, and very little business had been done.

FOOCHOW.—The only sale of piece goods reported $1.72½ per piece. Lead is quoted at $8.25 per picul.

MANILA.—The market for Plain Staples continued very quiet, and, with few exceptions, quotations remained unaltered. Coloured goods of suitable styles and assortments were in good demand, and values exhibit an upward tendency.

BANGKOK.—A fair business had been done at the previously ruling prices.

EXPORTS.

—o—

TEA.

YOKOHAMA.—The settlements had only amounted to 1,700 piculs, whilst supplies had come in steadily; prices show no alteration, so far, and the market closed quiet but firm. The barque New Republic sailed for New York on the 1st Nov. with a tea cargo of 557,801 lbs. from this port. The barque Jessica, also for New York, having arrived from Hiogo, was loading.

HIOGO-OSAKA.—Business had continued on a moderate scale, without much change to note in prices, which, however, had hardened somewhat, while at the same time the quality of the Teas on offer was daily growing poorer. Settlements and arrivals to the 28th Oct. were on nearly the same scale, the former being reported at 6,000 piculs. Total Settlements for the season to date piculs 41,950, against piculs 18,500 for the corresponding period last year. Stocks estimated at 1,800 piculs. The British barque Jessica had sailed with 313,645lbs. for New York, via Yokohama, filling at the latter port.

SHANGHAI.—Black : Settlements had been chiefly in the common kinds at Tls. 15 to 16½, being unchanged rates. Settlements—3,871 chests, at Tls. 14 to 20 ; stock, 1,950 chests. Green : There was a fair business done early in the week, but the demand at the close was very slack, and Teamen seemed more anxious to sell. The stock had increased. Export to Great Britain to date (exclusive of lost cargoes) :—

	1874-1875.		1873-1874.
Black	62,397,923 lbs.	against	54,563,376 lbs.
Green	6,657,930 ,,	,,	6,998,516 ,,
	69,055,853		61,561,892

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says : There is but little to report. During the past week the business has been confined to the purchase of some 6,000 chests of Congou, and some trifling settlements of Oolong. Congou : Rates are without any material alteration, but purchases show better value than settlements of the previous week. The market closes with nothing doing. Souchong : Only two chops have found buyers. Oolong : The settlements have been confined to Formosa kinds, and appear better value than late purchases of the district sorts. Flowery Pekoe : One chop of very common has changed hands. Scented Teas : No transactions. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 48,451,790 lbs., against 44,672,209 lbs. at the same time last year. To America, 864,675 lbs., against 2,237,895 lbs. To the Colonies, 11,161,355 lbs., against 11,415,955 lbs. last year.

SILK.

SHANGHAI.—Since the 5th Nov. the purchases of silk had not exceeded 400 bales, of which 250 bales were re-reels chiefly of common and market classes, which had been taken at slightly lower prices, viz., Tls. 330 to Tls. 430 for Hainings, and Tls. 327½ to Tls. 365 for Tsatlees. Common Laeyangs (Skeins) and inferior Tsatlees were reported purchased at Tls. 212½ to Tls. 215 for the former and Tls. 280 per picul for the latter. The market was weak and in face of the heavy stocks Chinese were very anxious sellers, and were offering market classes of silk at lower rates, but the concession was not sufficient to induce business to any extent, as prospects were in favour of a still further decline. Chops and all known silks were not so eagerly pressed for sale, but were offered at lower prices than purchases were made at a fortnight previously. Arrivals having exceeded the settlements the unsold stock had increased to 13,500 bales.

YOKOHAMA.—The market had shown less activity. Dealers manifested little disposition to meet buyers until towards the close, when, arrivals being on a liberal scale, a weaker feeling became apparent, and, at the close, a decline of $10 per picul was quoted. Silkworms' Eggs : According to a report, of a semi-official character, the total production this year has been 2,470,000 cards ; 600,000 cards are to be kept in the native market, for the consumption of Japan. The quantity destroyed by fire, as reported in our last issue, does not exceed 470,000 cards, which leaves 1,400,000 cards available for export. The total settlements, to date, being 900,000 cards, the unsold stock may be estimated as follows :—240,000 cards in Yokohama, and 260,000 to arrive—a portion of which is in Yedo. Prices were easier—Annual Green and White selling at from $0.30 to $0.60, according to quality. The total shipments, to date, had reached nearly 800,000 cards.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	143 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	82 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	70 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls. 300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	11 cash ...	
Union S.N. Company	100 ...	100 ...	20 ...	12 p.c.
Yangtsze Ins. Association ...	500 ...	500 ...	$620 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,750	$250.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.85 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$120 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	136 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.93 ...	12 p.c.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Nov. 11, 1874	71086818	49171421	626251	14919094	135803584	31213
From June 1, 1873, to Nov. 11, 1873	63096049	41048913	111726	13361667	117351329	33148

TO THE CONTINENT.

From June 1, 1874, to Nov. 11, 1874	4646707	Bales. 28161
Do. do. 1873, to Nov. 11, 1873	7631793	15760

TO UNITED STATES OF AMERICA.

From June 1, 1874, to Nov. 11, 1874	30487296	Bls. & Cases. 2815
Do. do. 1873, to Nov. 11, 1873	32315559	3639

TO AUSTRALIA.

From June 1, 1874, to Nov. 11, 1874	12,393,697
Do. do. 1873, to Nov. 11, 1873	11,920,893

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	..*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,043	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1873	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,373,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅝d. to 4s. 2⅝d.	4s. 2⅜d.
Shanghai ,, ...	5s. 9¼d. to 5s. 9½d.	5s. 9¼d.	5s. 9⅜d.
Canton ,, ...	4s. 2⅝d.	4s. 3⅛d.	4s. 3⅛d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2⅝d.	4s. 3⅛d.	4s. 3⅛d.
Manila ,, ...	4s. 0½d.	4s. 1d.	

MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 305	223
,, Hong Kong	26¼ to 27½ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	,, 74.6.0	1½ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 47 per cent. discount.
China Traders' Insurance Company, $600 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $337½ prem.
Union Insurance Society, $30 premium.
China and Japan Marine Insurance Company, Tls. 82 per share.
China Fire Insurance Company, $36 premium.
Victoria Fire Insurance Company, $28 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 80 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2⅛d., at Batavia F.11.70, at Manila 4s. 0⅛d., at Singapore, 4s. 2⅛d.

LATEST TELEGRAMS.

THE BURNING OF THE PACIFIC MAIL STEAMER "JAPAN."

HONG KONG, DEC. 19.—The Pacific mail steamer *Japan*, from Yokohama, was destroyed by fire at sea on the 17th inst., sixty miles from this port. A few of her crew and passengers have arrived here, but it is expected that many have been lost.

HONG KONG, DEC. 21.—The captain and several more of the crew and passengers of the mail steamer *Japan*, arrived here yesterday. There are now missing Mr. Tyndall, a cabin passenger, and one steerage passenger, the surgeon of the ship and several of the crew, and 400 Chinese. The fire on board was first discovered over the boilers at eleven P.M. on the 17th inst., 150 miles from Hong Kong. It being impossible to subdue it, the captain decided at one A.M. on the 18th inst. to abandon the vessel. The boats remained near here until noon in order to save life, and then proceeded to Swatow. The *Japan's* mails were lost.

HONG KONG, DEC. 23.—Two American gunboats have returned from the scene of the *Japan's* disaster, and have brought back Mr. Tyndall, Dr. Gates, and 120 Chinese. The Pacific steamer *Alaska* was blown ashore during the late typhoon, but has been safely floated.

RUSSIA AND CHINA.

WLADIWOSTOCK, DEC. 18.—Great uneasiness is caused among the inhabitants of Schkatoff, in the Amoor territory, by the news of the approach of a Mantchoo army towards the Russian frontier. This force, orignally stated to number 6,000 men, is constantly swelled by other bands as it advances. The Russian Government has taken measures for the protection of the inhabitants, and has sent out scouts and stationed outposts at various points. It is believed that a body of Russian troops will be despatched against the advancing Mantchoos.

THE ATCHIN WAR.

THE HAGUE, DEC. 21.—According to an official telegram from Atchin on the 18th inst., the result of the mission of the Comptroller, who was sent to the refractory States on the West Coast of Atchin with an ultimatum, was not satisfactory.

CHINA MARKET REPORT.

HONG KONG, DEC. 24.—Grey Shirtings, 6½ catties, 8¼lb., $2.50; Cotton Yarn, water-twist, $1.14. Total exports of Tea from China and Japan to England from 1st June, 153,000,000 lbs., against 131,875,000 lbs. to corresponding date last year.

SHANGHAI, DEC. 24.—Grey Shirtings, 6½ catties, 8¼lbs., Tls. 1.9.1. Tea: Green in fair demand. Silk, firm; No. 3 Tsatlee (Koonfongsings), Tls. 410.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, DEC. 22.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, arrived to-day at 10 A.M. at the Hyeres Bay anchorage, where the mails were landed, in consequence of stress of weather. She brings 96 passengers and a general cargo, including 235 bales of silk, 12,694 packages of tea, and 596 packages of sundries, for London, which part of her cargo will be forwarded to its destination per Company's steamer Gange, due in London on or about the 6th of January.

NEXT INWARD MAIL.—SUEZ, DEC. 26.—The P. and O. Company's steamer Surat arrived at 1, and the Baroda at 5 P.M. to-day from Calcutta and Bombay respectively.—ALEXANDRIA, DEC. 27.—The P. and O. steamer Venetia sailed at 11 A.M. to-day for Brindisi, where she is expeeted to arrive on the 30th inst. The mails will probably reach London on the morning of Saturday next.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, DEC. 24.—The P. and O. Company's steamer Australia arrived at 6 P.M., and leaves for Southampton at two o'clock to-morrow morning, where she may be expected on Tuesday evening. Experienced very heavy weather. All well.

INWARD MAIL DUE JANUARY 18.—GALLE, DEC. 24.—The P. and O. Company's steamer Nubia, from Australia, and the Geelong, from China, arrived here to-day with the China and Australian mails. The Peshawur leaves here for Suez to-morrow. Specie for Europe, £530,000.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Hamburg, Oct. 30, Progress; from New York, Nov. 3, Chattanooga; from London, Dec. —, Carnarvonshire.

At SHANGHAI.—From London, &c., Dec. 22, Hankow, Menelaus (str.)

At HONG KONG and CANTON.—From London, Nov. 17, Chinaman; from Liverpool, Deucalion (str.); from Hamburg, 14, Sylvia (str.); 16, Henriette Behn.

At SINGAPORE.—From London, Nov. 15, Crocus (str.); 20, Glenlyon (str.); from Glasgow, 19, Ocean; from Cardiff, 19, Guiseppina, Ugglan; 21, Lochleven Castle; from Sunderland, 17, Zeeburg; 20, Olive; from London, &c., Glenroy (str.), Somerset (str.)

At PENANG.—From London, Dec. —, Montgomeryshire.

At BANKOK.—From London Nov. 15, Lyra.

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 1, New Republic.

From HIOGO.—For New York, Oct. 19, Sydenham.

From SHANGHAI.—For London, Nov. 8, Glenfalloch (str.), Cawdor Castle (str.); for New York, Leander.

From MANILA.—For London, Nov. 10, The Sir Jamsetjee Family; 31, Scawfell, for Channel, f.o.; 7, Eugenio; for New York, Oct. 30, Charmer, Fleetwing.

From SINGAPORE.—For London, Nov. 21, Galatea (str.), Asterore.

From BANGKOK.—For Marseilles, Oct. 25, Belle Justine; Nov. 3, Jules Rose.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 24, at London, from Colombo &c., Queen Victoria (str.); 26, Granville; 27, Buston Vale; 24, from China, &c., Hong Kong (str.); 27, from Shanghai, Kaisow; 24, off Prawle Point, from Shanghai, Lothair; 25, at Falmouth, from Rangoon, Barenten; Anitta Gortomo; 23, off Deal, from Shanghai, Jas. Shepherd; at Marseilles, from Colombo, Atkinson (str.); at New York, from Hong Kong, Queen of the South; from Colombo, Catherine Scott; off Deal, from Manila, Tim Whiffler; off the Lizard, from Java, H. K. R. Q.; Willem Poolman; at Queenstown, from Java, Tennyson.

SPOKEN.—Q.C.D.R., Cardiff to Singapore, Nov. 20, 6 N., 23 W.; Dunbar Castle, Colombo to London, Dec. 17, 45 N., 26 W.

CASUALTIES.—Liverpool, Dec. 25, the George Walker, from Batavia, reports that on Dec. 11 she shipped a heavg sea, which washed away two boats, topgallant rail, and smashed front of house on deck; she had a number of sails carried away and jettisoned part of cargo.

CAIRORYAN, DEC. 24.—The Sourabapa, a floating dock, which went ashore at Helensburg, Oct. 1, has been taken off and brought into mid harbour here.

MISCELLANEOUS.—At Port Said, Dec. 26, Prins Hendrick (str.), from Nieuwe Diep, for Java.

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Naval and Military.

Two new war steamers, the Contest and the Express, which have been built by Messrs. Doxford and Co., of Sunderland, are in the Tyne. They made a satisfactory trial run on the 18th inst. Their engines have been put in by Messrs. R. and W. Hawthorne, of Newcastle. The vessels have been built for coasting purposes, and are very fine specimens of their class.

Permission has been granted by the Admiralty to the request made by the officers and ship's company of H.M.S. Cadmus, recently paid off at Devonport, to place a tablet in the dockyard chapel at that port, in memory of their deceased shipmates, who died during the commission, which will be remembered as a happy one by all who served in her.

The colonelcy of the 67th Regiment, vacant by the death of General F. J. Davies, has been conferred on Lieutenant-General H. P. Raymond, the dates of whose commissions are as fellows:—Ensign, 1825; lieutenant, 1827; captain, 1834; major, 1846; lieutenant-colonel, 1851; colonel, 1854; major-general, 1865; lieutenant-general, 1874.

Colonel Younghusband's special Committee on Gun cotton have forwarded their report to the Secretary for War. They recommend gun-cotton as a valuable explosive both for military and naval purposes. With regard to safety of manufacture, storage, and conveyance, it compared favourably with other explosives examined.

Colonel John Stokes, C.B., Royal Engineers, has been appointed Commanding Royal Engineers at Chatham, in succession to Colonel J. W. Lovell, C.B. Colonel Stokes served with distinction through the Kaffir wars of 1846-47 and 1850-52, and did good service with the Turkish contingent during the war with Russia.

Mr. John Read, late boatswain of the Revenge, who was recently dismissed the Service by court-martial, has, by permission of the Admiralty, re-entered as chief petty officer, the time served as warrant officer being allowed to count for chief petty officer's time with regard to pension.

Lieutenant R. G. Warton, of the first battalion of the 10th Regiment, is under orders to return home from Singapore to relieve Lieutenant G. C. Helme at the depot. Lieutenant F. N. I. Taylor has left England for Singapore to rejoin head-quarters from leave of absence.

Colonel Peter Stark Lumsden, C.B., C.S.I., Bengal Staff Corps, has been confirmed in his appointment as Adjutant-General to the Army in India from 1st September, 1874, and is given the local rank of Major-General.

Mr. George Liddell, assistant-paymaster, R.N., has been selected to fill the post of secretary to Captain Algernon M'L. Lyons, the newly appointed commodore at Jamaica.

Mr. Swainson, at present Superintendent of the Observatory, Portsmouth, and formerly of the Foochow Arsenal, has been promoted to the rank of Staff-Commander.

New crews for the Alacrity and Conflict, employed on the Australian station, as well as some supernumeraries, are held in readiness at Devonport to embark for passage.

Legal.

COURT OF QUEEN'S BENCH.

ACHARD V. RING AND OTHERS.—MARINE INSURANCE CASE.

This was an action by the charterer of a ship against the shipowners to recover the value of a damaged cargo destroyed by scuttling the ship in order to put out a fire; and it raised a question of some importance as to the liability of shipowners in such cases. The question is one which has greatly divided the opinion of authorities on mercantile law, and the action was avowedly brought to reopen the question, in consequence of a decision in this Court having been reversed by the Court of Error. In that case—"Stewart v. the Pacific Insurance Company"—this Court held that the claim in such a case by the general law was tenable, and that a custom could not alter the law in that respect, but the Court of Error reversed that decision on the ground that a custom to exclude such claims was valid. The present action was brought to review that decision and dispute the alleged custom to exclude such claims. In April, 1872, the plaintiff chartered a ship of the defendants to bring a cargo of rice from Burmah to Liverpool, and by the charter questions of general average were to be settled by the custom of London underwriters. The ship arrived in dock, and had half discharged the cargo, when on the 2nd of November, 1872, a fire was discovered in the hold, and at the advice of the harbour-master the ship was scuttled to put out the fire. Of course the rest of the cargo was much damaged, and the charterer claimed about £4,700 from the shipowners, by way of "general average"—that is, as an expenditure incurred for the salvation of the ship. The shipowners disputed the claim and relied on a decision in the Court of Error in the Exchequer Chamber, on the 23rd of June, 1873, to the effect that by the custom of underwriters such claims were excluded. By the charter questions of general average were to be settled by the custom of the London underwriters, and the custom, as proved in that case, excluded such claims. But it was disputed in the present case that such a custom existed, or, at all events, that it has existed since that case, as it was then, it was said, altered, though the damage in the present case was before the decision referred to. The case for the plaintiff was opened upon the general law, and the authority of this Court in the case cited. On the other side the decision of the Court of Error was relied on.

The Lord Chief Justice summed up the case to the jury, directing them as to the law, and leaving to them the question of fact as to the supposed custom. In the result, after some deliberation, the jury found for the plaintiff.

CARGOES AFLOAT.

SINGAPORE AND PENANG.

Per *Superior*, 100 tons gambier, 480 tons sago flour, 200 tons black pepper, 300 cwts. rattans, 67 cwts. hides, 20 m. Malacca canes. *Luzon*, 125 tons gambier, 160 tons black pepper, 10 tons white pepper, 320 cwts. rattans, 3 tons horns. *Elly*, 25 tons tin, 230 tons black pepper, 5 tons white pepper, 350 cwts. rattans, 965 cwts. hides, 465 tons sugar, 30 tons horns. *Tynedale*, 250 tons gambier, 125 tons sago flour, 100 tons pearl sago, 46 tons black pepper, 46 tons white pepper, 12 tons coffee, 720 cwts. rattans, 960 cwts. hides, 31 tons india-rubber, 10 tons horns, 60 tons tapioca. *Verulam*, 62 tons black pepper, 400 tons rattans, 224 cwts. hides, 208 tons sugar. *United Service*, 50 tons gambier, 25 tons tin, 1,480 cwts. rattans, 35 tons tapioca. *Cameo*, 510 tons gambier, 135 tons sago flour, 165 tons pearl sago, 88 tons black pepper, 45 tons white pepper, 32 tons gutta-percha, 990 cwts. rattans, 1,098 cwts. hides, 18 tons horns, 70 m. Malacca canes, 255 cwts. copal, 133 cwts. mother-o'-pearl shells, 10 tons tapioca. *Hope*, 25 tons tin, 190 tons black pepper, 110 tons rattans, 82 cwt. hides, 430 tons sugar, 6 tons horns, 30 m. Malacca canes. *Alexandra*, 244 tons gambier, 460 tons sago flour, 125 tons pearl sago, 50 tons black pepper, 15 tons white pepper, 15 tons gutta percha, 660 cwts. rattans, 927 cwts. hides, 14 tons horns, 53 tons Malacca canes, 50 tons tapioca. *Robert Morrison*, 345 tons gambier, 100 tons sago flour, 70 tons black pepper, 55 tons coffee, 590 cwts. rattans, 55 cwts. hides, 11 tons india-rubber, 6 tons horns, 175 cwts. mother-o'-pearl shells. *H. W. M.* 100 tons gambier, 160 tons sago flour, 460 tons black pepper, 2 tons black pepper, 6 tons gutta-percha, 860 cwts. rattans, 1,046 cwts. hides, 210 tons sugar, 2 tons india-rubber, 20 tons horns, 30 m. Malacca canes. *Mary Nelson*, 320 tons black pepper, 25 tons white pepper, 1 ton gutta, 420 cwts. rattans, 194 cwts. hides, 310 tons sugar. *Olympia*, 45 tons tin. *Amstel*, 740 tons gambier, 105 tons pearl sago, 65 tons white pepper, 580 tons rattans. *Houden*, 690 tons gambier, 316 tons sago flour, 52 tons pearl sago, 34 tons black pepper, 11 tons do. do., 5 tons gutta, 3,680 cwts. rattans, 570 cwts. hides, 52 tons sugar. *Aurora Australis*, 375 tons gambier, 190 tons tin, 65 tons sago flour, 12 tons pearl sago, 12 tons black pepper, 2 tons white pepper, 320 cwts rattans, 253 cwts. hides. *Akbar*, 540 tons gambier, 52 tons sago flour, 34 tons black pepper, 300 cwts. rattans, 45 cwts. hides. *Bertie*, 402 tons gambier, 154 tons sago flour, 70 tons pearl sago, 10 tons black pepper, 12 do. do., 415 cwts. hides. *Claudine*, 280 tons gambier, 220 tons sago flour, 27 tons pearl sago, 200 cwts. hides. *United Service*, 200 tons sago flour, 27 tons pearl sago, 12 tons sapanwood. *Warden Law*, 685 tons sago flour, 260 cwts. rattans.

MANILA.

Tim Whiffler (Manila and Ilo Ilo), 1,000 tons sugar, 565 tons hemp, 42 tons sapanwood, 23 cwts. mother o'pearl shells. *Annie*, 380 tons sugar, 205 tons hemp. *Verena*, 450 tons sugar, 100 tons coffee, 35 tons hemp, 10 tons sapanwood, 100 cwts. mother o'pearl shells, 710 mil. cigars. *Scawfell* (via Cebu), 120 tons hemp. *Atma* (Cebu), 385 tons sugar, 255 tons hemp. *Eliza*, 380 tons sugar, 175 tons hemp. *Mountain Laurel*, 800 tons sugar, 387 tons hemp, 10 mil. cigars. *Trinidad*, 600 tons sugar, 395 tons hemp, 13 tons sapanwood. *Star of China* (Cebu), 500 tons sugar, 500 tons hemp, 2 tons sapanwood, 125 cwts. hides, 30 cwts. mother o'pearl shells. *Emiliano* (str.), 1,200 tons sugar, 512 tons hemp, 20 cwts. mother o'pearl shells, 47 tons tobacco, 1,280 mil. cigars. *Durham* (via Cebu), 190 tons hemp. *Hugh Bourne* (Ilo Ilo), 650 tons sugar. *Antipodes* (Ilo Ilo), 590 tons sugar. *Lizzie Iredale*, 775 tons sugar, 330 tons hemp, 8 tons sapanwood. *May Queen* (Ilo Ilo), 705 tons sugar. *Lancercost* (Ilo Ilo), 900 tons sugar, 22 tons sapanwood. *British Empire* (Ilo Ilo), 732 tons sugar, 5 tons sapanwood.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HUDSON—On the 22nd Oct., at Yokohama, the wife of John Hudson, of a son.
SCOTT.—On the 15th Nov., at Canton, the wife of Edward Irwin Scott, M.D., of a son

DEATHS.

MAPPIN—On the 20th Dec., at Wharncliffe House, Clapham-park, London, Charlotte, the wife of Edward Mappin, in the 48th year of her age.
McCLATCHIE—On the 22nd Dec., at 67, Granville-park, Blackheath, S.E., Arthur J. McClatchie, second son of Rev. Canon McClatchie, of Shanghai, China, aged 24.
STREET—On the 15th Dec., at Colombo, Ceylon, of dysentery, Sophia Baker, the dearly beloved wife of Major-General John Alfred Street, C.B., and eldest daughter of the Rev. J. J. Holroyd, of White Hall, Colchester, Essex, aged 40 years.
YMENZ.—On the 8th Nov., at the British Queen Tavern, Shanghai, Mr. Charles Ymenz, proprietor, aged 35 years.

The American trade dollar has largely displaced the Mexican dollar in the Far West. Mexican dollars are quoted in San Francisco at half per cent. discount; the trade dollar is quoted at half per cent. premium. San Francisco bids fair to control the trade in silver with China.

Sir Daniel Lange, the representative in London of the Suez Canal Company, writes to *The Times* stating that no new regulations regarding the canal have been issued, those already issued continuing to subsist in their entirety.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 28, 1874.

EASTERN AGRICULTURAL COMPANIES.

OUR last issue contained two announcements in reference to business of an identical character, and yet so entirely opposite in their nature that we are tempted to offer a few remarks on some of the features of these two very similar undertakings. It was then stated, on the faith of the Report of the Directors of the Ceylon Company, that they had resolved on closing their business in Mauritius, owing to the unremunerative character of sugar growing in that island, and it was in the same issue announced that a new association for a precisely similar purpose has been formed, called the Agriculturist Company of Mauritius (Limited), with a capital of £500,000, in 50,000 shares of £10 each. This Company states its objects to be, "to make advances on growing crops in Mauritius, as "well as to acquire sugar estates and to undertake irriga- "tion works." It is stated in the prospectus that the sugar estates in the island produce for the most part from 500 to 2,000 tons of sugar each, and employ a number of Indian coolies, varying from 250 to 1,000. The Board of Direction is almost identical with that of the Credit Foncier of Mauritius.

The fact of a body of capitalists being found ready to enter upon business which is being abandoned by another company after a number of years' operations is full of significance, especially when the latter fact be taken in connection with the reason assigned, viz., the losing character of sugar production. "With regard "to the announcement," say the directors, "of their "intention to restrict their business in the Mau- "ritius, and to withdraw altogether from it, the matter "had been carefully considered by the board, and they felt "certain that that was the right course to pursue, since the "price of labour and provisions had risen to such an extent "as to curtail the profits; for whereas the cost of making "one cwt. of sugar used to be $3½ it was $4½, and though "the prices obtained were higher, yet they were not so in "proportion to the increased cost, and there was no reason "to suppose it would diminish." According to this showing, the entire sugar interest of Mauritius must be on the verge of ruin, and the marvel is how a new company can be found to enter upon such unprofitable business!

In Ceylon, too, we are told, the whole produce of the island had been equal to not more than 2½ cwt. per acre, though they had only suffered in common with their neighbours, who, many of them, had been making losses instead of profits. So that making losses instead of gains by some occult process is made to yield a dividend of four per cent. per annum. So far from being disappointed at this low rate, as the directors anticipate, shareholders should feel considerably surprised that any dividend at all had been squeezed out of such a state of things as described by the Chairman at the recent meeting. "The leaf disease and "the unusual rains had, however, so reduced the crop that "it would not come up to the average, and though some "estates had borne well, the majority had not paid their "expenses." Leaf disease had no doubt something to do with short crops, but we were not aware that the season referred to, 1872-3, had been unusually wet.

If one half of what is stated in the Ceylon papers in regard to planting operations and dealings with constituents by this Company be true, we suspect that other causes than leaf disease and unusual rains are in operation to the prejudice of shareholders' interests. No doubt the coffee interest of Ceylon has had its trials and disappointments of late, but upon the whole it has been and is still fairly successful, quite as much so as any other agricultural pursuit in the tropics. We do not hesitate to affirm that a larger number of Ceylon coffee proprietors have retired from the island with independent means during the last two years than in any previous period of like duration. A Company, therefore, having such an important stake in the island ought to present a better report than that just published. That there has been sad mismanagement somewhere there can be no doubt; but the Company possess in their many fine properties the means of future success if they will but use those means aright.

CHINESE COOLIES IN NORTHERN AUSTRALIA.

IN a recent issue we mentioned that a movement was on foot in the colony of Queensland, on the eastern coast of Australia, to introduce Chinese, labour into that territory, for tropical agriculture. According to the *Northern Territory Times*, a system of coolie emigration has already commenced between Singapore and Port Darwin, on the north-west coast, where a new town has been formed and named Palmerston, under the jurisdiction of the South Australian Government, who have authorised agents to engage the immigrants. A batch of some two hundred were brought over in this manner, and landed from the British ship *Vidar*, at the settlement, and the Government representative transferred their services to private parties, on their paying the cost of introducing them, which was about £9 7s. per head, including passage-money, commission for selecting, medical fees, and the expenses incurred by the employment of Captain DOUGLAS on his special mission, besides the provisions of the men on the voyage. The wages are fixed at the rate of 8s. per week, and they are to be supplied with rations by their employers, "according to the custom of Chinese coolies in Australia," and at the end of two years' service, if they wish to return to Singapore, they are to be provided with a free passage; or, if they wish to remain in the colony they are to be paid £5 each in lieu thereof. Medical attendance is also to be provided free of charge. On his part each coolie signs an agreement printed in English and Chinese, under which he binds himself to act as a "general servant" for a period of two years; and his services as such are to be available "in town or country, field, mine, factory or house." It is provided, also, that they are not to be required to work on Sundays, and not more than ten hours of one day in twenty-four hours. Accompanying this first body of men were eleven *mandores*, or gangers, the chief man getting £5 6s. per month, and the others £3 10s. to £2 10s. per month. Altogether the terms are more liberal for the Chinese labourer than any hitherto set forth, and as the system is under Government control, there is every guarantee of these being faithfully carried out.

THE account of affairs in Pahang, as related in *The Times* of the 22nd inst. hardly convey an exact idea of the facts. Certain evidence was laid before Governor CLARKE, accusing the Bandahara of Pahang of hostility towards the Maharajah of Johore and complicity in acts of piracy. It now appears that these accusations are groundless, for with the exception of a murder committed by a small Pahang Chieftain, there existed no real ground of complaint against the Pahang Government. An old feud existed between the Bandahara and the Maharajah, which Sir ANDREW CLARKE will no doubt do his best to remove. Although considerable progress has been made in the Straits, and the new policy works well, yet much remains to be accomplished. It is injudicious, therefore, in the partisans of the new policy to anticipate in every possible way the good which may accrue. The articles which have appeared in some of our contemporaries are calculated to have a mischievous tendency, and Sir ANDREW CLARKE may well ask to be spared from the laudation thus indiscriminately offered him. The wonderful accounts of the results of "investments in agriculture" should be received with caution. There is, no doubt, much to be done, which,

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if well done, will prove very remunerative. The immense profits spoken of can only be obtained after the expenditure of time, money, patience, and great perseverance.

THE German Minister of Commerce at Berlin has announced to all Chambers of Commerce and mercantile bodies whom it may concern that in consequence of the efforts of the German representative in Yedo, the Japanese Government has declared itself willing to permit German vessels for a fixed fee to obtain coal from the Takashina pits, and to continue their voyages thence without calling again at Nagasaki.

THE expedition for the exploration of the Western China route, which has started from Rangoon for Bhamo and Momein to Talifoo, will terminate at Shanghai, and effect a complete survey and report of the Yangtsze valley. Besides the names we have given in a previous issue, we understand that Mr. ALLEN, Interpreter, of the China Consular Service, has joined.

BY a telegram which we publish in another column it will be seen that the progress of the Dutch in Atchin is still described as "unsatisfactory." It appears very doubtful if the campaign will be brought to a close this season. The resignation of Governor-General LOUDON will further complicate matters.

THE troopship *Adventure* arrived at Hong Kong on the 22nd inst. with the Marines from Yokohama, *en route* for England. As no reinforcements are under orders, we presume that the withdrawal of this force from Yokohama has been finally decided on by the Foreign-office.

THE Emperor of GERMANY has granted an audience to Prince YOSIHISA, the uncle of the MIKADO.

Literature.

The Aborigines of Northern Formosa. A Paper read before the North China Branch of the R.A.S., Shanghai, 18th June, 1874. By EDWARD C. TAINTOR, A.M., F.R.G.S., Commissioner in the Chinese Customs Service. Privately printed at the Customs' Press, Shanghai: 1874.

At least two thirds of the island of Formosa are inhabited by aboriginal tribes, who are for the most part in a savage state, and it was to a study of those living in the northern—or, more strictly speaking, in the north-eastern—part of the island that Mr. Taintor applied himself during his official residence there; the greater part of the information given in this interesting paper was, however, derived from a visit which he paid to a point some fifty-four miles south of Kelung, where a colony of semi-civilised aborigines had recently been established under the leadership of a foreigner.

The aborigines of Northern Formosa are of two races, very different in appearance, and, indeed, in almost every respect. The one is partially civilised, and adopts some Chinese customs; these are called in the local Chinese dialect *Pepo hwan*, or savages of the plain, *pepo* being a corruption of *ping-pu*; they are also termed *shek fan* (in mandarin *shu-fan*). The savages proper constitute the other race, their various clans being included under the designation *shêng fan*.

The Pepos, who call themselves "Kabaran," are the medium of intercourse between the Chinese and the savages, and some 4,000 of them inhabit a fertile valley, which commences twenty-five miles south of Kelung and extends to Suao Bay, a distance of fourteen miles; its popular name is Kapsulan, but it is officially called Komalan, and was erected into a ting district in 1812. "The Pepos," says Mr. Taintor, "present a great variety of face, especially among the women. Many of the men . . . are tall and straight, and much superior in physique to the Chinese. They have a much more frank, open, manly expression of countenance than the latter, and this is greatly heightened by their eyes. The women are small and slender, and although marrying young, do not appear so prematurely faded as the Chinese women. Some of them had really handsome, regular features; others were extremely ugly. Some of them are of a clear olive colour—others as dark and coarse as Malays. Their finest features are their eyes, which are uncommonly large, round, and full, with an iris of a deep rich black, and languid as a Spanish belle's. . . . . The women are simple, *naïve*, and curious, and have none of the affected prudery of the Chinese women." The Pepos are fishermen or hunters according as they live on the coast or in the interior, and some of them cultivate a little ground; their women do most of the drudgery, and when not otherwise occupied, they are engaged in weaving cloth. Mr. Taintor "found it extremely difficult to get any satisfactory ideas regarding the religious beliefs and superstitions of the Pepos," but he gives an account of some curious ceremonies which he saw or had described to him, one being apparently of a quasi-religious nature.

The *Shêng fan*, or savages proper, of whom the principal clan is the *Yukan*, are smaller men than the Pepos, and inferior to them in appearance. Mr. Taintor states that they intermarry very closely, that their skulls are of the pyramidal rather than the oval type, and that their eyes are not so large and full as those of the Pepos, nor yet so almond-shaped and oblique as those of the Chinese. Their hair is coarse, straight, and black, uncut and unshaven, but carefully gathered into a bunch at the back of the head. Their women are remarkably short and thick-set; very low foreheads predominate in both sexes, and their whole expression is destitute of intelligence. They all tattoo the face in dark blue lines with indigo; and, remarks Mr. Taintor, the "broad band of sombre blue, running across the whole face of the women, adds materially to their prevailing natural ugliness, and should be a far more effective safe-guard for jealous husbands than even the blackened teeth of the Japanese women," One of the most singular customs prevalent among them is that of knocking out the eye-teeth of all the children when they reach the age of six or eight years, in the belief that it strengthens their speed and wind in hunting! Their whole mode of existence is primitive in the extreme; they live chiefly by the chase, but they also cultivate a few things like sweet potatoes, yams, ground nuts, &c.; they grow tobacco, and its "name, *ta-ba-ka*, is sufficient evidence of its introduction among them by either the Dutch or Spanish colonists;" their huts are about as simply constructed as they well can be, poles and grass being the materials employed: lastly, we may mention that "they bury their dead standing upright, and their weapons and utensils are buried with them."

It is to be regretted that Mr. Taintor did not think it worth while to give us some more detailed information with regard to the camphor trade in its various aspects, instead of merely quoting a couple of paragraphs from an old Customs' Trade Report, especially as he considers that Formosa possesses an exceptional interest and importance from the fact of its being the principal source of the camphor supply of the world. He concludes his valuable contribution on the Formosan aborigines with some notices relating to them, "condensed and translated from the *Komalan-ting Chih*, the geographical and statistical description of the Komalan or Kapsulan valley," and with a quotation from the *Tung-chêng Tsi*, which is "noteworthy for the sentiments expressed as to the proper method of dealing with the savages." Among the former the account of the way in which the aborigines make wine is curious;—"Their wine," it is stated, "is made from glutinous rice. Each person takes a handful of rice in his mouth, and masticates it until soft. It is then put into an earthen jar, and by the next day it has fermented, so that by adding water wine is produced. They consider very sour wines the best."

In an Appendix to his Paper Mr. Taintor gives a comparative vocabulary of the Kabaran (Pepo) and Yukan (Savage) dialects, comprising 378 words of the former and 135 of the latter. In several instances he adds the corresponding expressions in Malay, Javanese, and the languages in use in the Philippines, Madagascar, &c.; and the coincidence, actual or approximate, is in many cases certainly very striking.

If the visit of the Shah of Persia to Europe has been unproductive of any real good to his Persian subjects, it has at least had the result of developing the literary resources of his Majesty. The *Diary of the Shah's Tour through Europe* is a quaint narrative, and that portion of it which relates to England is most amusing. Of all the sights shown to the Shah, none seem to have gratified him more than the wax exhibition at Madame Tussaud's, and it is not unlikely that Teheran will one day rival London in its wax-work exhibitions. The journey through Europe was a source of continued wonder, commencing in Russia, and increasing at every fresh stage until it finally reached the culminating point here in England. The Shah was much impressed with the appearance of the crowds who greeted him on his journeyings through London, and he is rather inclined to believe that the homage paid him by a curious mob was due to his importance as a ruler, a surmise it would be perhaps unwise to undeceive him about. The Diary is an interesting supplement to the journey itself, and when we add that the publisher, Mr. John Murray, of Albemarle-street, has spared no pains in the embellishment of the volume, we feel sure that it will be sought for by all those who wish to renew their acquaintance with an Eastern Sovereign whose popularity was so unbounded during his stay amongst us.

Mr. Jones, the first part of whose pamphlet, *The Million on the Rail, and Railroad Dividends*, we have noticed, has now issued a second portion, in which he gives an exhaustive review of the traffic on the various railways, with a view to adducing evidence in support of the arguments introduced in the earlier part of the pamphlet.

In "The Light of Fern Glen," by Mr. H. Holt (Marlborough and Co.), we have a very pleasant story, well told. It is a welcome addition to our Christmas literature.

The official report on the Vienna Exhibition ordered by Government has been issued, but presents no new feature of interest.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, DEC. 22.

Since I sent off my last letter nothing further has been done in the German Parliament with regard to the new Bank Law, about which the Committee of twenty-one members and the Federal Council have, however, come to an understanding as reported below, before it is brought forward again. In the meantime the House has been busily engaged in discussing the Budget of 1875, it being of great importance to get through with it before the adjournment of the House for the holidays.

One item of the Budget that was quite new, and will no doubt be appreciated by your readers, is a sum placed on the Estimates for the establishment of a Scientific Institution to be founded at Hamburg under the name of the "Deutsche Seewarte," or Marine Observatory, the practical benefits to be derived from which must be apparent to every one connected with commercial affairs, navigation and insurance. In the preamble of the Bill and the explanatory "Motives" it is described as having for its object to extend the knowledge of the sea and all the branches of science connected with it; to observe the weather on the coasts of Germany and give warning signals to vessels if a storm may be expected; to promote the interests of navigation by utilising the observations made and collected; to test and correct the more important instruments used on board ship for the safety of life and property, such as the chronometers, sextants, and barometers; to collect and journalise the physical relations of the sea and meteorological observations made during the voyage of a vessel from a distant country; to form a collection of maps and charts of the more important coasts and harbours; to make observations on magnetism, and especially its effect on the deviation of the compasses in iron ships; to compile handbooks for the safest and quickest route for different voyages; to edit and publish a periodical containing the most recent discoveries and information that may be of practical utility to ship-masters, and to give them every advice and assistance they may stand in need of.

In the debate that ensued a Member proposed to extend the field of operations to keeping a strict watch on the encroachments or recession of the sea, and a control over the safety of the dykes that preserve the low country near the sea from those fearful inundations that have from time to time done such fatal injuries to Holland, Denmark, Heligoland, and other lines of coast. Mosle (the member for Bremen) warned the House against passing this amendment, as being out of the bearings of the proposed institution. In this he was supported with all the weight of Government by General von Stosch, the Head of the Admiralty, who pronounced it as simply a local question, and one more suited for land-surveyors and road-makers who are closely connected with earth-works. The amendment was consequently thrown out. Captain St. Paul-Hillaire, of the German Navy, moved that the Sea Observatory be considered a branch of the Hydrographical Department of the Admiralty, which was accepted without a division. Herr Schmidt, member for Stettin, objected to Hamburg as the seat of the Institution, as not being so well suited for the purpose as Berlin, which, though more inland, has telegraphic communication with all parts of the coast, whereas at Hamburg new wires would have to be laid in every direction. If it was urged that at Hamburg the officials of the Observatory would be in direct and *vivâ voce* relations with the captains and shipmasters of all countries and from all parts of the world, it should not be lost sight of, that at Berlin it would have the support of the Academy of Sciences, the University, the Observatory, and other scientific institutions. These objections, however, found no favour with the House, the Bill was passed in its original form with the amendment of Capt. St. Paul-Hillaire to place the Institution under the orders and control of the Admiralty. The sum placed on the est mates for the purpose, and passed without a murmur, was 50,000 reichs marks for salaries and remunerations, as also 24,800 marks for fitting-up expenses, signal stations, telegraphic instruments, wires, &c.

The proposals laid before the Parliamentary Committee by President von Delbrück, with regard to the new arrangement of the Bank Law, with a Central Bank, state that the present Bank of Prussia shall be changed into a private Bank under the control and management of the State, with a working capital of 120 million marks, one half of which to be raised by the sixty millions belonging to private individuals, and the other half by subscription. The present shareholders, if willing to forego their claims to the Reserve Fund of the Bank of Prussia, will receive an equal nominal amount of shares in the new concern in exchange for their present shares. Shareholders who decline these terms will be paid off at par, and the sum required for that purpose, as well as the other half of the capital, will be open for public subscription in the form of new shares. The notes of the new Reichsbank will be taken at full value by all public offices in Germany; Prussia to receive back its capital of 1,906,800 thalers, with one-half of the Reserve Fund. The Bank of Prussia to receive an indemnity of five million thalers, for loss of commission and profits connected with loans negotiated and still pending. The amount of uncovered bank notes not to exceed 380,000,000 marks, which are liable to the annual duty of one per cent. In this sum the Reichsbank may participate to the extent of 250,000,000 marks, Bavaria 32,000,000 marks, the Saxon Banks 24,000,000 marks, the Prussian private Banks, exclusive of the Bank of Frankfort, 12,988,000 marks, the Banks of Frankfort, Wurtemberg, and Baden, and the Bank for South Germany, each of them 10,000,000 marks, and the other Banks of Issue, together 21,012,000 marks, making the above total amount. A new paragraph is added, to the effect that those Banks of Issue, whose privileges expire during the fifty years for which the Reichsbank is chartered, those privileges are transferred without further legislation to the last named Institution. The other alterations are merely in the wording of the draft required to suit the above. In this state it will probably be brought before Parliament.

The appointment of Consul-General at New York for Germany, which has been vacant some months by the occupant, Dr. J. Rösing, being recalled to fill an important and influential post in the Foreign Office at Berlin, has been definitely filled up, the appointment being given to Dr. H. A. Schumacher, a native of Bremen, hitherto Diplomatic Agent in Central America, who, we further learn, has safely arrived at New York, after a long and perilous journey overland from Santa Fe de Bogota.

A few days ago Herr Mosle, Member of Parliament for Bremen, had the honour of an audience of H.M. the Emperor, to present the first copy of the work on the Second German North Polar Expedition, when he informed his Majesty that it was the intention of the German Geographers to send out another expedition in the spring of 1876, provided Parliament would provide the funds. The Emperor spoke very favourably of this fresh undertaking, and promised his cordial co-operation and support.

ARRIVALS AT HAMBURG FROM THE FAR EAST.—Herr Bahre, from Batavia; Griese, from Rangoon; Noebel, from the Amoor; Consul E. J. Erdmann, from Samarang; Roedecker, from China; Fr. Grobien, from Hong Kong.

COMMERCIAL.

The Produce Markets being closed on account of the holidays there are no transactions to report. The Share Market is, however, open, and the shares of most of our Banks are steady. The Norddeutsche Bank has just moved into its splendid new palace in the street called "Neuerwall," where also the offices of the International Bank are now transferred, they having rented a suitable set of offices of the former.

SHIPPING.

ARRIVED.—Ulva, from Singapore.

SAILED.—Egeria (str.), for Singapore and China; Catharine, to Hiogo; Anna, to Hong Kong; Carl and Auguste, to South Sea Islands.

The frost has set in again with great severity. The navigation of the Elbe is not entirely interrupted, but greatly impeded, and we shall probably have an opportunity of testing the efficacy of the steam ice breaker alluded to in my last letter.

The Hamburg-New York Company's mail steamer Silesia on her last homeward voyage had the satisfaction of saving the crew of the British ship Brierley in mid-Atlantic, and landing them safely at Plymouth.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, DEC. 22.

An important political event has transpired since my last letter. On the 19th inst. we were surprised by the news that Mr. Loudon, the Governor-General of Java, had presented his resignation. On the same day the Second Chamber held its last sitting for this year, and Mr. Van Goltstein was interpellated about this rumour. The Minister stated that it was true; Mr. Loudon had repeatedly asked for his dismissal, at first under certain conditions, and finally without any conditions. The King had accepted it, and Mr. Loudon's successor would be gazetted that very night. The reason? Well, the Minister said that there was some difference of opinion upon a certain subject; but we do not know what subject it was. I need not add that a good many speculative *on dits* were circulated about the successor to the Governorship, and when the name of Mr. W. J. Van Lansberge, our ambassador at the Court of Brussels, was mentioned, it was thought to be a hoax. However, it was quite true, Mr. Van Lansberge having been formally appointed. I hear he is a most able diplomatist but an Ultramontane, and till now has been an entire stranger to colonial matters. I think his appointment will cause a storm of indignation. His place at Brussels will, a rumour says, be filled by Mr. Gericke Van Herwynen, who is very partial to the Belgian capital. The leading Liberal paper, the *Handelsblad*, declares its astonishment that the Minister was so reticent with his information as to the reasons which led to Mr. Loudon's dismissal. Why did the Chamber not ask for more ample information? Was it a matter of no importance? Were the members asleep? But if we were surprised, the paper says, by the news, we were the more astonished on reading the name of his successor. It further states that Mr. van Lansberge is an absolute "know-nothing" as regards colonial matters, and at this time it is most necessary to appoint a Governor-general who is *au courant* with the topics of the day in Java. The *Handelsblad* is of opinion that there are black spots on our colonial horizon.

The Chamber is now in recess; but before leaving the Hague the members voted the last chapters of the Budget. The Minister of the War Department obtained a satisfactory majority, although his policy was criticised most severely. A shower of sharp remarks poured from all parts of the House, and poor Mr. Weitzel could hardly have expected his majority of fourteen votes. The main objection against his policy was that he wants seventeen millions a year to consolidate our means of defence, of which nothing is at present organised. This is, you will agree, annoying. If we pay such an enormous sum we like to obtain something for it. It is of no use to throw the money out of the window. The present state is bad, but I think the future will be still worse. The Minister stated positively that he is quite unable to spend the money in a more productive way; he will want even still more money, notwithstanding that the vote for our means of defence has been doubled within a few years. The reason that his estimates were not rejected was, that we have had a succession of Ministers for this department without gaining one step in the right direction. The members were withheld from saying "No," by the fear that the successor of Mr. Weitzel might be still worse than he is. And, indeed, he is a most able man; such is the general opinion. Perhaps a parliamentary *enquete* will be opened in order, if possible, to find out the reasons why we spend such enormous sums for military purposes with no practical results. With the Colonial Budget the debates were closed. Several members attacked the Minister, Van Goltstein, and declared openly that he had no system. When he was member of Parliament he was a Conservative, whilst he now seems to be converted into a Liberal. Messrs. Kuyper and Gratama wished for more explanations about our policy in Atchin. The

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first-named member asked what the new Cabinet had altered in our Atchin-policy? and if we are still involved in a war with that country? also whether this Cabinet made themselves answerable for the declaration of the former Cabinet, that we were quite in the right when we went to war? Mr. Van Goltstein answered that he was obliged to accept accomplished facts; the Government does not approve the policy that led to the war, but it was now its duty to carry it on: *j'y suis j'y reste.* In the meantime all that was possible would be done to terminate the war. He did not know anything about bad reports, and he stated that there were no reasons for uneasiness. The end of this unimportant debate was that the Budget was carried by 65 ayes against 2 noes. With a tournament between the Minister of the Financial Department and some members, who have built *Chateaux en Espagne*, about free trade, abolition of the taxes on soap, salt, sugar, &c., the sitting ended. The members will now rest for three or four weeks. When they re-assemble they will deal with the fortress system —the "to be or not to be" of General Weitzel. The members of the First Chamber met yesterday for the despatch of business. I think the debates in our Senate will be very dull, there being not the least intention to overthrow the Cabinet.

The committee at the Hague that made an appeal to the public to back them in their endeavours to substitute cremation for interment has had success. More than 200 persons have intimated that they were willing to become members of a cremation society. Amongst them were many ladies.

Mr. J. Heykamp, pastor at Schiedam, has been elected Archbishop of the Old Catholics in Holland.

Mr. Fransen van de Putte has left the Hague for a trip abroad. He will stay some months in Italy.

At the Bourse a lull prevails. The prices of the shares in the Trading Company have gone down enormously, as much as 4½ per cent. Rumours are current that the Company has undergone heavy losses by failures in Japan. Dividends for next year were offered at f.25 to f.28. We, however, must not forget that the Company is actually in a state of transition, and that the manager will "clear the ship." Bad debts will be written off and bad speculations set aside. That this influences the dividend is quite comprehensible, but there is no fear for the capital. The prices of shares of the East India Railway Company have advanced rather considerably. From the prospectus of the new loan I learn that till the 1st of January, 1876, only an amount of f.2,300,000 will be brought on the market. The price of subscription is 95 per cent., with an interest of 4½ per cent. The Company is of opinion that the future is most promising.

On the Produce Markets transactions have come to a stand-still. Only some very small parcels for direct wants have changed hands. The auctions, which were held last week, have, however, given fairly satisfactory results, although prices in most instances tended downward.

Our weather is horrible. Wind, storm, rain, hail, snow and just frost enough to make the streets slippery.

UNITED STATES.

THE PRESIDENT'S MESSAGE.—CHINA AND JAPAN.

The full text of President Grant's Message to Congress, presented on the 7th inst., has been received. With reference to China affairs the President says:—Our relations with China continue to be friendly, During the past year the fear of hostilities between China and Japan, growing out of the landing of an armed force upon the Island of Formosa by the latter, has occasioned uneasiness. It is earnestly hoped, however, that the difficulties arising from this cause will be adjusted, and that the advance of civilisation in these empires may not be retarded by a state of war. In consequence of the part taken by certain citizens of the United States in this expedition, our representatives in those countries have been instructed to impress upon the Government of China and Japan the firm intention of this country to maintain strict neutrality in the event of hostilities and to carefully prevent any infraction of law on the part of our citizens. In connection with this subject I call the attention of Congress to a generally conceded fact that the great proportion of the Chinese immigrants who come to our shores do not come voluntarily to make their homes with us and their labour productive of general prosperity, but come under contracts with head men, who own them almost absolutely. In a worse form does it apply to Chinese women. Hardly a perceptible percentage of them perform any honourable labour, but they are bought for shameful purposes to the disgrace of the communities where settled, and to the great demoralisation of the youth of those localities. If this evil practice can be legislated against it will be my pleasure as well as duty to enforce any resolution to secure so desirable an end.

On the subject of Japan the President says:—It is hoped that negotiations between the Government of Japan and the Treaty Powers, looking to the further opening of the Empire and to the removal of various restrictions upon trade and travel, may soon produce the results desired, which cannot fail to inure to the benefit of all the parties. Having, on previous occasions, submitted to the consideration of Congress the propriety of the release of the Japanese Government from the further payment of the indemnity under the Convention of October 22, 1864, and as no action had been taken thereon, it became my duty to regard the obligations of the Convention as in force, and as the other Powers interested have received their portion of the indemnity in full, the Minister of the United States in Japan has, in behalf of this Government, received the remainder of the amount due to the United States under the Convention of Simonoseky. I submit the propriety of applying the income of a part, if not the whole, of this fund to the education in the Japanese language of a number of young men, to be under obligations to serve the Government for a specified time as interpreters at the Legation and the Consulates in Japan. A limited number of Japanese youths might at the same time be educated in our vernacular, and mutual benefit would result to both Governments. The importance of having our own citizens competent and familiar with the language of Japan, to act as interpreters and in other capacities connected with the Legation and the Consulates in that country, cannot be readily overestimated.

ON THE DUTIES OF JAPANESE MINISTERS ACCREDITED TO FOREIGN COUNTRIES.

(TRANSLATION.)

"Nichi-nichi Shimbun."

What are the duties for the discharge of which a Representative is sent to a foreign country and for which he resides at the capital of that country? It is necessary for us at the present moment to devote special attention to this question and to arrive at a clear comprehension.

Although there are Representatives of several degrees in rank, there is no difference between them as regards their powers as Envoys of their Sovereign and Representatives of their Government. The most important duty in connection with which they are sent to foreign Courts is to see that the treaties of friendship concluded between their own country and that to which they are accredited are faithfully carried out, and to exert every effort to protect the rights of their fellow-countrymen.

Is there any matter of such vital importance as the accrediting of our representatives to foreign countries? Is it because our people do not take the slightest amount of interest in the subject of our foreign relations that we have asked this question? Some say that the appointments are unnecessary, others that the representatives are sinecurists, or that the legations are places of ease and retirement to which certain members of the Government are as it were banished. Consequently we here enumerate the important questions relating to our present foreign relations in which the welfare of the whole country is concerned, in order to draw the attention of our countrymen to the subject, as follows:—

1. Revision of the treaties.
2. Causing foreigners resident in Japan to obey the laws of the Japanese Government relating to taxation.
3. To subject foreigners resident in Japan to the laws of our country.
4. To enable foreigners to travel in the interior of Japan.
5. Permission to foreigners to trade in all parts of Japan.
6. Freedom to believe (any creed).
7. Joint occupation of Sagalien by Japanese and Russians.
8. Korean question.
9. Formosan question.
10. The having asked the Emperor of Russia to arbitrate in the matter of the detention at Yokohama of the Peruvian slave ship.
11. The Simonoseki indemnity.
12. Japanese coasting trade.
13. Allowing foreigners to acquire real property in the interior of Japan.

If a single one of these questions is not arranged to the satisfaction of our Government, the evil effects will be an affair of importance enough to affect the thirty-two millions of Japan. The persons who take on their individual shoulders these grave questions are the Representatives who are accredited to foreign countries. The office of Representative is therefore more important than that of Councillor of State, Minister or Vice-Minister. But our people think nothing of these most urgent questions. They take interest in the Formosan Question alone. What surprises us most is that officials in the discharge of important functions, with the exception of those immediately concerned in foreign affairs, are frequently ignorant of them. Is it the fault of the Government that so much carelessness exists, or the fault of the people; or is any one else responsible? We believe that it is the fault of those who do not acquaint the people with what goes on. The carelessness of the Japanese people is not the fault of the Government. In foreign countries, when matters of such importance arise, they are minutely discussed by the newspapers, who explain to the people where the right lies, and the merits of each question. This is considered the duty of the newspapers. Is it not the fault of our writers that they omit to do the same? From ignorance of the urgent nature of foreign relations arises this carelessness. Representatives are called useless sinecurists. This is a very grave matter. We shall therefore record what we have learnt, and go into the questions in their order, thus hoping to make some compensation to the Government and to the people for our negligence.

THE MALAY PENINSULA.

("TIMES'" CORRESPONDENT.)

The recent debate held in our Legislative Council here on the subject of the conduct of this Government with regard to the Native States in the Malayan Peninsula must be considered as marking an epoch in the history of that policy of which the Treaty of Pangkir formed the inauguration. At the close of Sir Andrew Clarke's speech all the members testified their hearty adherence to what had already been done and their willingness to support the continuance of a course of action which has hitherto met with signal success, and which it may prove a not uninteresting study to review, more especially as far as it regards the present relations of the Straits Settlements with the several States in the Malayan Peninsula. To begin near home, then, our fast friend the Maharajah of Johore is developing *con amore* the resources of his Province. His steam saw-mills are now constantly at work, roads are being formed in various directions, and his Highness has just secured the services of an eminent civil engineer from the North-West Provinces of India to superintend his pet hobby. The line of railway which commenced some two years ago is now being rapidly pushed forward. In Sunghie Ujong, the long-standing disputes between the Datu Klana and the Datu Banda, which at one time threatened to disturb the peace of the neighbouring States, are at length being arranged, the Datu Klana having signed an agreement with our Government, by the terms of which he binds himself to collect no illegal taxes and to refer to arbitration any disputes in which he may be concerned. His opponent has not yet signed, but there is every prospect that the matter will soon be amicably settled, the Datu Banda's son having, within the last few days, come to Singapore and proffered to the Governor his services as mediator.

The Datu Purba of Rumbow, whose differences with this same Datu Klana at one time gave a good deal of uneasiness and paralysed

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all the trade between Malacca and the Lingie River, has also visited Singapore several times lately, with the view of seeking the assistance of the British Government in opening up the resources of his country, the tin mines of which have never yet been worked, owing to an ancient prophecy, which has been handed down from generation to generation, that ill luck would attend that ruler of Rumbow who first permitted minerals to leave his country. However, the present Datu is a bright, intelligent young man, and seems inclined to set at nought the ancient legend.

At Salangore the Sultan has for the last four months had an officer of the Civil Service resident at his Court, whose advice he invariably seeks in all important questions, and whose expenses his Highness has volunteered to defray, and does punctually defray, to our Exchequer by monthly instalments. Indeed, so converted to more enlightened ideas has this old monarch become, that he has issued a proclamation notifying "all whom it may concern," that he has been pleased to consent that in future all revenue shall be collected by the agent of the British Government, and that he will grant concessions on liberal terms to all settlers, guaranteeing to them the same security of life and property that they would find under the British flag. Of this proclamation there is little doubt that many will avail themselves, for the district of Salangore, especially the neighbourhood of the Langat River, is admirably adapted for the cultivation of tobacco, sugar, and tapioca. To proceed still northwards, the State of Perak is just now most interesting. In that part of Perak known as Laroot, the industrious Chinese are busily working the tin mines, and now that they have been unmolested for some months they are working them with such good effect that it is estimated that the revenue derived from this district alone will reach $100,000 a year, and Captain Speedy, the Acting Resident, is actively opening up roads, forming reservoirs of water for the mines, and carrying out other works of public utility. Of course there have been difficulties; some of them grave enough to cause for the moment much anxiety, but prompt and vigorous measures have checked and removed them in their commencement, and instead of leading to a series of complications, their speedy suppression has rather fostered confidence in the Power which has overcome them, and tended to restore that European ascendency which, once firmly implanted among the natives, will probably in itself suffice to prevent a recurrence.

There has been, too, a difficulty on the east coast in the State of Pahang between the Bandahara, as Chief, of that Province, and the Maharajah of Johore, originating in a murder committed by some of the retainers of the former, who were stationed as head men on the River Indau, the frontier between the two States. There has been for years past an ill-feeling between these two Princes, who are relations, and we all know how bitter quarrels among kinsmen can become, and, a political motive having been assigned to the deed, the complication threatened to become so serious that Sir Andrew Clarke proceeded thither in person with Her Majesty's ships *Charybdis*, *Hart*, and *Avon*, and after a preliminary visit to Indau held an interview with the Bandahara and advised him to institute a searching inquiry into the matter in co-operation with the Maharajah, who was only too willing to abide by the decision of our Government. With such good results was this interview attended that not only did the Bandahara appoint three of his chiefs as Commissioners to proceed to Indau and commence an investigation, but he has since written to the Governor acquainting him how the inquiry was proceeding, and soliciting his good offices in procuring for him labour to enable him to reopen the rich gold mines with which his country is teeming. Such labour there is never any difficulty in obtaining, Chinese coolies being plentiful throughout the settlements, and willing enough to work, if only they can do so with security to life and property; but there is no doubt that these Chinese require European experience to direct them. The returns for investments made in agriculture are both high and rapid. Tapioca yields some 20 per cent.; sugar, 25 to 30 per cent.; and in tobacco the profit seems so fabulous that I would hesitate to give credence to the estimates had I not been positively assured by an English planter of experience, who has just returned from inspecting the cultivation of that plant in Sumatra, that in some cases the returns were during the first year 50 per cent. and in subsequent years cent. per cent. on the outlay. This is a young country in agriculture, with a virgin soil rich in alluvial deposits, and a climate so unvarying that there is but little dread of those droughts or floods to which in less-favoured climes planters and farmers are exposed. True that the planting of tobacco has hitherto not been carried out on any large scale in the peninsula, but on the opposite coast of Sumatra the experiment has been tried under similar conditions with the results above quoted, and the tobacco obtained is said to be good enough to form the outside leaf of manufactured cigars. In Sumatra, too, there is difficulty in extending the experiment, labour being difficult to obtain in the Dutch Dependencies, a drawback which does not exist in our settlements, where the liberal rule of the Government attracts coolies in large numbers from China and from India.

KOREA AND JAPAN.

The relations between Korea and Japan have for some time been in an extremely critical state. The Koreans, proud of their successful resistance to the French and American invasions of their coast in 1866 and 1871, have been in the habit of looking with contempt on their less conservative neighbours, and have viewed with loudly expressed dissatisfaction the—as they consider—undue concessions which the Japanese Government have made to foreign demands. Not long since it was reported that the King of Korea had stamped under foot a letter addressed to him by the Mikado, and a few months ago the people showed themselves to be in accord with their Sovereign by burning down a village on the coast peopled by Japanese settlers. Now we learn that all this has been changed, that the Korean Government is profuse in its expressions of goodwill towards Japan, and that the prominent members of the anti-Japanese party have been cast into prison. The difficulty of gaining any insight into the political workings of these far distant States is such that we are thankful for any light that may be cast on the subject, more especially when that light is derived from purely native sources. Of the motives which gave rise to this change of front on the part of the Korean officials the writer of a letter to the *Nisshin Shinjishi* supplies a very reasonable account. The writer, who signs himself "A Waiter for a Good Opportunity," and who describes himself as being a Samurai from the Nagasaki district, reproduces in his letter, an epitomised English version of which appears in the *Japan Mail*, the substance of a communication which he had received from a well-informed friend on the state of politics in Korea. From it we learn that in June last a Japanese Envoy, Moriyama Shigeru by name, was sent to Korea. On reaching the capital he found that the King's Government was much alarmed at the magnitude of the preparations which Japan was making for the Formosan expedition, as they feared that should the Japanese return in triumph the forces which would then become disposable would be turned against themselves. Under these circumstances, Moriyama found the task of "dispelling the ingrained illusions of years" a comparatively easy one, and the Government was at length induced "to recognise the favourable sentiments cherished towards it by Japan." The next step was to secure that punishment should be meted out to those "officials who ever since 1868 have been hostile to Japan," and though the "Waiter for a Good Opportunity," professes to shudder at the severity shown towards these offenders—of whom he relates that the Governor of Toraifu has been banished; that the Kundo, the official in charge of Japanese affairs, has been thrown into prison; that the interpreter, Saizaishu, has been put in irons and confined in a strong gaol; that all their confederates have been arrested and that their property has been confiscated—we cannot but suspect that a word from his countryman, Moriyama, would have mitigated the severity of these sentences, or that at least his influence would have been sufficient to have saved the Kundo and Saizaishu from the fate which is said to await them of having "their heads exposed by way of satisfaction to Japan." The fear which had overspread the land must have been great indeed if, as we are told, "all the inhabitants now feel as though the gloom of night were dispersed, and hold feasts of congratulation. The Korean officials," also, "at their interviews with us, showed their regret for the past and their wish to be guided by us for the future, and try earnestly that friendly relations may be cemented." These words and sentiments, aptly remarks the writer, "greatly resemble those of a defeated general declaring that he surrenders himself." Moriyama appears to have personally reaped some of the benefits of this change of feeling. Verses were written to his honour, and every demonstration of respect was shown towards him. "We are well acquainted," said the Korean Ministers to him, "with the power and prosperity of your honourable country. Your eloquence is better than a million soldiers." But such cajolery fails to impose on the "Waiter for a Good Opportunity," who, with Bismarkian frankness, adds, by way of comment, "While by such flattering speeches they try to appease our anger, they unmistakably betray their own faintheartedness."

PACIFIC MAIL COMPANY INVESTIGATION.

(NEW YORK TIMES.)

The Pacific mail jobbers must now meet the charges against them before a committee of Congress. The Ways and Means Committee, finding an inquiry into the affairs of this company upon its docket of unfinished business, has taken the case immediately in hand. Yesterday, at a secret meeting of the committee, subpœnas were issued for several persons, whose testimony was desired, and the members pledged themselves to secrecy till announcements of the service of the papers was received. The late President Sage, Rufus Hatch, and C. K. Garrison have been summoned. A subpœna was forwarded for Irwin, who is credited with disbursing the funds by which the subsidies were pulled through Congress, but service upon him has not yet been made, though measures have been taken to secure his attendance. The investigation will probably be public. There is no doubt that if the facts can be obtained the inquiry will make a genuine sensation. Garrison has said things privately in New York, which have come to the knowledge of members of the committee, that, if repeated here, will bring some members of Congress into the case. He is reported to have said, for instance, that a certain Congressman threatened his life if he should testify to the truth. Congressional investigations have not usually accomplished much, but the success of the Committee on Ways and Means last winter with the Sanborn frauds gives hopes of its clearing up the mysteries of the Pacific Mail. The Committee on Ways and Means will begin the investigation as soon as the witnesses summoned arrive, which may possibly be to-morrow. The examination by this committee will be confined to inquiries as to the use of money in Congress in securing the passage of subsidies. Whatever developments of the other affairs of the company are made they will be incidental to the inquiry in this direction. It ought to be said in this connection that the attack upon Mr. Garfield for reporting from the Appropriations Committee the appropriation for the continuance of this subsidy is exceedingly unjust, for the Appropriation Committee has not only not reported it, but has not yet acted upon this item in connection with the Appropriation Bill.

Some disclosures were recently made at Washington with regard to the Pacific Mail subsidy. A Mr. Parsons, a member from Cleveland, Ohio admitted that he had received money for securing the passage of the Pacific Mail subsidy. He was at the time the Bill was passed Marshal of the United States Supreme Court, and he had the reputation not only of lobbying for the Pacific Mail subsidy, but of spending some of the money for the Taxes Pacific Railroad.

THE ACTING AMERICAN MINISTER AT PEKING

THE RECENT CHINESE REBELLION.

Chargé d'Affaires Williams, writing to the Secretary of State under date of Peking, February last, speaks of the reduction of the last

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stronghold of the Mohammedan rebels who controlled the north-western provinces of Shensi and Kansuh for more than ten years. He shows the merciless nature of Chinese warfare, and the rancour of war as aggravated in this rebellion by the bitterness of religious bigotry in which the Mohammedans excelled. There is no reason for doubting the statements here given, and as the rebels had themselves given no quarter, I suppose they expected none. The insurrection thus ended has left large portions of these two provinces nearly depopulated, and years must elapse before they can recover from the desolation of war. In cases where these rebels, who are said to be all pure Chinese, and not Turks, met bodies of native Catholics in their progress, they are reported to have always spared their lives if not found in arms. The capture of Suh-Chan brings to an end all organised rebellion within the borders of China proper, or the eighteen provinces. It began in 1848, in the towns lying west of Canton City, and, through the mismanagement of the provincial authorities, its leaders waxed stronger and more desperate, and, under the name of Taepings (Great Peace), nearly succeeded in dismembering the Empire. They were finally subdued in 1865. After the capture of Nanking the Mohammedans rose in array in the south-west and north-west, where they set the Imperialists at defiance for ten years or more, but are now no longer formidable, and the few chiefs who may have escaped with a small following will not be able to gather head in those devastated districts. The manner in which orderly government, trade and rebuilding in the ruined towns has revived in those departments in the Valley of the Yangtsze, which were left almost like a wilderness in 1865, leads me to hope for a similar reviving in the western provinces.

CHRISTIAN MISSIONS IN KOREA.

Mr. Williams says, March 30:—A Roman Catholic bishop, whose diocese comprises a part of Manchooria and the region contiguous to Korea, has lately reached Peking from Newchwang, and brings an account of an entire change in the Government of Korea within the last three months, and the removal of the ruler who had usurped the chief authority during the past fifteen years. The change has been brought about without bloodshed, and the Bishop ("Monsignor R.") looks forward to a peaceable state of their missions, seeing that the new authorities are favourably disposed toward foreigners and Christianity.

Monetary and Commercial.

The directors of the Canada Company have decided to recommend, at the meeting on the 31st inst., a dividend of £1 per share for the half-year ending the 10th prox.; also to divide a further sum of £2 per share as a twelfth instalment, in repayment of the paid capital of the company.

The directors of the National Steamship Company have, out of the insurance account, declared a dividend for the half-year ending the 31st inst. of 6s. on each Original share, and 3s. on each Preferential share, free of income-tax, and payable on the 1st prox.

The Board of the Buenos Ayres Great Southern Railway Company (Limited) have declared a dividend at the rate of 7 per cent. per annum on the Ordinary Shares of the company for the half-year ending 30th June last (carrying forward a balance of £13,865), payable on the 1st proximo.

The directors of the Colonial Bank have decided to declare at the half-yearly general meeting, to be held on the 7th prox., a dividend upon the paid-up capital of 7½ per cent. for the half-year ending the 30th June last.

The directors of the Peel River Land and Mineral Company (Limited) have decided to recommend to the proprietors at the annual general meeting to be held on the 15th prox., a second dividend of 2½ per cent., which will make, with the interim dividend of 2½ per cent., paid on account in July last, a total distribution of 5 per cent. for the year ending June last.

The directors of the Bank of Roumania have declared a dividend at the rate of 5 per cent. per annum, payable on the 1st proximo.

The failure is announced of Messrs. Robert Maxwell and Co., of Mincing-lane, with liabilities estimated at £100,000, and their suspension involves that of Maxwell and Co., of Madras. The books of the firm have been placed in the hands of accountants. The failure is also announced of George O. Brown and Co., flax export and import merchants, of Dundee, with liabilities amounting to about £30,000.

In our last we noticed the difficulties of Findlay, Wade, and Co., Shanghai, and that a meeting of creditors of Capt. Findlay had been held in Greenock. As an interim measure, it was decided that Mr. Findlay should execute a trust deed, subject to the approval of the creditors.

The firms of Bourjau, Hubener, and Co., of Hamburg and China, and of Macgregor and Co., Hong Kong, are also reported in difficulties.

The joint official liquidators of the Albert Life Assurance Company announce that they have absolutely completed the payment of dividends to the creditors of the amalgamated companies, and that no further returns can be made.

The China Trans-Pacific steamer *Vasco de Gama* is reported at San Francisco on the 22nd in seventeen days from Yokohama.

The market for Bar Silver continues tolerably firm at 57½d. per oz., at which rate the amounts to hand this week have been taken. Mexican Dollars have been sold at 56d. per oz.

ARTICLES OF IMPORT.

Business in the Produce Markets has continued to exhibit the quietude incidental to this period of the year. No alteration of any importance has occurred, and the only change perceptible is a slight improvement in Rice, Silk and Tin. The Markets closed yesterday for the Christmas Holidays, and will reopen on the 5th proximo.

TEA.

The Market is virtually closed till after the Christmas recess, and as the trade for some few weeks past has been buying simply to supply current wants, and mostly of teas offered at auction without reserve, the stocks held must have run down to a low point. The position as regards figures reads highly satisfactory; the home consumption will reach 5,000,000 lbs. in excess of any former period, and the export department compares favourably, taking into consideration that so little common tea has been shipped to Russia this season. Prices for nearly all grades are very fair, but we question if any teas are giving a profit on import cost. There being no doubt that the season of 1874-5 is closed at the various shipping ports, and that under any circumstances nothing but rubbish can be obtained to swell supplies, should any be shipped, it is clearly to the interest of importers not to force business the coming year. The position of Green Tea is not satisfactory, though prices ruling are lower than for some years past. It is to the high cost in China that the blame must be laid which has led to the heavy losses of late. The consumption is about the same as during the years preceding the Taeping rebellion, but prices in China seem to be from 10 to 15 per cent. higher. The Adulteration Act, still in force, has, doubtless, interfered with sales, though we have heard of no prosecutions for some months. Indian Tea has barely kept up to the deliveries of last year, yet it now holds a firm position in the market, and without doubt will, every year, more seriously check the consumption of China growth of fine quality, unless the latter, which we doubt not, can be imported to compete with it. Accounts from India speak of a largely-increased area of land being brought under cultivation, and it is but natural that so profitable a field for capital will be eagerly availed of, and an important increase in supplies will follow.

SILK.

There is nothing new in the market; a little more inquiry for China Silk is showing itself, and prices seem steady at 12s. 6d. for fair 5, 15s. 6d. for Blue Elephant, and 19s. to 19s. 6d. for best chop thirds; some little business has been doing lately on this basis. Canton Silk is quiet, and 11s. 3d. is the best offer now made for market No. 4 Tsatlees; Japans are neglected, as also Bengals. Deliveries of China Silk are fair.

COTTON.—The market continues to exhibit a want of animation; the small business transacted, however, has been at steady rates.

COFFEE.—The concluding public sales of the year, held 22nd inst., passed off with very good spirit, and the small supplies offered were taken off with a good competition, at 1s. to 2s. per cwt. advance. The Plantation Ceylon, including a small quantity per steamer Burmese, amounted to 86 casks 15 tierces 9 barrels 67 bags, and the whole sold, good middling at 103s. to 105s., middling at 100s. to 102s. 6d., low middling at 97s. to 92s., small at 92s. to 94s. 6d., peas at 118s. to 121s. 6d., and triage at 82s. to 87s. 6d.

CAMPHOR has been very inactive; about 150 cases have been quitted at 71s. 3d. to 75s. per cwt.

COCOANUT OIL.—Ceylon is firm at the last quoted rates.

GAMBIER is firm and a small private business has been done at 25s. 6d. to 26s. per cwt.

GALLS.—Prices of China are rather easier; about 250 cases good sold, chiefly at 61s. 6d., but more recently a few cases dark at same figure.

HEMP.—Manila has been quiet at the previous value; about 1,000 bales have been sold privately at £31 15s. to £33 per ton for mixed to fair quality.

INDIA-RUBBER.—Market steady; of 109 cases Borneo at auction, a few sold at 11d. to 11¼d. for common foul; good quality is worth 1s. 3¼d. per. lb.

JAPAN WAX.—Large sales have been effected privately at easy rates; 32 bags grey yellow, greasy unbleached, sold at 32s. per cwt.

PEPPER.—*Black* has continued dull, with small sales of Singapore at 6 7-16d. to 6½d.; Penang at 6⅛d. to 5⅞d., closing sellers at latter figure. At auction, of 807 bags offered, barely half sold; Singapore at 6¼d. *White* has been in better demand and slightly advanced; at auction, of 764 bags, about 500 sold; fair to good 8⅝d. to 8⅝d. Privately 500 bags at 8½d. to 8⅝d., full terms.

RATTANS.—Market quiet; of 17,722 bundles offered at auction two-thirds were sold at 1s. 2d. to 3s. 3d. per 100 canes for ordinary to middling.

RICE.—The business on the spot has been almost nil. There has again been a good demand for floating cargoes of soft grain, and two have been announced at higher prices; one Rangoon, October sailing, at 10s., Liverpool quay terms, and one Bassein, per Walls Castle, August sailing, containing 960 tons, at 9s. 9d., Liverpool quay terms.

SPICES.—*Cinnamon*: There has been a fair small trade, chiefly in the bought-in lots of last quarterly sales, at sales' rates, and a few lots of fine in second hands at a slight advance. *Cassia Lignea*: Market steady: and 350 cases at public sale were sold at 56s. for coarse mouldy unworked; sales of good at 59s. to 59s. 6d. for small lots, closing rather firmer. Afloat offering at 60s. *Buds*: Steady: but nothing done. *Cloves*: Penang are very scarce and firm. *Mace*: The market continues quiet; and sales are of small extent. *Nutmegs*: Quiet; and of 122 cases offered about half placed; 96's at 3s. 3d.; 134's to 122's at 2s. 8d. to 2s. 11d.

SUGAR.—The dullness previously existing has continued and scarcely any business has been done during the week. The only sale of East India has been 14,000 bags clayed Manila at 20s. per cwt.

SAGO and TAPIOCA are without change.

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SAPANWOOD continues scarce and firm; 6 tons Manila of fair quality sold at £10 10s., and 4 tons Ceylon at £12 per ton.

TIN.—Business has continues steady, and prices show a slight advance for Straits. Subjoined are the closing quotations:—Straits on the spot £94, afloat £93 to £93 10s., Banca £100, Billiton £95 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.16	Kortenaer	Walker	Batavia	Portsmouth
18	Winlow	Barker	Do.	Liverpool
	Evening Star	Asburn	Singapore	New York
	Olivia Davis	Mantle	Do.	Do.
19	Glenfinlas (s)	Wilcox	China & New York	London
24	Pieve Superiore	Brunelli	Singapore	Do.
	Cesare Becharia	Pastorina	Bassein	Falmouth
20	Dartmouth	Pizzey	Shanghai	London
21	Moss Rose	McFee	Akyab	Do.
21	Olympia (s.)	Paulsen	China, &c.	Do.
21	Margaritha Delfino	Stagno	Akyab	Off Deal
22	Lavagna Seconda	Canei	Rangoon	Plymouth
20	Ionia (s.)	—	Java, &c.	Brouwershaven
8	Victor	Hastorf	Yokohama	San Francisco
22	Matheran	—	Rangoon	Off Holyhead
2	H.M.'s Hutchinson (s.)	—	Nagasaki	San Francisco
23	Hong Kong (s.)	—	China, &c.	Off Dover
22	Emma Sims	Stephens	Colombo, &c.	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.15	Singapore (s.)	Dumbreck	Singapore	Glasgow
15	Brema	Timpe	Do.	Cuxhaven
10	Vichna	Sinco	Yokohama	Cardiff
12	Tecumseeh	Ellis	Singapore	Do.
12	Maasmymph	—	Anjer	Do.
10	Victor	Ems	Galle	Penarth
16	Anna	Jessen	Hong Kong	Hamburg
18	Sir Lancelot	Felgate	Shanghai	London
	Astrea	Jacgar	Macassar	Amsterdam
18	State of Virginia (s.)	Moodie	China, &c.	Portsmouth
	Min (s.)	Morgan	Do.	Plymouth
	Galatea	—	Manila	Havre
17	Harriet Hickman	—	Galle	Newport
19	Charlie Hickman	—	Do.	Do.
17	P. J. Carleton	Lerce	Canton	Dublin
17	Egeria (s.)	Entwistle	China, &c.	Cuxhaven
21	Lucknow	Phease	Colombo	London
21	Swatow (s.)	Kidley	Sing., China & Japan	Do.
19	Anton Gunther	Kuhn	Singapore	Cardiff
21	Fox	—	Do.	Shields
22	Truth	—	Anjer	Liverpool
22	Jonge Cornelis	Linden	Batavia	Cardiff
22	Mogul	Walker	Singapore	Do.
23	Buena Ventura (s.)	Echevarria	Manila	Liverpool
23	Glamis Castle (s.)	Raison	Sing., Hg. Kg. & Shang.	London
23	Satsuma	Garrick	Yokohama & Hiogo	Do.
22	St. Lawrence (s.)	Hyde	Colombo, &c.	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Yokohama, Hiogo, and Nagasaki: Pernambuco. For Penang, Singapore, Hong Kong, and Shanghai: Bengal, Lotus. For Singapore, Hong Kong, and Shanghai: Glenartney, Glenfinlas. For Colombo, &c.: Duke of Devonshire.

SAILING VESSELS.—For Yokohama: Oleander. For Vladewostock and Nicolajefsk: Rowena. For Nicolajefsk: Genetiv. For Hong Kong: Balgownie, Min. For Shanghai: Scindia, Forward Ho. For Penang: Zehlina. For Batavia, Samarang, and Sourabaya: Nicola Tommaso. For Singapore: Edeline. For Colombo: Queensbury.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.), Diomed (str.), Antenor (str.). For Hong Kong (via Cardiff): Arvio. For Batavia and Sourabaya: Wein Holenfelde. For Batavia: Sophia R. Luhrs.

At GLASGOW.—For Singapore (via Port Glasgow): Rosa (str.).

At GREENOCK.—For Singapore: Comete.

SPOKEN.

N.L.B.K., Samarang to Middleburg, Nov. 20, 25 S., 3 E.
Q.C.H.F., Cardiff to Singapore, Nov. 4, 17 S., 30 W.
P.H.F.E., (!) Batavia to New York, Sept. 20, 36 S., 21 E.
CLARRISSA, Cardiff to Singapore, Nov. 7.
PEARL, New York to Anjer, on the line.
SARNETA, Penang to New York, Nov. 21, 41 N.
P.C.K.M. (Ger. ship), Amsterdam to Batavia, Nov. 9, 2 S., 29 W.

FREIGHTS AND CHARTERS.

We have little or no alteration to make in berth rates of freight to the Eastern ports, and business generally is somewhat contracted. Coal freights remain as quoted below.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight or meast. To Hiogo: 60s. weight or meast. To Nagasaki: 65s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai 27s. 6d. To Singapore: 19s.

CASUALTIES.

The Terentia, Bevan, from Glasgow to Singapore, put into Falmouth Dec. 15, with loss of sails and bulwarks.

NEW YORK, DEC. 5.—The Johanne (Ger. ship), Bange, arrived here Dec. 2, from Manila, reports that on Nov. 13, in lat. 30 N., lon. 69 W., she experienced a severe squall from S. to N.W., lasting one hour, during which she lost foretopmast, fore and main topgallantmast. On Nov. 24, in lat. 36 N., lon. 70 W., she encountered a hurricane, beginning at S. and veering to N., lasting twenty-four hours, in which she lost forestaysail.

PORTSMOUTH, DEC. 17.—The Maria Eliza (Dut.), V. Deursen, from Amsterdam to Sourabaya, with a general cargo, has arrived at the Motherbank, with 'oss of jibboom, head gear, cat head, &c., and stem damaged, having been in collision in the North Sea; later accounts state that she has been towed into harbour to undergo repairs.

LIVERPOOL, DEC. 18.—The Winlow, arrived here to-day from Samarang, encountered very heavy gales when passing the Western Islands between the 10th and 15th, and shipped some heavy seas, which carried away longboat and a portion of mainrail and bulwarks; also stove a large iron water tank which was lashed on deck.

GREENOCK, DEC. 17.—The Singapore (str.), Dumbreck, from Glasgow to Singapore, took the ground at Gravel Point during a fog yesterday afternoon; she floated off at high water and proceeded to sea.

STORNAWAY, DEC. 15.—It is reported that the tops of the lower masts of the Maju are now above water.

HONG KONG, DEC. 19.—The Japan (American mail str.), from Yokohama to Hong Kong, took fire at sea and was totally destroyed. The chief engineer, one passenger, and seven Chinese crew have arrived here.—Dec. 21. The master and several more of the crew and passengers arrived here yesterday. There are now missing Mr. Tyndall, a cabin passenger and one steerage, the surgeon of the ship, a few of the crew, and about 400 Chinese. The fire was first discovered over the boilers on Dec. 17, 150 miles from Hong Kong. It being impossible to subdue it the master decided the following day to abandon her. The boats remained near until the noon, in order to save life, and then proceeded to Swatow.

The County of Sutherland (str.), from Java to Rotterdam, grounded on the Schaar, near Brouwershaven, but floated off without assistance.

The United Service (str.) has been put upon the hydraulic lift, and it has been ordered that the defective plates which are under the engine-room be doubled upon the outside, and that new rivets be put in and the cement renewed where necessary, after which the vessel will be in a perfectly good condition to proceed.

LISBON, DEC. 21.—The Rollo, Off. No. 60,802, from London to Hong Kong, with a general cargo, has been towed in here from lat. 42.30 N., 9.40 W., with main and mizenmasts gone, with all attached boats crushed, and with loss of a portion of bulwarks and rails, poop-deck stove and pump gear damaged; ship tight; happened 16th; no agreement.

MISCELLANEOUS.

At PORT SAID.—Dec. 17, Abbotsford (str.), from London to Singapore and China; 20, Holland (str.), from Nieuwe Diep to Java; 21, Amboina (str.), from Glasgow to Java; 22, Elgin (str.), from London to Colombo, &c.

At SUEZ.—Dec. 18, Voorwaarts (str.), from Java to Nieuwe Diep.

The Visayas (str.) (of Manila), which is reported to have left Hong Kong for Manila on the 16th September last, has been posted by the Committee of Lloyd's as a missing vessel.

At MOSSEL BAY.—Henrietta, and sailed, Dec. 18, for Batavia.

LAUNCHES, &c.

On Dec. 21 there was launched from the building yard of Messrs. Caird and Co., Greenock, a screw steamer for the Burmah Steamship Company, named the Shuaydagone. The following are her dimensions:—Length on main deck, 177ft.; breadth of beam, moulded, 23ft.; depth, moulded, 16ft. She has a pair of compound high and low pressure engines of 90-horse power nominal; tonnage, builders' measurement, 460 tons. Captain Bowers, the managing director, has superintended the building of this steamer, and another one to be launched shortly.

The P. and O. Company's steamer Lombardy, Captain Gillson which put back damaged in the recent heavy gales, has completed her repairs, and sailed from Southampton on the 18th inst. for Bombay.

The steamer Esmeralda, Capt. Thebaud, the launch of which we lately noticed, from the yard of Messrs. Hall and Russell, Aberdeen, has had a trial trip, which has proved satisfactory, twelve knots having been attained. She proceeds, via Suez Canal, for Manila, to take up the local line in connection with the steamers of the Pacific Mail Company. This is one of the finest steamers ever built and engined by the firm, and we think will prove a credit to them.

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THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon erms to be ascertained at the Office

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000 000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,

HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

HOLLOWAY'S PILLS

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Khiva ...	2,609	450	Jan.	7	Mediterranean, Aden, Bombay.
*Cathay ...	2,982	450	Jan.	14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan and Australia.
Australia.	3,618	600	Jan.	21	Mediterranean, Aden, Bombay.
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Iraouaddy	... Jan. 17	
Hoogly	... Jan. 31	
Peiho ...	... Feb. 14	
Meikong	... Feb. 28	

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The Steamers of the 3rd and 31st Jan., and 28th Feb. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

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Glenfinlas	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glengyle	100 A1	1,676	200	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
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Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I.D.	Jan 4
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Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
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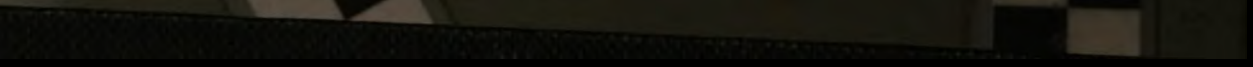

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